

Agenda

Environment and Sustainability Scrutiny Committee

Date: **Monday 2 March 2026**

Time: **10.00 am**

Place: **Conference Room 2 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE**

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

For any further information please contact:

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Agenda for the meeting of the Environment and Sustainability Scrutiny Committee

Membership

Chairperson **Councillor Louis Stark**
Vice-chairperson **Councillor Justine Peberdy**

Councillor Elizabeth Foxton
Councillor Robert Highfield
Councillor Nick Mason
Councillor Rob Owens
Councillor Richard Thomas

Agenda

		Pages
1.	<p>APOLOGIES FOR ABSENCE</p> <p>To receive apologies for absence.</p>	
2.	<p>NAMED SUBSTITUTES</p> <p>To receive details of members nominated to attend the meeting in place of a member of the committee.</p>	
3.	<p>DECLARATIONS OF INTEREST</p> <p>To receive declarations of interest from members of the committee in respect of items on the agenda.</p>	
4.	<p>MINUTES</p> <p>To receive the minutes of the meeting held on 16 December 2025.</p>	9 - 14
<p>HOW TO SUBMIT QUESTIONS</p> <p>The deadline for the submission of questions for this meeting is 5pm on Tuesday 24 February 2026.</p> <p>Questions must be submitted to councillorservices@herefordshire.gov.uk. Questions sent to any other address may not be accepted.</p> <p>Accepted questions and the responses will be published as a supplement to the agenda papers prior to the meeting. Further information and guidance is available at www.herefordshire.gov.uk/getinvolved</p>		
5.	<p>QUESTIONS FROM MEMBERS OF THE PUBLIC</p> <p>To receive any written questions from members of the public.</p>	
6.	<p>QUESTIONS FROM MEMBERS OF THE COUNCIL</p> <p>To receive any written questions from members of the council.</p>	
7.	<p>WASTE RECOVERY CONTRACTING</p> <p>To provide an update to the scrutiny committee on the establishment of new waste recovery contract and an update on roll-out of garden waste collection.</p> <p>[Papers to follow]</p>	
8.	<p>LOCAL CYCLING WALKING AND WHEELING INFRASTRUCTURE PLAN</p> <p>To seek the views of the Environment and Sustainability Scrutiny Committee on the draft Local Cycling Walking and Wheeling Infrastructure Plan, prior to its consideration by Cabinet.</p>	15 - 96
9.	<p>WORK PROGRAMME</p> <p>To consider the draft work programme for Herefordshire Council's scrutiny committees for the municipal years 2025/26 and 2026/7.</p>	97 - 166

- 10. DATE OF THE NEXT MEETING**
Wednesday 17 June 2026, 10am



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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 Environment and Sustainability Scrutiny Committee held at Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE on Tuesday 16 December 2025 at 10.00 am

Present: Councillor Louis Stark (chairperson)
Councillor Justine Peberdy (vice-chairperson)

Councillors: Elizabeth Foxtan, Nick Mason, Rob Owens, John Stone and Richard Thomas

In attendance: Councillor Elissa Swinglehurst (Cabinet Member Environment).

Officers: Simon Cann (Democratic Services Officer/Committee Clerk), John Coleman (Democratic Services Manager), Victoria Eaton (Senior Planning Officer), Daniel Lenain (Principle Sustainability and Climate Change Officer), Siobhan Riddle (Strategic and Climate Change Officer), Richard Vaughan (Acting Head of Environment).

141. APOLOGIES FOR ABSENCE

Apologies had been received from Cllr Robert Highfield.

142. NAMED SUBSTITUTES

Cllr John Stone was the named substitute for Cllr Robert Highfield.

The Chair noted that -- to maintain political proportionality within the committee -- Cllr Elizabeth Foxtan (Independents for Herefordshire), would be joining the committee as a permanent member and Cllr Helen Heathfield (Green Party) would be stepping down from the committee. The Chair welcomed Cllr Foxtan and thanked Cllr Heathfield for her contributions to the committee's work.

143. DECLARATIONS OF INTEREST

There were no declarations of interest.

144. MINUTES

The minutes of the previous meeting were received.

Resolved: That the minutes of the meeting held on 12 May 2025 be confirmed as a correct record and be signed by the Chairperson.

145. QUESTIONS FROM MEMBERS OF THE PUBLIC

One questions had been received from a member of the public, which had been published, along with a response, as a supplement to the meeting agenda on the Herefordshire Council website.

A record of a supplementary question asked and a verbal response provided during the meeting, are attached at Appendix 1 to these minutes.

146. QUESTIONS FROM MEMBERS OF THE COUNCIL

There had been no questions received from members of the council.

147. CARBON NEUTRAL HOUSING

The Chair took the report on Carbon Neutral Housing as read and opened the item up for debate. The key points of discussion included:

1. Members were advised that the Future Homes Standard was expected to become legally enforceable from December 2027, requiring new homes to be net zero ready, predominantly electric and removed from the gas grid.
2. Officers confirmed that while carbon neutral homes had higher upfront installation costs, particularly for heat pumps and insulation, running costs could broadly balance out where homes are well insulated.
3. It was reported that industry awareness of the Future Homes Standard was increasing, although readiness to deliver at scale remained mixed, with larger developers better placed than smaller builders.
4. Officers confirmed significant and ongoing skills shortages across key construction trades, with limited training capacity and a risk that locally trained workers may leave the area.
5. Members were advised that housing delivery was developer-led, with most construction labour subcontracted, limiting incentives for developers to invest directly in workforce training.
6. Officers advised that the Future Homes Standard would add cost and complexity to housing delivery and could place additional pressure on housing numbers alongside existing viability challenges.
7. It was confirmed that all new housing, including affordable and social housing, would be required to meet the same standards, as well as the required percentages for such housing laid down in the Local Plan.
8. Officers advised that while low-density development was less efficient, it remained necessary to meet housing needs, and that higher-density development may improve efficiency where appropriate.
9. Members were advised that accommodation for construction workers was already constrained and was being considered as part of Local Plan development.
10. Officers confirmed that heat networks were uncommon in domestic settings due to cost and management challenges and that new homes were expected to be fully electrified.
11. It was confirmed that electricity grid capacity was a significant challenge and that the council was working with the Distribution Network Operator to inform future investment planning.

12. Officers advised that retrofitting of existing homes was unlikely to be mandated, with current support focused on voluntary grant schemes such as Warm Homes.
13. Members were advised that while planning policy could be prepared in advance, development management and building control services would face increased pressures once the standard became statutory.
14. Officers confirmed that no specific mortgage or finance products recognising lower running costs were identified, although this was noted as an area for potential future exploration.

At the conclusion of the debate the committee discussed and agreed the following recommendations to the Executive.

That:

1. **The Executive should commission a piece of work in collaboration with housebuilders (including housing associations) to quantify the impact of implementation of the Future Homes Standard on the achievability of the new housing target for the County of 27,260. This should include the future availability of new affordable and social housing.**
2. **The Executive should continue discussions with relevant industry partners to evaluate the skills required to deliver the Future Homes Standard in the County and how this will feed into a joined-up approach by the Council including colleges, the youth employment hub and those involved in career advice.**
3. **The Executive should implement a review of the Council's policy and operational readiness and preparedness of planning and building control to ensure they are fit for purpose for when the Future Homes Standard finally comes into force, including training requirements.**
4. **The Executive undertake a review/audit of the government support being put in place to assist the market to deliver the quantum of carbon neutral homes**
5. **In the development of the Local Plan 'building control standards' are reviewed to ensure they are aligned with the Future Homes Standard and provide viable and affordable compliance with the development of 'carbon neutral' homes**
6. **The Local Plan – through building control policies ensures that every new home built is fitted with solar paneling and/or renewable heat sources to reduce the pressure on the national grid**
7. **The Executive encourages government and other stakeholders to investigate and consider options that allow a more balanced approach to the financial products available for home buyers to allow for downstream energy cost savings to provide more attractive purchase options for carbon neutral homes for those who have income but lower equity.**

148. BUS AND PASSENGER SERVICES TASK AND FINISH GROUP

The committee considered a progress update from the Chair of the Bus Services Task and Finish Group:

1. The committee formally approved the Terms of Reference for the Task and Finish Group, noting that these had been available to Members for some time and no amendments had been proposed.

2. Members were advised that the Task and Finish Group had held two review meetings to date, supported by lines of enquiry style sessions and officer engagement. While officer support had been positive, access to consistent data had been limited, highlighting a key issue in itself. Further detailed information, particularly in relation to subsidised routes and subsidy criteria, was expected at the next review meeting.
3. The committee noted that the council's current role in bus provision was limited to convening the Enhanced Partnership, managing infrastructure, and identifying and funding socially necessary routes. Accountability within the Enhanced Partnership was described as weak, particularly in relation to commercial operators. However, new bus services legislation would potentially expand local authority powers, including the potential for franchising.
4. Members were advised that delivery of bus service improvements was constrained by operator capacity, with all operators facing driver shortages and limited technical capability. Approximately two-thirds of local routes were subsidised, and there continued to be significant overspend on home-to-school transport, driven by increased demand for specialist provision and reliance on taxis.
5. The committee welcomed the confirmation of three-year Bus Service Improvement Plan revenue funding, providing greater financial stability and scope for longer-term planning, while noting a reduction in capital funding.
6. A lack of reliable and consistent data was identified as a critical weakness, limiting effective service planning, performance management, and the ability to demonstrate value for money in funding bids. New data tools were being introduced to help identify travel demand and network gaps, but members agreed that improving data collection should be a priority.
7. The committee noted that integrated ticketing and improved passenger information remained key public priorities. Officers were progressing a "Making Buses Easier" initiative, focusing on reliability, accessibility, digital integration, and real-time information, alongside investment in upgraded bus shelters across the county.
8. Members discussed opportunities arising from devolution, the proposed Hereford Transport Hub, improved bus-rail integration, and cross-border working through the Marches Forward Partnership.
9. The committee was advised of a forthcoming Bus Summit involving operators, users, community transport providers, and officers, at which emerging issues and potential solutions would be discussed.
10. Members raised concerns about the long-term viability of the current bus delivery model, recent operator failures, and the impact on rural communities and school transport.
11. The committee encouraged the task and finish group to consider alternative delivery models, including potential pilot schemes, alongside community and demand-responsive transport options. Members also noted the importance of developing a more strategic, long-term vision for bus provision.
12. The committee indicated flexibility regarding the reporting timetable and confirmed its support for the task and finish group to widen the scope of its

review where necessary to address the fundamental sustainability and deliverability of bus services.

149. WORK PROGRAMME

1. Members raised concerns about the robustness of the Strategic Environmental Assessment (SEA) supporting the Local Transport Plan (LTP), following debate at Full Council. Officers had advised that the LTP decision could not be revisited, but members agreed scrutiny should focus on delivery and implementation, with clear milestones and a defined timetable.
2. The committee emphasised the need for a more ambitious approach to rail strategy, including improved connectivity and potential line reinstatements. Despite the strategy not yet being in draft form, members felt early scrutiny could help shape development.
3. Members supported allowing more time for the bus service task and finish study group to fully examine different transport delivery models, including rural services, school transport, and cross-boundary working.
4. Flooding was recognised as a significant, ongoing issue. Members agreed scrutiny was needed across prevention, response, and recovery, but timing should avoid short-term reactive focus.
5. Capacity constraints were noted, (particularly with elections approaching). Members agreed on shared responsibility for work programme development and the use of informal meetings to support planning.

Agreed Action Points:

- Add SEA delivery scrutiny (LTP) to the June meeting.
- Move the transport task and finish study group final report to September.
- Include rail strategy scrutiny as a substantive item in September.
- Discuss establish a flooding task and finish study group, commencing June.
- Officers to provide LTP delivery milestones to support effective scrutiny.
- Arrange an informal work programme planning meeting in the New Year to plan items beyond September.
- Members to submit suggested scrutiny topics to officers for future consideration.

150. DATE OF THE NEXT MEETING

Monday 2 March 2026, 10am

151. APPENDIX 1 - SUPPLEMENTARY QUESTION FROM MEMBER OF THE PUBLIC

Supplementary question from member of the public – Environment and Sustainability Scrutiny Committee, 16 December 2025

Question Number	Questioner	Question delivered verbally by Mrs Morawiecka during the meeting:	Question to
SPQ	Mrs E Morawiecka Herefordshire	Please forgive my confusion around scrutiny responsibilities. On the basis of the answer received, this committee will not need to scrutinise the forthcoming Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP) as the Connected Communities Scrutiny Committee undertook this in September 2025. The papers and recommendations are here	Environment and Sustainability Scrutiny Committee

		<p>https://councillors.herefordshire.gov.uk/mqAi.aspx?ID=70755</p> <p>However, despite a public consultation on the Strategic Environment Assessment (SEA) at the same time as the Local Transport Plan (LTP) consultation, at the full Council meeting in December 2025 the LTP was accompanied by a SEA – Non Technical Summary dated April 2025. Given the absence of an up to date SEA to support the LTP, is the committee confident that the plan is compliant with the applicable statutory regulations for Local Transport Plans, and despite the errors, requires no further scrutiny?</p>	
<p>Response as delivered verbally by the ESSC Chair during the meeting:</p> <p>Thank you for your supplementary question Mrs Morawiecka. As regards the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP) the committee has, for some time, had it in the work program to look at the plan against an earlier scrutiny that it did on active travel.</p> <p>There were four recommendations to the executive from the active travel scrutiny that was done in November 2024. The executive response to the four of those recommendations was that our recommendations from that earlier scrutiny would be covered by the LCWWIP. So, while we will not be looking at the plan itself, we will be looking at how the plan addresses those earlier active travel recommendations and that hopefully will happen in March 2026.</p> <p>As for the Strategic Environment Assessment (SEA), I've already got it in mind today to bring that forward under a work program item later on, to see if the committee wants to prioritize it as an item for scrutiny. I do accept that there was a lot of concern at Full Council on the 5 December around the SEA as regards the overarching Local Transport Plan, and the committee can consider whether it wants to prioritize that as a scrutiny item for the work program going forward.</p>			

The meeting ended at 12:50

Chairperson



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

Meeting: Environment and Sustainability Scrutiny Committee

Meeting date: Tuesday 2 March 2026

Report by: Transport Planning Services Manager

Classification

Open

Decision type

This is not an executive decision

Wards affected

(All Wards);

Purpose

To seek the views of the Environment and Sustainability Scrutiny Committee Environment and Sustainability Scrutiny Committee on the draft Local Cycling, Walking and Wheeling Infrastructure Plan (LCWIP), prior to its consideration by Cabinet. The committee is invited to scrutinise the plan, provide feedback, and endorse its strategic direction. The report also outlines and details key funding streams for the council to deliver the priorities of the plan.

Recommendation(s)

That the Environment and Sustainability Scrutiny Committee:

- a) Review the draft LCWIP and provides feedback on its content and priorities;**
- b) The committee offers any recommendations around the LCWIP for Cabinet consideration; and**
- c) Review the progress to Level 2 authority status with Active Travel England.**

Alternative options

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

Key considerations

2. The Local Cycling and Walking and Wheeling Infrastructure Plan (LCWIP) is a core strategic tool that enables Herefordshire Council to take a structured and prioritised approach to improving walking, cycling and wheeling routes across the county. It is required by the Department for Transport and Active Travel England (ATE) and is increasingly used as a benchmark for assessing a council's capability and ambition in active travel delivery.
3. Having an adopted LCWIP is now central to securing future investment, as funding is allocated according to a council's performance rating and the strength of its evidence base. By adopting the plan and committing to its delivery, Herefordshire will be better positioned to work towards achieving Active Travel England Level 2 status in the next assessment cycle, which would enable access to more substantial funding streams and stronger national support.
4. Without a strategic document of this nature, the council would struggle to demonstrate its commitment to sustainable transport or respond adequately to the needs raised by local communities.
5. The LCWIP directly supports national policy priorities including the Cycling and Walking Investment Strategy, the Gear Change vision, and wider commitments around health improvement set out in the NHS Long Term Plan.
6. ATE places significant emphasis on high-quality design, evidence-led planning and meaningful engagement with communities. The LCWIP provides the framework to meet these expectations by setting out clear priorities, identifying deliverable routes, and showing that the council can bring forward schemes that reflect both national standards and local requirements.
7. Adopting the LCWIP brings a broad range of benefits. It embeds active travel within the council's wider transport and place-shaping agenda and enables decisions to be based on robust data and clear priorities. The plan supports wider public health and environmental goals by encouraging everyday physical activity, reducing emissions, and improving air quality. It also enhances access to education, employment and essential services—especially for residents who do not have access to a car—contributing to a more inclusive and connected transport network.
8. The LCWIP is designed to evolve. It will be updated regularly to reflect feedback from residents, changing travel patterns and new funding opportunities. This approach ensures that the document remains relevant and adaptable rather than a static plan. The council will continue to review local priorities, gather input from communities and partners, and refine the programme over time. This iterative process also aligns with national expectations, particularly for rural authorities where travel patterns differ from urban areas and require flexible, long-term planning.
9. It is important to note that the LCWIP is not intended to restrict car use or disadvantage rural communities. The council recognises that private vehicles remain essential for many residents. Instead, the plan aims to support more choice in how people travel by making it easier and safer to walk, wheel or cycle for short trips, and by improving conditions for all road users. The LCWIP complements, rather than competes with, the existing road network and seeks to ensure that the transport system as a whole is safer, more efficient and more accessible for everyone.

Community impact

10. The 2025/2026 Delivery plan has a stated objective to: Adopt the Local Cycling, Walking and Wheeling Infrastructure Plan and provide residents with different travel choices through integrated networks. We will seek Cabinet approval to adopt and publish the plan and commence implementation
11. LCWIP makes a strong contribution to the council's wider corporate priorities, particularly around health, wellbeing and strengthening communities. It supports the Herefordshire Council Plan by promoting a healthier, more accessible and better-connected county. The plan also aligns with key national strategies such as the NHS Long Term Plan and the Cycling and Walking Investment Strategy (CWIS2), both of which highlight active travel as central to improving population health and addressing inequalities.
12. By embedding active travel within local decision-making, the LCWIP reinforces the council's commitment to creating places that support healthier lifestyles and inclusive access for all residents.
13. There is clear and well-established evidence that walking, cycling and wheeling bring extensive physical and mental health benefits. Regular active travel reduces the risk of major health conditions including cardiovascular disease, type 2 diabetes and obesity, while also improving mobility and respiratory health. From a mental wellbeing perspective, increased physical activity is linked with lower levels of stress, anxiety and depression, alongside improved mood and confidence. Even short, everyday journeys—such as a 30-minute walk or cycle—have been shown to deliver immediate and lasting mental health benefits. The LCWIP supports these outcomes by making it easier and safer for residents to build physical activity into their daily routines.
14. The plan also plays an important role in improving transport affordability and accessibility. Enhanced walking, wheeling and cycling routes offer low-cost, zero-emission travel options, which can significantly reduce financial pressure on households. This is especially important in rural areas and for residents who do not have access to a car. Initiatives such as the Beryl bike share scheme in Hereford further widen choice by providing flexible, pay-as-you-go transport options. By investing in active travel infrastructure, the LCWIP supports more equitable access to jobs, education and services and helps reduce transport-related exclusion.
15. The LCWIP also contributes to the council's corporate parenting responsibilities. Safe, reliable and inclusive transport networks improve access to education, training, leisure and support services for children in care, care leavers and care-experienced young people. Better walking and cycling routes can help support independence, enable social participation and improve access to green spaces, all of which contribute to improved life chances and wellbeing. The plan recognises the needs of vulnerable users, and people with disabilities, and commits to designing infrastructure that is accessible, inclusive and safe for all through adoption of the LTN1/20 design standards where possible.
16. Taken together, the health, affordability and inclusion benefits delivered by the LCWIP represent a meaningful investment in the wellbeing of Herefordshire's residents and reinforce the council's role as a responsible corporate parent. The plan supports fair access to opportunities and reflects the council's commitment to creating healthy and resilient communities.

Environmental impact

17. The LCWIP makes a significant contribution to the council's environmental policy commitments and supports the Herefordshire Council Plan's goals around carbon reduction, cleaner air, and improved access to green space. By encouraging walking, wheeling and cycling for short trips,

the plan helps reduce transport-related emissions—one of the largest contributors to carbon output in the county. The shift toward more sustainable travel will also support improved air quality, complementing wider efforts to enhance environmental resilience and create healthier local communities.

18. Sustainable travel plays an important role in reducing environmental impact, particularly in a rural county where car dependency is high. Walking and cycling are zero-emission modes that cut congestion, reduce noise, and support better public health. Herefordshire already benefits from an extensive network of public footpaths and a growing number of high-quality cycling routes, alongside initiatives like the Beryl bike share scheme in Hereford. These assets provide a strong foundation on which the LCWIP can build, enabling greater use of low-carbon modes of travel.
19. The success of the Beryl scheme demonstrates the environmental and behavioural benefits that accessible active travel options can deliver. Since 2019, users have made over half a million trips, covering around 1.2 million kilometres and generating significant physical activity. Estimates suggest that these trips have saved approximately 46 tonnes of carbon emissions, with nearly seven in ten users reporting that they replaced motorised journeys with cycling. The scheme has encouraged more frequent cycling, reduced car use for many participants, and highlighted the environmental value of well-designed, easy-to-use sustainable transport services.
20. There is strong national evidence that investment in walking and cycling infrastructure increases active travel levels, particularly in areas where use has historically been low. Programmes such as Connect2 demonstrated that improving route quality—through traffic-free paths, better crossings, and accessible design—led to notable increases in walking and cycling, especially among deprived communities and groups underrepresented in active travel. These findings reinforce the importance of the LCWIP’s focus on safe, coherent and attractive routes as a key driver of environmental and health benefits.
21. The LCWIP also reflects national policy direction. Active Travel England’s most recent business plan emphasises the importance of delivering safe, inclusive and high-quality infrastructure to reduce emissions and support healthier lifestyles. The UK Government’s investment in active travel aims to significantly increase the number of walking and cycling journeys made each year and to reduce pressure on public services through improved population health. The LCWIP positions Herefordshire to benefit from this national agenda and align local investment with national environmental priorities.
22. Throughout development of the plan, the council has considered how to minimise environmental impacts and maximise sustainability benefits. This includes encouraging low-carbon materials where appropriate, integrating opportunities for green infrastructure, and promoting active travel as a viable alternative to private car use. The LCWIP will help ensure that future schemes support healthier, greener and more resilient communities, and contribute to making Herefordshire’s towns and villages better connected and more environmentally sustainable places to live.

Equality duty

23. Due to the overall impact of this project being assessed as low, a full Equality Impact Assessment is not required at this stage. However, equality considerations have been incorporated into the development of the LCWIP.
24. The plan promotes accessibility for all users, including people with mobility impairments, sensory impairments, and those who rely on lower-cost modes of transport. By focusing on

safer, more inclusive walking, wheeling and cycling routes, the LCWIP aims to reduce transport inequalities and improve access to services, education and employment for groups who may be disproportionately affected by limited transport options.

Resource implications

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

Legal implications

26. The relevant legal provisions for this decision can be found in the council’s constitution, www.herefordshire.gov.uk/constitution.

Risk management

27.

Risk / opportunity	Mitigation
Risk - Public dissatisfaction if engagement feedback is not reflected in the final LCWIP	Clearly show how feedback has influenced the plan; update route priorities where appropriate; publish consultation summary; communicate constraints transparently
Risk - Funding constraints may slow delivery of schemes	Prioritise deliverable schemes; develop a strong funding pipeline; work toward achieving Active Travel England Level 2 status to unlock higher national investment; seek external and partnership funding
Risk - Delivery challenges due to rural geography and limited active travel alternatives	Tailor schemes to rural context; prioritise safety and accessibility; focus on key settlements, schools and employment areas; gather user data to refine priorities
Opportunity - Adoption enables access to greater funding and improves ATE performance ratings	Adopt LCWIP; demonstrate deliverability; build a strong scheme pipeline; meet ATE requirements consistently
Clear strategic plan strengthens partnership working and public support	Use LCWIP as shared framework; engage partners early; align priorities with local needs. More effective collaboration with NHS, schools, community groups and town/parish councils

Consultees

28. A comprehensive multi-channel consultation was undertaken to inform the development of the LCWIP. Engagement activities were designed to ensure input from a broad cross-section of residents, stakeholders, and representative groups.

29. The Commonplace platform attracted 1,648 visitors, with 199 contributors providing 760 comments and agreements on proposed routes, infrastructure priorities, missing links and local barriers. Respondents were able to comment directly on draft proposals and highlight locations where improvements were required.
30. Participants made location-specific suggestions via interactive maps, highlighting opportunities for new off-highway routes, Quiet Lanes, junction upgrades, and improved connections to key destinations such as Hereford County Hospital and Ledbury. This enabled highly detailed, place-based feedback.
31. Drop-in sessions were held in Hereford and Ledbury and were well attended by residents. These sessions allowed people to speak directly with officers, review draft route options and provide detailed local insights. The events supported participation from individuals less likely to engage through digital channels and helped ensure a more representative demographic.
32. Engagement sessions were held with parish councils, community groups and accessibility advocates, ensuring the needs of older residents, children and young people, disabled people, and other under-represented groups were captured. Targeted communication undertaken with colleagues in the Children's Directorate encouraged direct involvement from children and young people, who shared their specific travel needs and safety concerns.

Ward member engagement

33. Ward members were invited to comment on priorities within their areas and share issues raised by constituents. Feedback from councillors informed route refinement and the identification of local constraints.

Consultation Findings

Key themes

34. Analysis of the consultation identified consistent themes, including strong support for safer infrastructure, improved connectivity, and the removal of barriers to walking, wheeling and cycling. These themes have shaped the recommendations and revisions to the LCWIP.
35. Priority infrastructure identified by the public (in order of support)
 - a) Designate and enhance Quiet Lanes
 - b) Create and improve off-highway routes
 - c) Upgrade junctions for safety and accessibility
 - d) Introduce traffic calming
 - e) Manage and improve footways
 - f) Implement modal filters
 - g) Integrate green infrastructure
 - h) Improve routes to school
 - i) Provide additional cycle parking
 - j) Enhance signage and wayfinding
 - k) Install gateway features

- l) Improve street lighting
- m) Route support and new suggestions

36. Overall, 42% of respondents supported the proposed routes. A significant number of alternative route suggestions were submitted—several hundred in total—and these are being reviewed for inclusion in the revised LCWIP. Key scheme areas strengthened through consultation include:

- a) improved links to Hereford County Hospital
- b) enhanced connections between Lugwardine and Hereford
- c) improved access between Stretton Sugwas and Hereford
- d) upgrades to walking and cycling routes in Ledbury
- e) “quick wins” such as removing barriers, chicanes and pinch points
- f) additional pedestrian and cycle crossings at high-demand locations

How feedback has influenced the recommendations

37. The consultation has directly shaped:

- a) route alignment changes
- b) priority ranking of infrastructure type
- c) strengthened focus on accessibility and safety
- d) addition of new routes and communities not included in the original draft
- e) targeted improvements in high-demand areas highlighted by the public

38. Where suggestions could not be taken forward—for example, proposals outside the LCWIP scope or inconsistent with national design guidance—clear explanations will be provided in the published consultation summary.

Ongoing engagement

39. Further consultation will take place as individual schemes move into design and delivery. Feedback will be provided to consultees via the council website, updates to stakeholders, and communication through ward members and partner networks.

Appendices

Background papers

None identified

Local Cycling, Walking & Wheeling Infrastructure Plan



November 2025

Document control

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Client	Herefordshire Council
Date issued	November 2025
Please note	This document and its contents have been prepared and are intended solely for Herefordshire Council in relation to their Local Cycling, Walking & Wheeling Infrastructure Plan. We assume no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.
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Walking and Wheeling Infrastructure Plan.

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Introduction

Local Cycling, Walking and Wheeling Infrastructure Plan

<p>A local cycling, walking and wheeling infrastructure plan (LCWWIP) is a tool used by local authorities to help plan long-term investment in walking, wheeling and cycling networks.</p>	<p>As a predominantly rural county, Herefordshire's geography and road network mean that many residents and visitors rely on driving to reach their destinations. However, we also recognise the growing demand for more sustainable travel options.</p>	<p>toward making local journeys easier. By improving access to essential services, it boosts footfall and spending on high streets, and helps unlock opportunities for growth in affordable housing.</p>	<p>include wheeling as a core component. The overarching aim of this strategy is to support strategic decision-making on where to prioritise infrastructure improvements. By doing so, we will give residents more choice in how they travel and improve conditions for those who wish to walk and cycle.</p>
<p>The main outputs of a LCWWIP are:</p> <ul style="list-style-type: none"> ▪ A network plan of high priority walking and cycling routes. ▪ A prioritised list of projects to improve walking and cycling infrastructure, for future investment from central government and other sources of funding. 	<p>We want to improve Herefordshire's transport network in every choice we make. This includes supporting people who choose to walk, wheel, or cycle by providing a safe, well-maintained, and connected network that makes these modes more practical and appealing. Creating space for active travel not only benefits individuals by encouraging healthier lifestyles, but also contributes to a more balanced transport system.</p>	<p>Some of the county's roads are reaching capacity, and without proactive intervention, future growth will place unsustainable pressure on the transport network. Major infrastructure projects, such as the Hereford Bypass, are a priority for the council. In addition to easing congestion, the delivery of such projects will help unlock development and support a more connected and accessible active travel network, particularly for shorter journeys within the city and across the county.</p>	<p>Importantly, this strategy complements major road infrastructure projects, such as the Hereford Bypass. If delivered in full, the Bypass will unlock employment land and housing growth, while helping to reduce traffic volumes and improve air quality in the city. These changes can create new opportunities to enhance walking and cycling networks, making active travel a more viable option for more people.</p>
<p>This is an important step to help enable residents to become more active by walking, wheeling and cycling.</p>	<p>By investing in walking, wheeling, and cycling infrastructure, we can help reduce pressure on the road network, making it easier for those who need to drive to do so.</p>	<p>A key first step is identifying where investment will have the greatest impact. This includes joining up existing routes and addressing gaps in the network to improve connectivity across the county.</p>	<p>The goals for the council's LCWWIP include:</p> <ul style="list-style-type: none"> ▪ Increase the council's opportunity for funding from central government and elsewhere for much-needed infrastructure for local transport active travel. ▪ Set out an indicative development plan for a joined-up network of active travel routes linking up places that people visit. ▪ Provide a framework for delivering projects through funding for new infrastructure for active travel. ▪ Set direction for infrastructure design.
<p>Across the county the council is building infrastructure which gives residents, visitors and businesses the support to move around the county, and this applies for those who choose to walk, wheel and cycle in the county.</p>	<p>To help this process, Herefordshire Council has drawn on UK Government guidance for developing cycling and walking strategies, adapting it to reflect the rural nature of the county and to</p>	<p>Injuries and deaths from all modes of transport, air pollution and physical inactivity are preventable. Across the county, people who walk, cycle and wheel should be able to do so, regardless of age or ability. This plan marks a step</p>	<p>importantly, this strategy complements major road infrastructure projects, such as the Hereford Bypass. If delivered in full, the Bypass will unlock employment land and housing growth, while helping to reduce traffic volumes and improve air quality in the city. These changes can create new opportunities to enhance walking and cycling networks, making active travel a more viable option for more people.</p>

- The development of the LCWWIP was led by Herefordshire Council with the support of PJA and local stakeholders.
- Herefordshire Council are also developing their new Local Transport Plan, which, along with the Local Plan, will set out the direction, policies and objectives to be pursued over the coming years.
- The central focus of developing a walking, wheeling and cycling network in Herefordshire is to expand travel choice for residents and visitors.
- We recognise that, due to the county's rural nature, walking, wheeling, and cycling may not be suitable for every journey. However, by improving infrastructure and connectivity, we aim to support those who wish to travel actively, whether for commuting, leisure, or daily tasks, by making these options safer, more accessible, and more practical.
- linking up all relevant origin and destination locations throughout the county.
 - To provide a framework for prioritising routes according to their potential to increase and sustain commuting, leisure and other trips by means of active travel
 - To outline indicative infrastructure improvements to inform potential future schemes.
 - To support the development of bids for active travel schemes.
 - To establish alignment between different strategic and infrastructure plans throughout the county, ensuring consistency and coherence in the design of active travel infrastructure.

Project Objectives

- To set out an indicative development plan for a comprehensive network of active travel routes



Methodology

This chapter provides an overview of the LCWWIP process and its application in Herefordshire. The DfT technical guidance for authorities developing an LCWWIP outlines a methodical approach to planning and delivering cycling, wheeling and walking infrastructure. This process is based on six stages outlined on page [Table 1 on page 15](#).

LCWWIPs should be evidence-led and comprehensive. They should identify a pipeline of investment to ensure the delivery of a complete walking, wheeling and cycling network over an appropriate scale (see LCWWIP Stages 1 and 2).

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

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

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

Table 1 Stages of an LCWWIP

Geographic Scope for the LCWWIP, highlighting key towns and settlements.

Geographic Scope

Geographic Scope

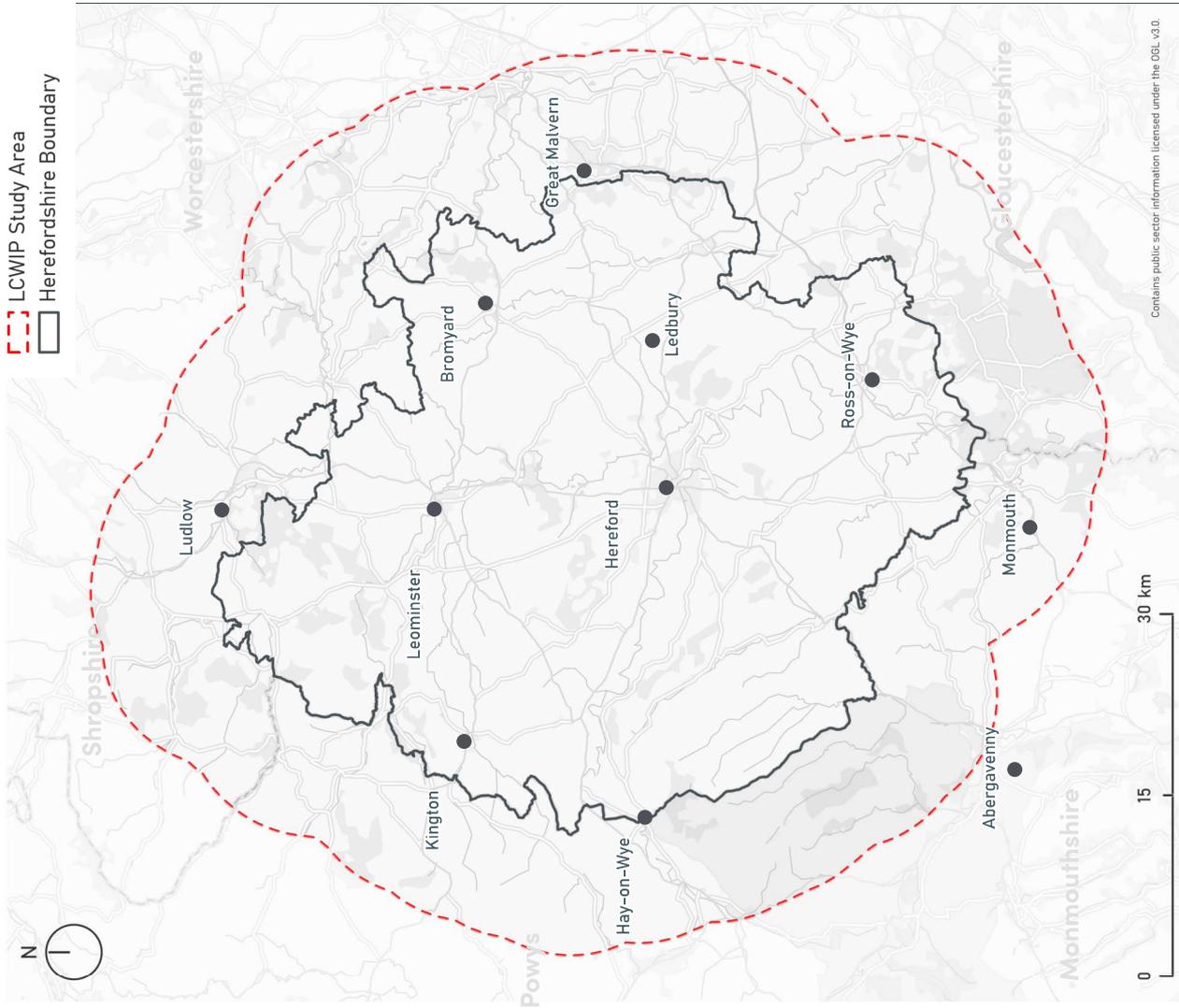
The geographic scope of the LCWWIP comprises Herefordshire county. Consideration has also been given to the areas bordering Herefordshire county, recognising cross-boundary connections may be required.

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

The primary focus of the LCWWIP is the city centre of Hereford and Herefordshire's five market towns.

This is because these areas have the greatest planned growth and greatest funding potential.

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



Map 1 Geographic Scope

Policy alignment

This chapter summarises the context for the county-wide walking, wheeling and cycling network, with a particular focus on alignment with the new Local Transport Plan for the county.

Local Transport Plan

The draft Herefordshire Local Transport Plan is a strategic framework for shaping transport across Herefordshire 2025–2041. It builds on the progress made through the current Local Transport Plan 2016–2031. Many projects outlined within the previous Local Transport Plan have been delivered by adapting to shifts in technology, working habits and shopping behaviour.

The objectives of the LTP are as follows:

- 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 security

The Local Transport Plan includes a series of action plans that set out how Herefordshire Council will guide transport investment to achieve the objectives of the Local Transport Plan.

Some of the key projects outlined within the Local Transport Plan include:

- Hereford Southern Link Road
- Hereford Western Relief Road
- Removal of barriers on rural leisure trails and National Cycle Network
- Delivery of School Street and enforcement of restrictions around schools
- Kington High Street Improvements
- Ledbury Town Trail improvements
- Ross-on-Wye town centre pedestrian improvements
- Signage of key active travel routes
- Bromyard High Street junction crossing upgrades
- Ledbury Market House crossing and pedestrian improvements
- Leominster Rainbow Street / A44 / Green Lane crossing
- City wide Cycle Network
- Quiet lanes: Lower Bullingham Lane and Bullingham Lane
- Expand the on-street bike hire scheme in the city
- Safer routes to school: Walnut Tree Avenue crossing improvements
- Safer speed measures at identified collision sites



Network planning for walking, wheeling and cycling across the county

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

Developing a network for walking & wheeling

Core walking zones

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

Figure 1 on page 28 illustrates how the development of the LCWWIP walking network is based upon the identification of 'Core Walking Zones' (CWZ) which represent areas that are expected to contain key walking trip generators and therefore likely to create higher levels of footfall.

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

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

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

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

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

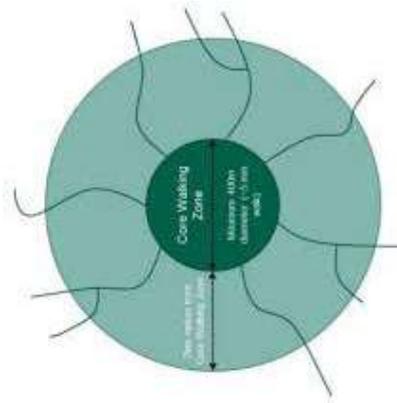


Figure 1 Core Walking Zone Graphic



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

Auditing the network

Walking Route Audit Tool (WRAT)

Methodology

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

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

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

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

The categories and specific scoring criteria are outlined in more detail in [Figure 2 on page 33](#).

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

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant levels of noise.	Minor issues with maintenance, including low branches, street furniture falling into major disrepair.	Major issues with maintenance, including low branches, street furniture falling into major disrepair.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active surveillance (e.g. houses set back, or back onto street).	Major or persistent vandalism. Poor natural surveillance (including where sight lines are inadequate).
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.
4. ATTRACTIVENESS - other	Examples of other attractiveness issues include: - Evidence that lighting is not present, or is deficient. - Excessive use of guardrails or bollards.		
ATTRACTIVENESS			
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically potholes or minor surface cracking, but level paving. Defects unlikely to cause issues for users. Some wheelchairs, prams etc. Some footway crossings resulting in uneven surfaces.	Large number of footway crossings with significant surface defects, or significant uneven paving or rutting.
6. COMFORT - footway width	Able to accommodate all users without give and take between users or walking on roads. Footway widths generally in excess of 2m.	Minor issues with footway widths, generally 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.
7. COMFORT - width on staggered crossings/islands/avenues	Able to accommodate all users without give and take between users or walking on roads. Footway widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Obstruction widths generally in excess of 2m to accommodate wheel-chair users.	Clearance widths between footway parking and walking on roads.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking on roads results in significant deviation from desire lines.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).
10. COMFORT - other	Examples of other comfort issues include: - Temporary obstructions reducing clearance width for pedestrians (e.g. driveway gates opened into footway). - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces.		
COMFORT			
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.
12. DIRECTNESS	Crossings follow desire lines.	Crossings partially crossing pedestrian desire lines.	Crossings deviate significantly from desire lines.
13. DIRECTNESS - gaps in traffic where no controlled crossings present or if likely to cross outside of controlled	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (> 15s average).
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/traffic or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Likely to wait > 5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait > 10s in pedestrian island.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Green man time but current level of green man time not sufficient to cross comfortably.	Green man time would not give vulnerable users sufficient time to cross comfortably.
16. DIRECTNESS - other	Examples of other directness issues include: - Routes left from bus stops not accommodated. - Signage/wayfinding issues for all users. - Confusing layout for pedestrians crossing avoidance issues for users.		
DIRECTNESS			
17. SAFETY - traffic volume	Traffic volume low, or pedestrians protected from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.
SAFETY			
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerbs and tactile paving provision.	Dropped kerbs and tactile paving provision not to current standards.	Dropped kerbs and tactile paving absent or incorrect.
COHERENCE			

Figure 2 Walking Route Audit Tool

Bromyard

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

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

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

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

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

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

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



Figure 3 Narrow footways and gutters make walking and wheeling difficult



Figure 4 Wide crossing distances makes walking more difficult

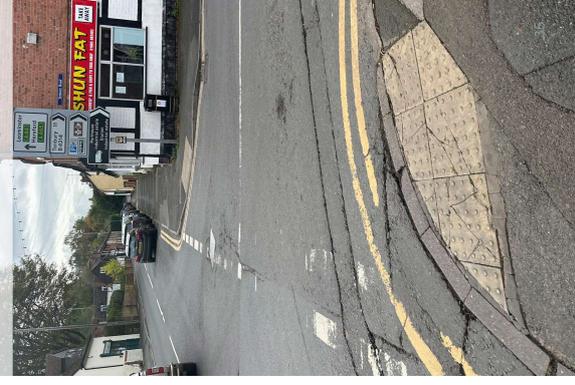
Figure 5 Lack of dropped kerbs is a barrier to access



Figure 6 Subways and underpasses can make walking journeys longer and less safe



Figure 7 Disrepair of surfaces create an unpleasant walking environment

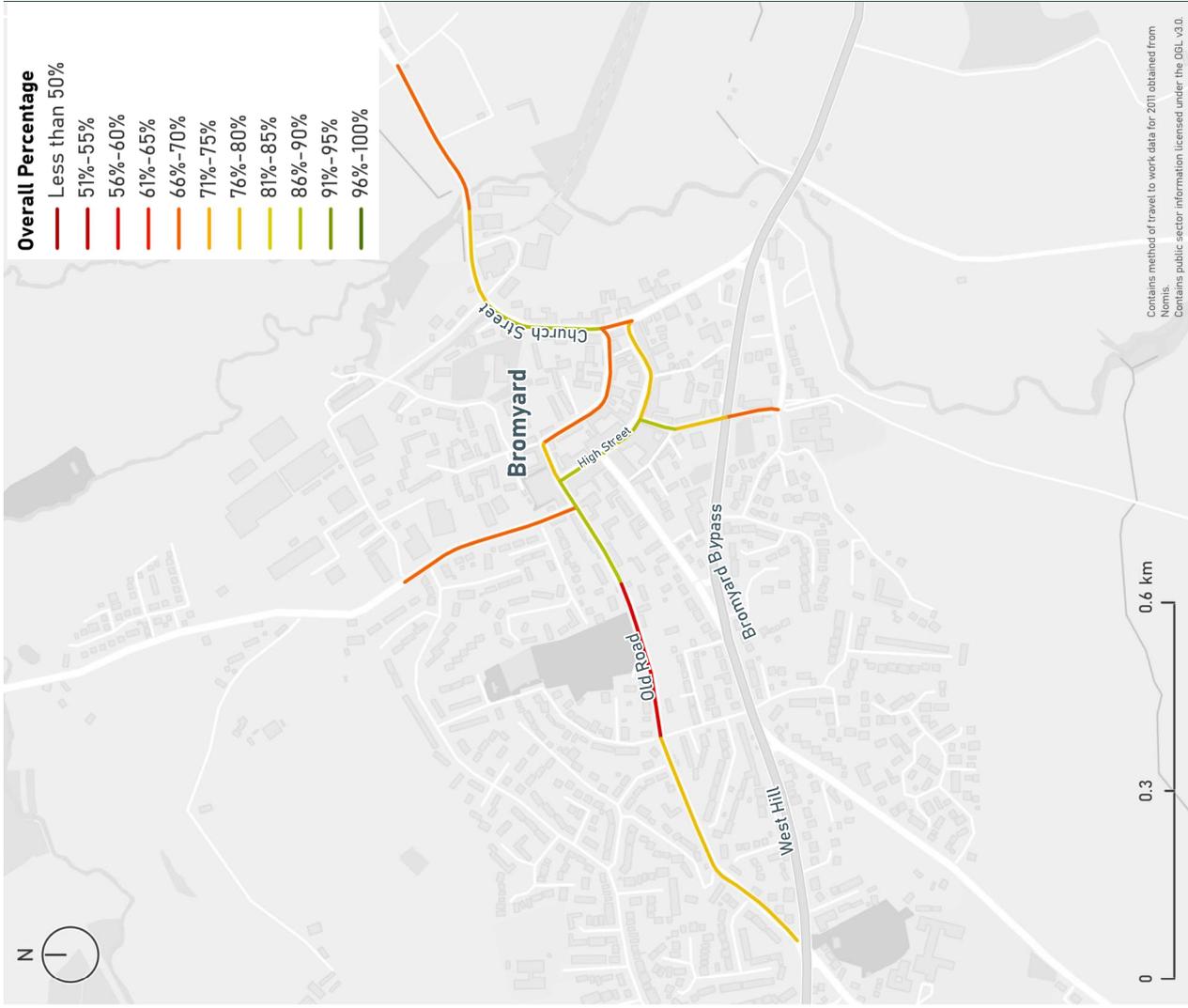


Current conditions across Bromyard



The results for the WRAT are shown in [Map 2](#) on [page 37](#).

- 1. Attractiveness:** Footways in Bromyard are generally well maintained. However, overgrown vegetation is a common occurrence. Additionally, most routes show no evidence of vandalism and there is appropriate surveillance maintained throughout through houses overlooking the street. Traffic noise and pollution are a minor occurrence, generally not impacting the attractiveness of the route.
- 2. Comfort:** Most routes are comfortable for pedestrians. Footways are level and in good condition and are able to accommodate most users without give and take. However, some routes within the town centre have excessive gradients and some routes audited experienced poorly drained footways, resulting in noticeable ponding issues.
- 3. Directness:** Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily, with the exception of the A44 Bromyard bypass.
- 4. Safety:** The route is fairly safe for most users. Visibility is somewhat difficult for pedestrians due to some bends in the road and traffic speeds were noted as moderate.
- 5. Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are either absent or in disrepair for the majority of the route, posing significant safety risks for pedestrians.



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

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

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

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

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

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

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



Figure 8 Wide crossing distances prioritise cars over pedestrians



Figure 9 Narrow footways result in pedestrians required to walk in the road.



Figure 10 School street with no footways



Figure 11 Wide junctions with low visibility and no crossing facilities discourage walking



Figure 12 Narrow footways next to Heavy Goods Vehicle



Current conditions across Kington



The results for the WRAT are shown in [Map 3](#) on [page 41](#).

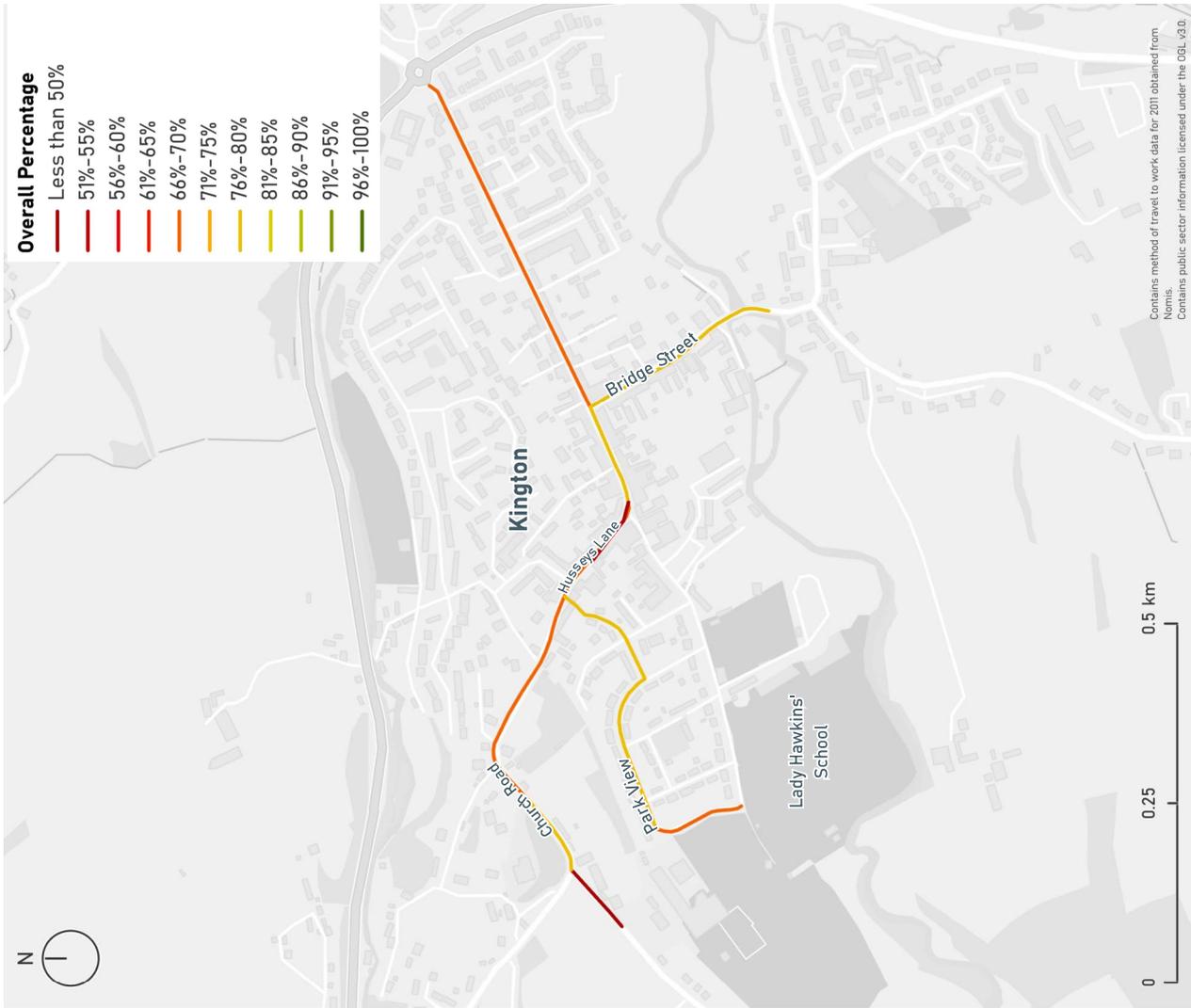
1. Attractiveness: Footways in Kington are generally well maintained. However, overgrown vegetation is a common occurrence. Additionally, most routes show no evidence of vandalism and there is appropriate surveillance maintained throughout through houses overlooking the street. Traffic noise and pollution are a minor occurrence, generally not impacting the attractiveness of the route.

2. Comfort: Some routes within the town centre have excessive gradients and some routes audited experienced poorly drained footways, resulting in noticeable ponding issues. Footway parking is also evident, which results in narrowing of the footway, leading to some instances of pedestrians required to walk or wheel in the road.

3. Directness: The route around Kington is direct. Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.

4. Safety: Overall, most routes audited across Kington are safe for most users. Traffic volumes and speeds are moderate for the majority of the route which means pedestrians are in close proximity. Additionally, visibility is somewhat difficult for pedestrians due to some bends in the road.

5. Cohesion: The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



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

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

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

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

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

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

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

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

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



Figure 13 Wide crossing distances prioritise cars over pedestrians

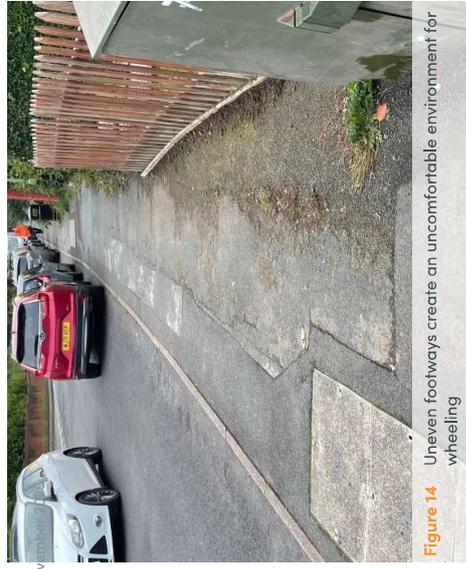


Figure 14 Uneven footways create an uncomfortable environment for walking and wheeling



Figure 15 Narrow footways are a barrier to comfortable walking and wheeling



Figure 16 Wide crossing distances prioritise cars over pedestrians

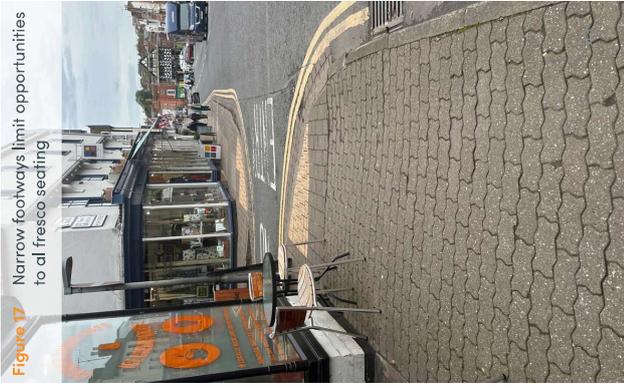


Figure 17 Narrow footways limit opportunities for outdoor seating

Current conditions across Ledbury



The results for the WRAT are shown in [Map 4](#) on [page 45](#).

1. Attractiveness: Footways in Ledbury are mostly well maintained with a smooth high grip surface and have good levels of natural surveillance. However, evidence of overgrown vegetation is present, which pinch the footway width at certain points.

2. Comfort: Most routes are comfortable for pedestrians. Footways are level, and in good condition and are able to accommodate most users without give and take. However, some instances of overgrown vegetation were noted and poorly drained footways resulting in ponding were observed.

3. Directness: Footways are provided to cater pedestrian desire lines as they are adjacent to the road, with crossings (where provided) being easy and direct.

4. Safety: Traffic volumes and speeds across the town are moderate, with pedestrians in close proximity to this traffic due to the narrow footway. Visibility could be somewhat improved, given the layout of the road can lead to difficulties for pedestrians, particularly near Worcester Road and High Street.

5. Cohesion: The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



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Leominster

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

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

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

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

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

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

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



Figure 18 Uneven footways create an uncomfortable environment for wheeling



Figure 19 Wide crossing distances prioritise cars over pedestrians



Figure 20 Unpaved paths are a barrier to comfortable wheeling



Figure 21 Overgrown vegetation and lack of lighting create intimidating environments for walking, wheeling and cycling



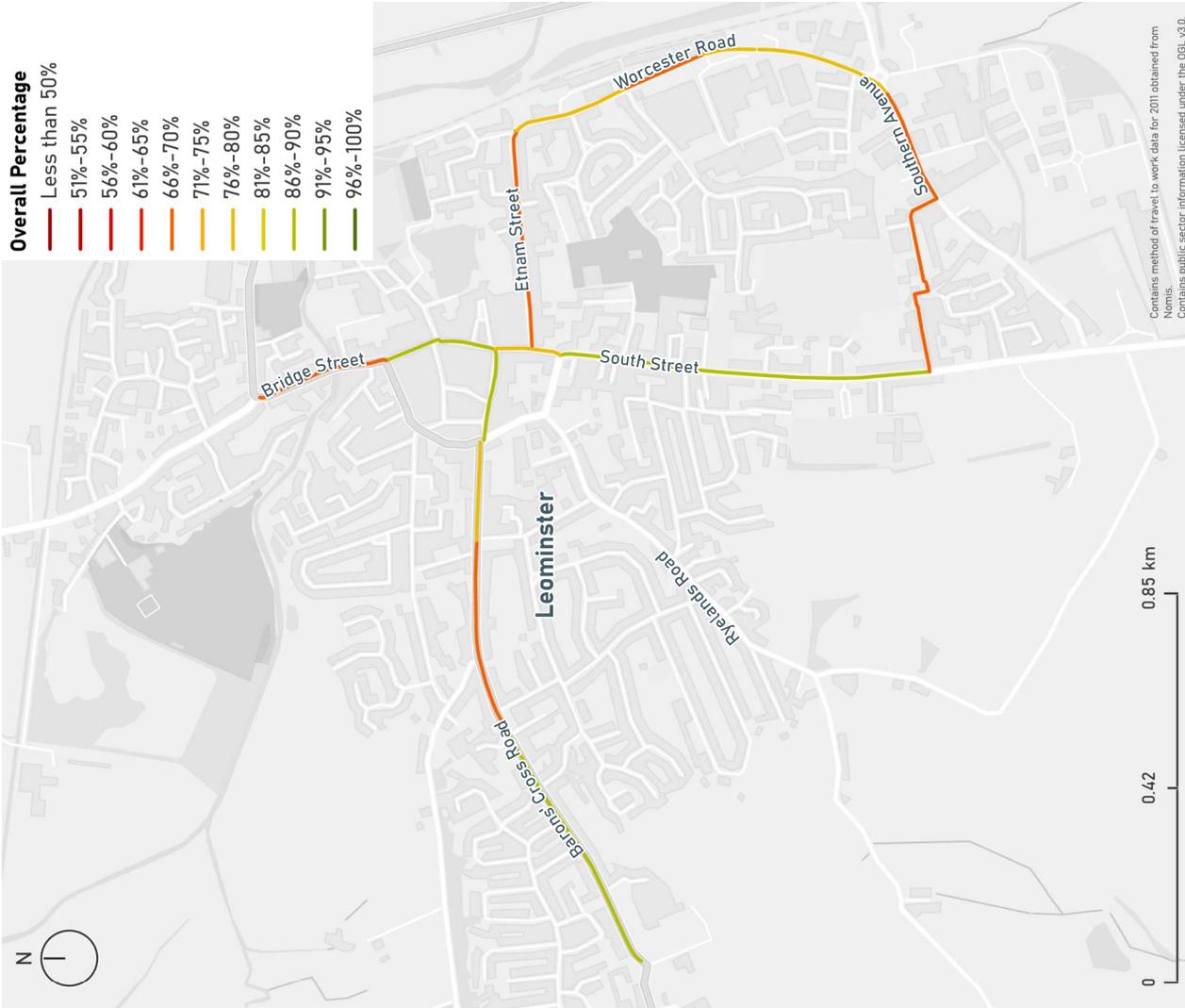
Figure 22 Street furniture creates an unattractive environment for walking and wheeling

Current conditions across Leominster



The results for the WRAT are shown in [Map 5](#) on [page 49](#).

- 1. Attractiveness:** Footways in Leominster are mostly well maintained, with some instances of overgrown vegetation and street furniture falling into minor disrepair. Minimal evidence of vandalism, with largely appropriate levels of natural surveillance. Footway lighting could be improved.
- 2. Comfort:** Footways are level, but some defects are noted, typically cracked pavements which cause uneven surfaces. Footway widths are typically good, with all users able to pass without give and take. Some instances of footway parking are noted in residential areas.
- 3. Directness:** Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.
- 4. Safety:** The route is fairly safe for most users. Traffic volumes and speeds are moderate for the majority of the route which means pedestrians are in close proximity.
- 5. Cohesion:** The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly people with vision impairments.



Ross-on-Wye

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

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

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

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

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

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

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



Figure 27 Overgrown vegetation creates an uncomfortable environment for walking, wheeling and cycling

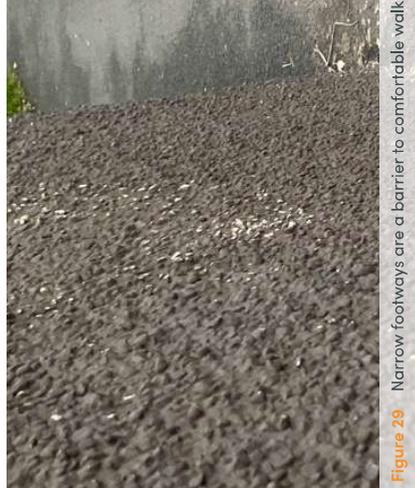


Figure 29 Narrow footways are a barrier to comfortable walking and wheeling



Figure 28 Overgrown vegetation of lighting create intimidating environments for walking, wheeling and cycling

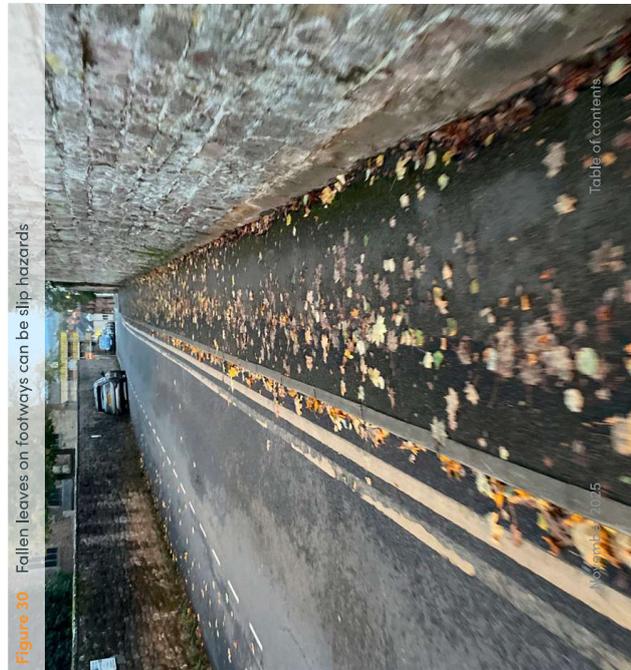


Figure 30 Fallen leaves on footways can be slip hazards



Figure 31 Fallen leaves on footways can be slip hazards

Current conditions across Ross-on-Wye



The results for the WRAT are shown in [Map 6](#) on [page 53](#).

1. Attractiveness: Footways in Ross-on-Wye were generally maintained, however overgrown vegetation and street furniture was identified as falling into disrepair. A lack of active frontage and natural surveillance was apparent, with many routes being isolated. There was evidence along some streets that lighting was not present.

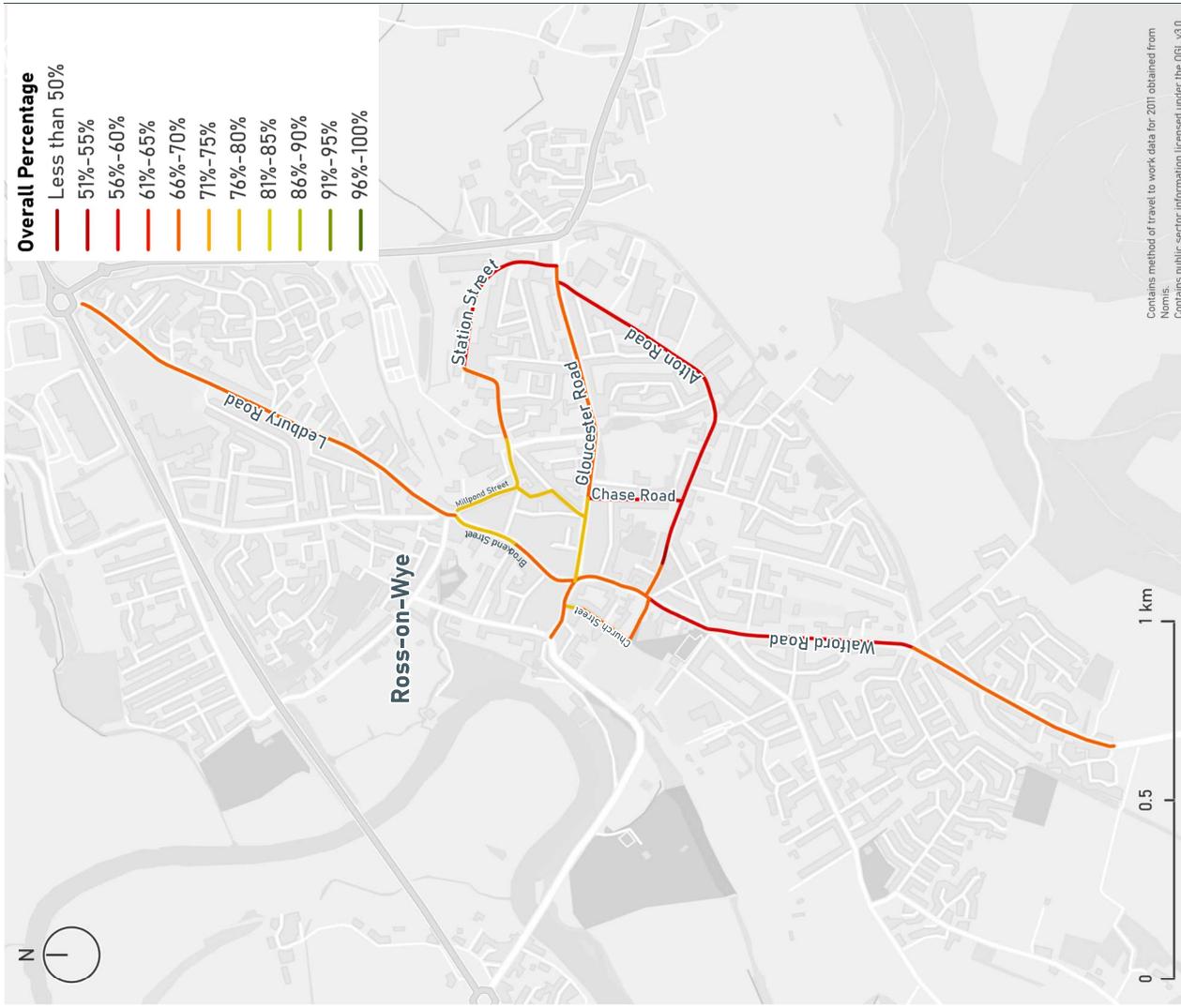
2. Comfort: Footways are most level across Ross-on-Wye, with some defects noted such as cracked pavements. Footway width in some instances require users to give and take.

3. Directness: Footways are provided to cater for pedestrian desire lines through being provided adjacent to the road and crossings follow desire lines where available. There are suitable gaps in the traffic where no controlled crossings are present for pedestrians to cross easily.

4. Safety: The route is fairly safe for most users.

Traffic volumes and speeds are moderate, which means pedestrians are in close proximity. Additionally, visibility is somewhat difficult for pedestrians due to some bends in the road.

5. Cohesion: The route is not cohesive for pedestrians as dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.



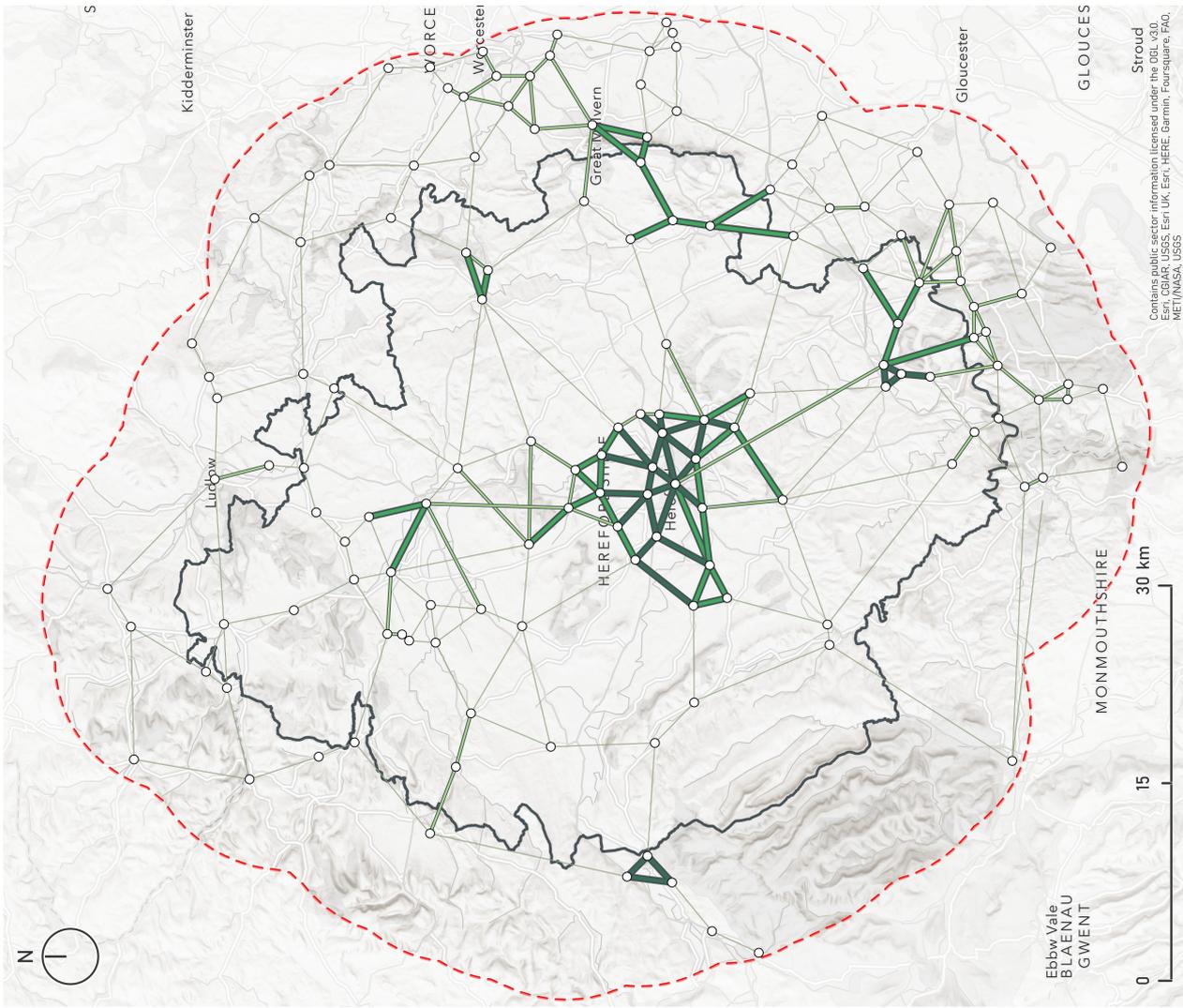
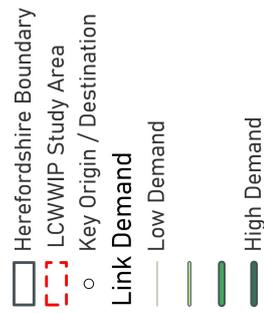
This chapter will summarise how the network for cycling was developed for the county.

Developing a network for cycling

Key Desire lines

To interpret and translate this into desire lines, **Map 7 on page 57** illustrates these connections, linking settlements across the county with straight desire lines derived from the combined demand analysis.

Map 7 on page 57 shows that demand is centred within Hereford city, with pockets of high demand for cycling located in the market towns of Ross-on-Wye and Leominster.



Map 7 Link network across Herefordshire

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Route alignments

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

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

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

The routes identified are listed below:

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



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

Auditing the cycle network

Cycling level of service (CLOS)

Level-of-service assessments on all alignments were completed to review existing conditions for cycling and the scope for providing improving facilities. The Level of Service assessment from the DfT's Local Transport Note 1/20 was used to summarise each inter-urban route and a description of each of the five main factors is described below.

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

Key requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Continuity and Wayfinding	Connectors	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily; consider left and right turns		Cyclists cannot connect to other routes without dismantling	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey		
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. Key junctions should be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned' - particularly at junctions where provision for crossing movements.	2. Provision for cyclists along the whole length of the route		Cyclists are 'abandoned' at junctions with no clear indication of how to continue their journey.	The route is made up of discrete sections which cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a clear indication of how to navigate through junctions		
Density of network	Density of network	Cycle networks should be complete across the town or city. The density of the network is the distance between the routes which make up the network. The route should be made amenable to cyclists with a mesh width of 250m.	3. Density of routes on mesh width between primary and secondary routes within the network		Route is a network with a density mesh width >1000	Route contributes to a network with a density mesh width 250 - 1000m	Route contributes to a network with a density mesh width <250m		
Cohesion	Distance	Routes should follow the shortest route between points and be as near to the 'as-the-crow-flies' distance as possible.	4. Deviation of routes from the shortest route. Factor is calculated by dividing the actual distance along the route by the shortest route (crow-fly) distance, or shortest road alternative.		Deviation factor for shortest road alternative >1.4	Deviation factor for shortest road alternative 1.2 - 1.4	Deviation factor for shortest road alternative <1.2		

Figure 32 CLOS Extract from LTN 1/20

- 1. Cohesion:** Considers how well integrated routes are within wider cycling networks both in terms of the provision of dedicated cycling infrastructure and wayfinding to help improve legibility of routes. The Cohesion factors also consider intra-route cohesion and the consistent provision of cycle infrastructure throughout a route.

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

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

4. Comfort: Considers the quality of cycling facilities in terms of surface quality, width of cycling facilities and availability of wayfinding.
- 5. Attractiveness:** Assesses the social safety of routes, interaction with pedestrians, impact of any street clutter on cycling, and the availability of cycle parking.

Cycling Level of Service tool
The Cycling Level of Service (CLOS) tool was selected for the auditing process due to its ability to provide a detailed, user-focused assessment of cycling infrastructure. CLOS evaluates key factors such as safety, comfort, directness, and compliance offering a view of the quality and experience of cycling routes.

CLOS generates quantifiable scores that support evidence-based decision-making and help prioritise improvements. Its focus on the end-user experience makes it particularly valuable for assessing existing infrastructure and identifying areas where enhancements can have the greatest impact. While the Route Selection Tool (RST) is useful for initial route planning, CLOS was better suited to the objectives of this assessment, which aimed to evaluate current conditions and guide targeted investment in line with national standards.

Hereford to Credenhill

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

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

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

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

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

The A4103 provides a shared use path adjacent to the carriageway, with a buffer provided in the form of a grass verge between the carriageway and shared use path. It is likely that pedestrian

volumes along this route are low, given its rural natural.

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

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

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

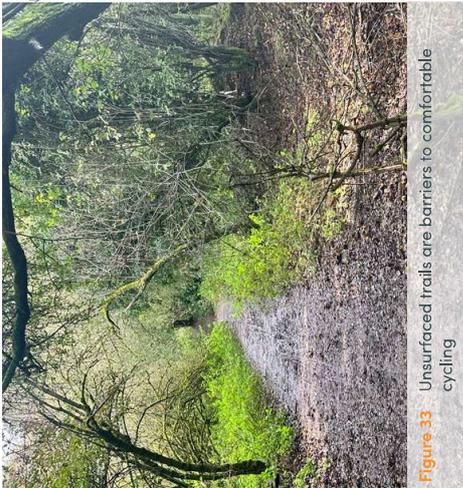


Figure 33 Unsurfaced trails are barriers to comfortable cycling

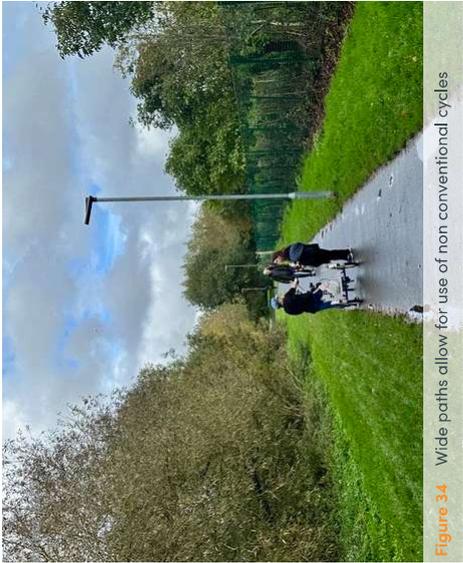


Figure 34 Wide paths allow for use of non conventional cycles

Figure 35 Off-road cycling routes create comfortable environments for cycling



Figure 36 A group of recreational cyclists cycling between Hereford to Credenhill

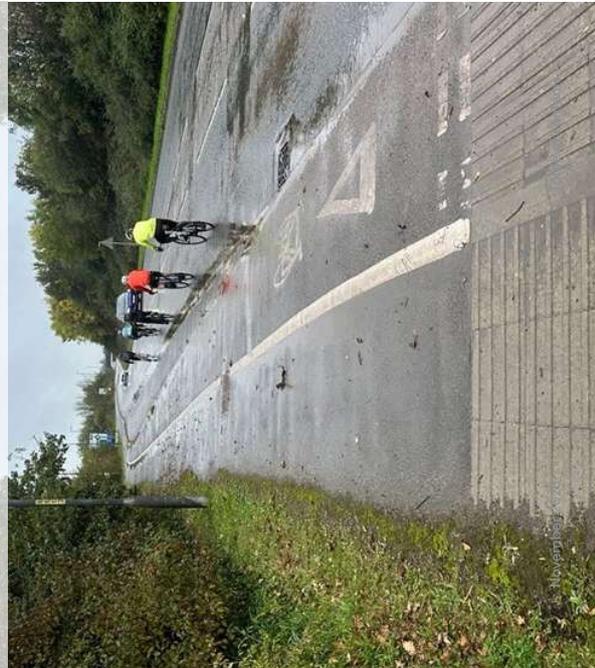


Figure 37 Fast traffic and narrow footways create an intimidating environment for cycling



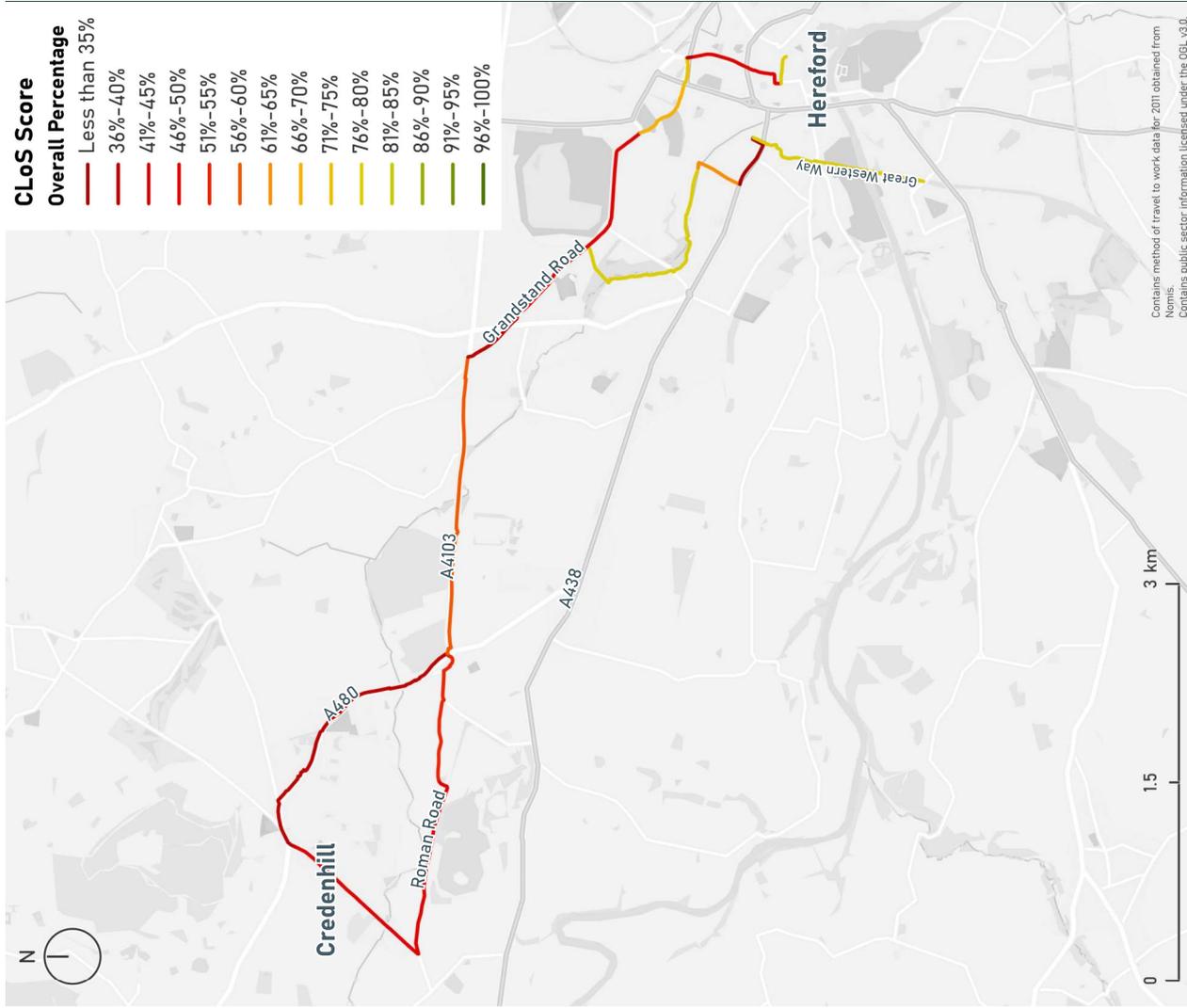
Existing conditions for cycling along the route



The results for the existing cycling route are shown in [Map 8](#) on [page 67](#).

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

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



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Kingstone to Hereford

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

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

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

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

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



Figure 38 Signage for NCN 46



Figure 39 Lack of dedicated cycle lanes on country roads create intimidating environments for cycling



Figure 40 Quiet country roads can be suitable alternatives to busy A and B roads for cycle routes

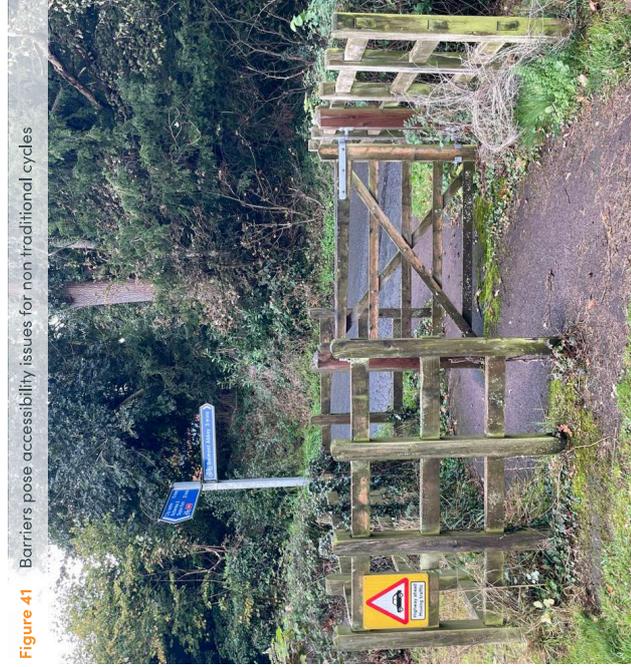


Figure 41 Barriers pose accessibility issues for non traditional cycles



Figure 42 Priority giveways without cycle bypass

Existing conditions for cycling along the route



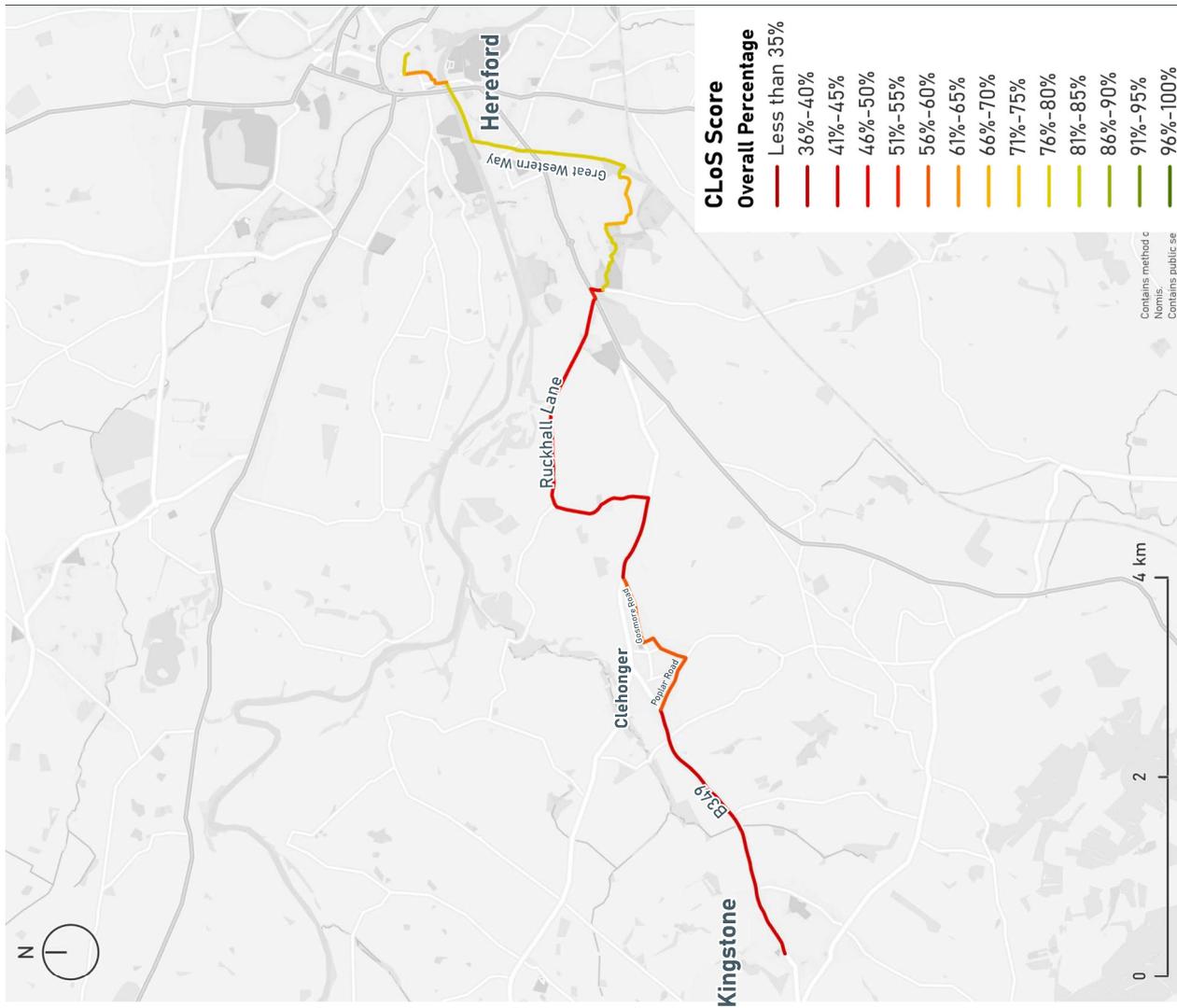
The results for the existing cycling route are shown in [Map 9](#) on page 71.

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

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

- 4. Comfort:** The route generally has a smooth high grip surface, with some minor defects e.g. potholes evident. Widths are generally maintained for cyclists throughout the route, but limited wayfinding is present which results in non-local cyclists being required to refer to maps.

- 5. Attractiveness:** The route is mostly unlit, particularly along Ruckhall Lane and the B4349 given that the route follows rural lanes in these areas. Street clutter is minimal and there is a lack of secure cycle parking provided.



Withington to Hereford

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

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

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

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

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

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



Figure 44 Old Eign Hill



Figure 43 Off-road cycling routes create comfortable environments for cycling

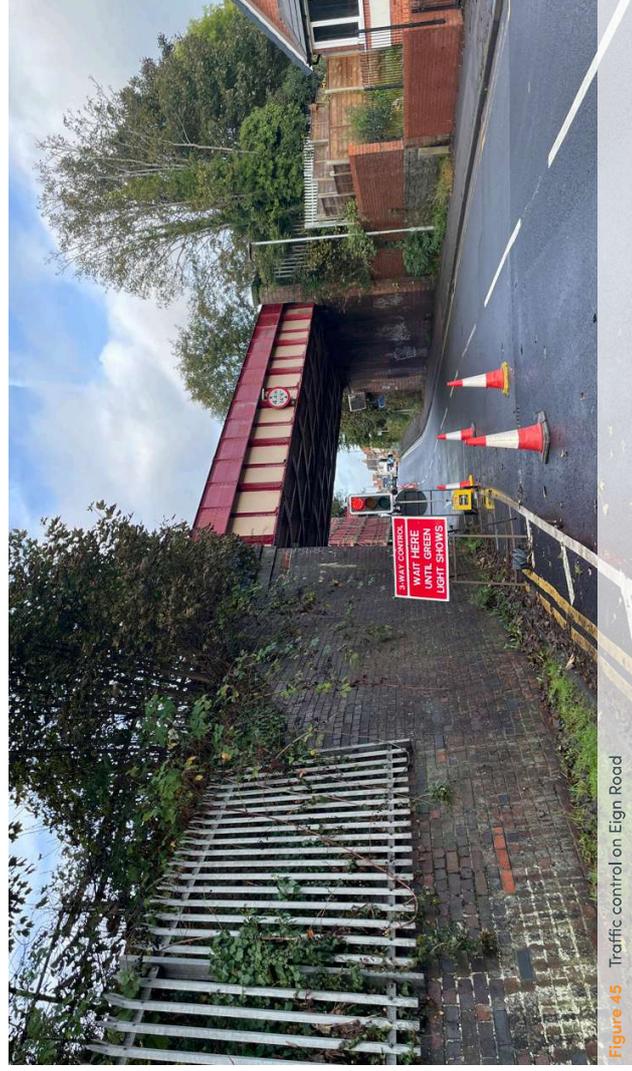


Figure 45 Traffic control on Eign Road

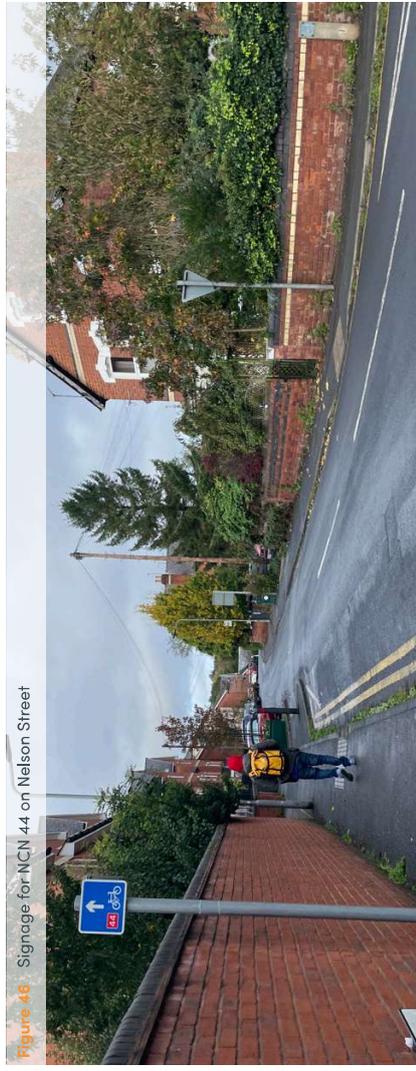


Figure 46 Signage for CN 44 on Nelson Street

Existing conditions for cycling along the route



The results for the existing cycling route are shown in [Map 10 on page 75](#).

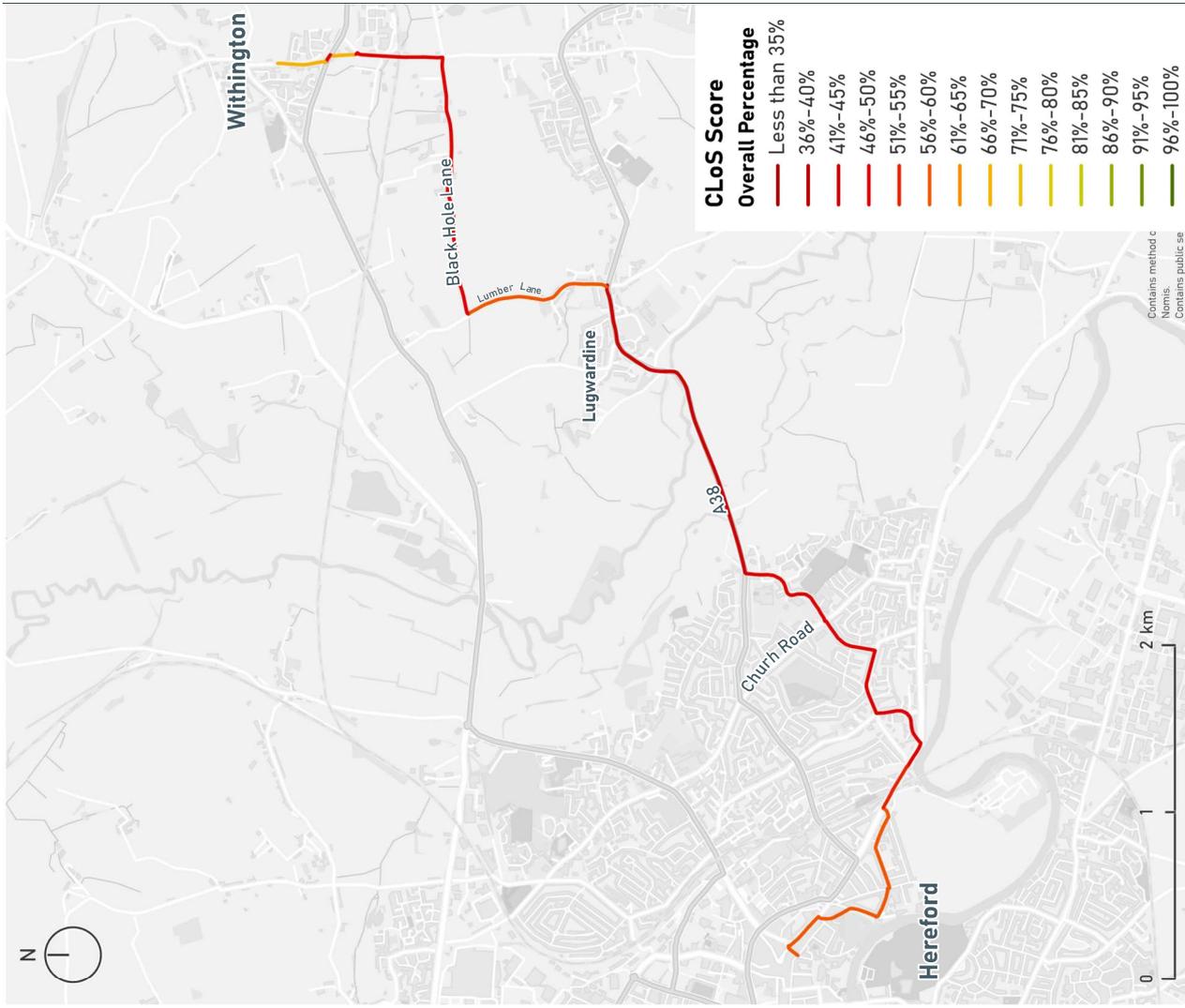
1. Cohesion: The route fails to provide a connected experience for cyclists. For the majority of the route, cyclists are not able to easily and safely join and navigate along the route and there are many instances where cyclists routes are 'ended' by signage or by poor junction design.

2. Directness: The route is predominately direct, attributed to the lack of alternative options to connect Withington with the city centre. Delays for cyclists at junctions along the route is similar to the delay for motor vehicles given the lack of cycle priority features (e.g. bypass as signals).

3. Safety: The overall safety of the route is compromised, particularly along the A438 which is subject to the national speed limit and motor traffic volumes are in excess of 11,000. As cyclists are required to cycle mixed with motor traffic given that there is no segregation, most people would not feel comfortable cycling.

4. Comfort: The route generally has a smooth high grip surface which is machine laid. Signage is partially acceptable along the route, but could be improved at key decision points.

5. Attractiveness: Most of the route is generally lit, but are not overlooked given their rural nature. Pedestrian comfort level is not impacted as a result of the route as cyclists are required to cycle on carriageway mixed with traffic. No cycle parking is available along the route.



Map 10 Withington to Hereford City Centre cycling results

Leominster to Luston

Luston is a small village situated in north Herefordshire and is located approximately 3 miles north of Leominster on the B4361 road. The village has a small population of 525 (Census 2021) but is home to a primary school attended by 95 pupils (Luston primary school).

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

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

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

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



Figure 48 Rainbow Street, Leominster



Figure 47 Narrow paths are may cause conflicts between walkers, wheelers and cyclists



Figure 49 Large, sweeping junctions encourage high vehicle speeds through junctions



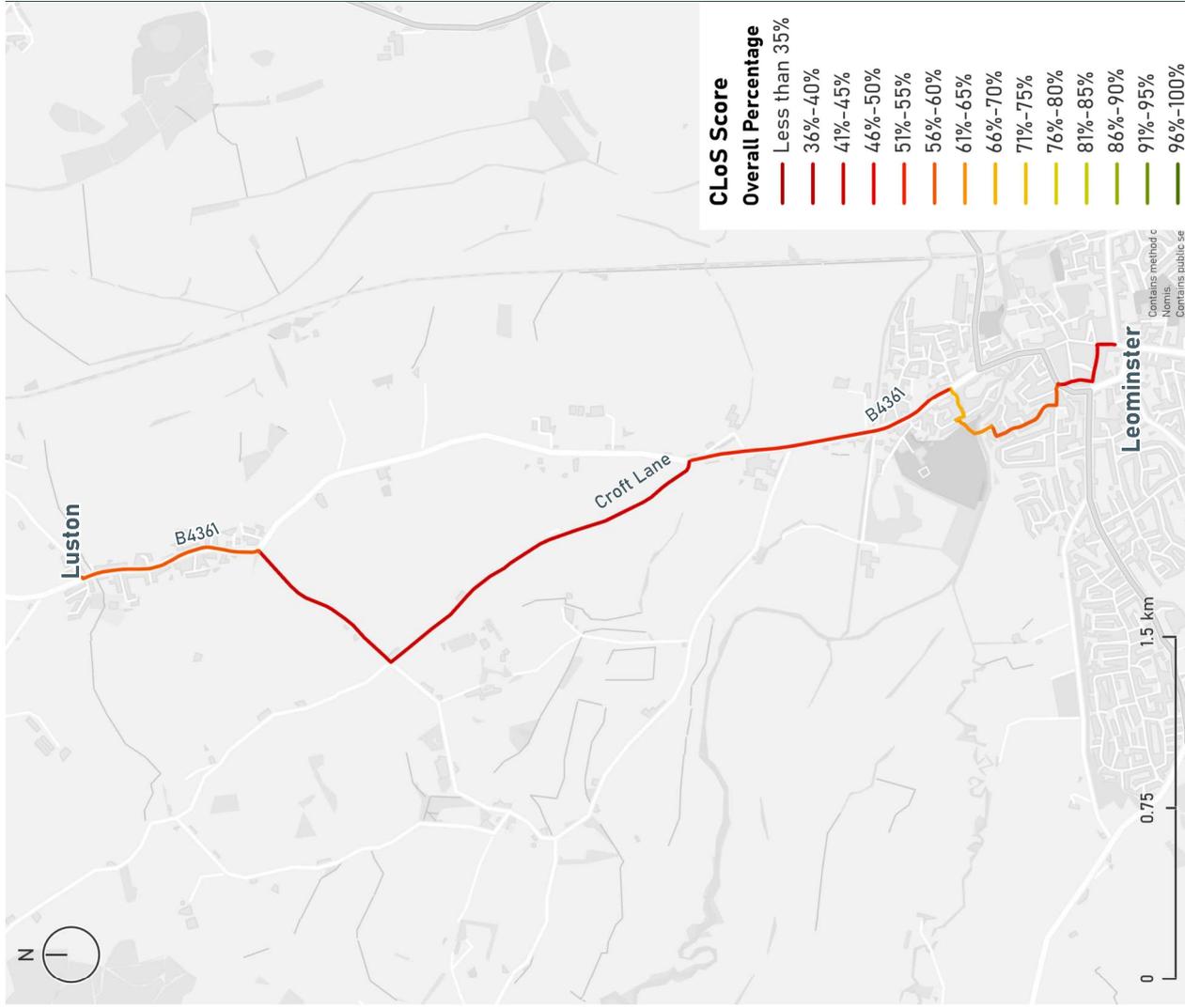
Figure 50 Hedges can create blind corners on country roads

Existing CLoS Results



The results for the existing cycling route are shown in [Map 11](#) on [page 79](#).

- 1. Cohesion:** The route fails to provide a connected experience for cyclists. For the majority of the route, cyclists are not able to easily and safely join and navigate along the route and there are many instances where cyclists routes are 'ended' by signage or by poor junction design.
- 2. Directness:** The route is direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- 3. Safety:** Currently, the route is unsafe for cyclists. The connection in Leominster across the A44 fails to provide a segregated crossing, meaning that cyclists are forced to navigate across the A44 via an uncontrolled crossing. Speed limits along Bridge Street currently vary between 30mph and 40mph without any segregated facilities.
- 4. Comfort:** The majority of the route is smooth high grip surface and machine laid, with the exception of the off highway section between Oldfields Close and Osborne Place, which whilst away from motor traffic, is poor surface quality.
- 5. Attractiveness:** The route lacks overall attractiveness, with concerns about social safety due to poor lighting and the route not being overlooked. The absence of cycle parking along the route is also an issue, with no cycle parking provided.



Ross-on-Wye to Hereford

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

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

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

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

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



Figure 52 Wayfinding by the Millennium Bridge, York



Figure 51 Large, sweeping junctions encourage high vehicle speeds through junctions



Figure 53 Brampton Road



Figure 54 Crossing the A40, Ross-on-Wye

Existing conditions for cycling along the route

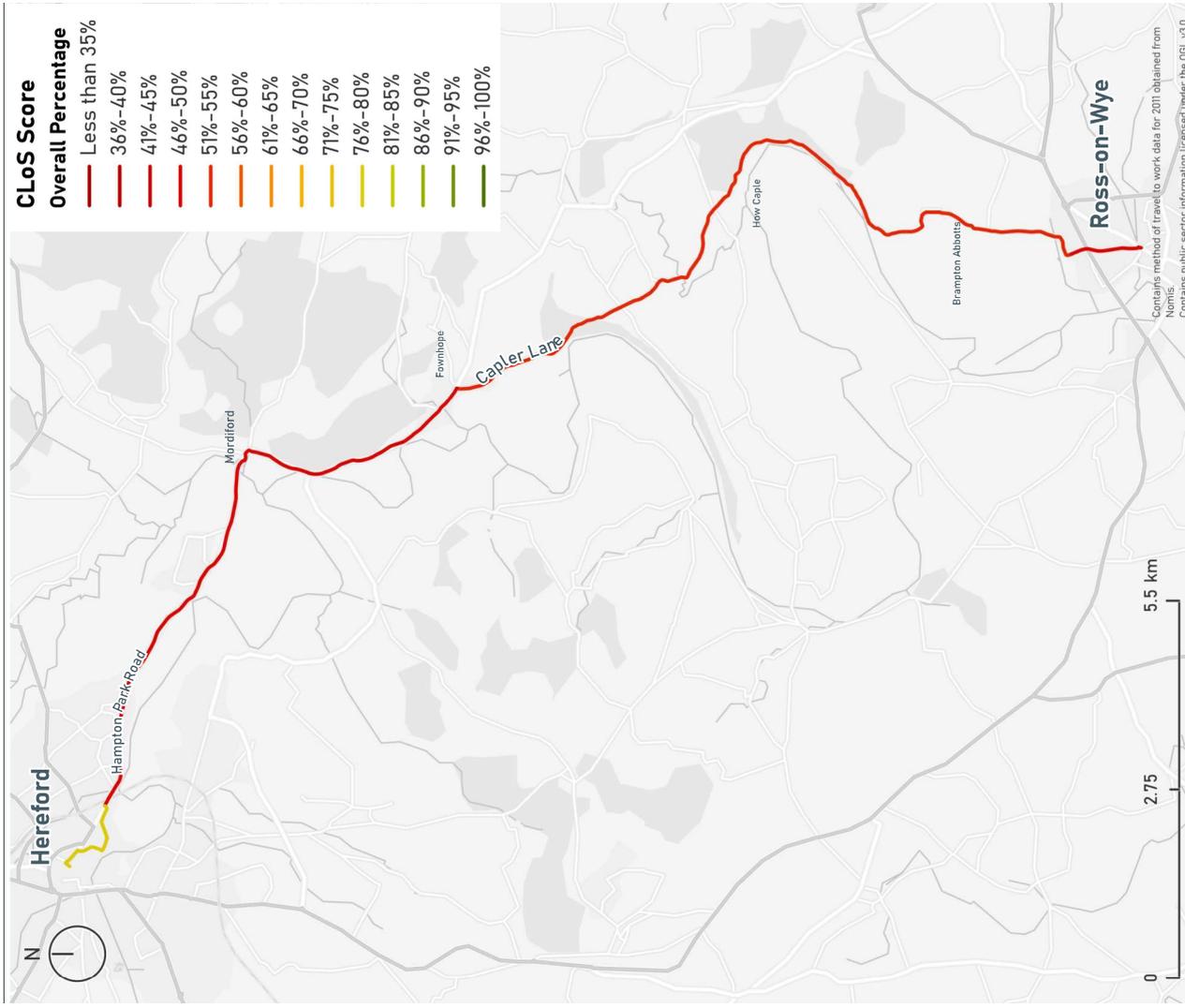


The results for the existing cycling route are shown in [Map 12](#) on page 83.

route are untreated with conflicting cycle and motor traffic movements.

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

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



Network planning for walking, wheeling and cycling in Hereford

Hereford city

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

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

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

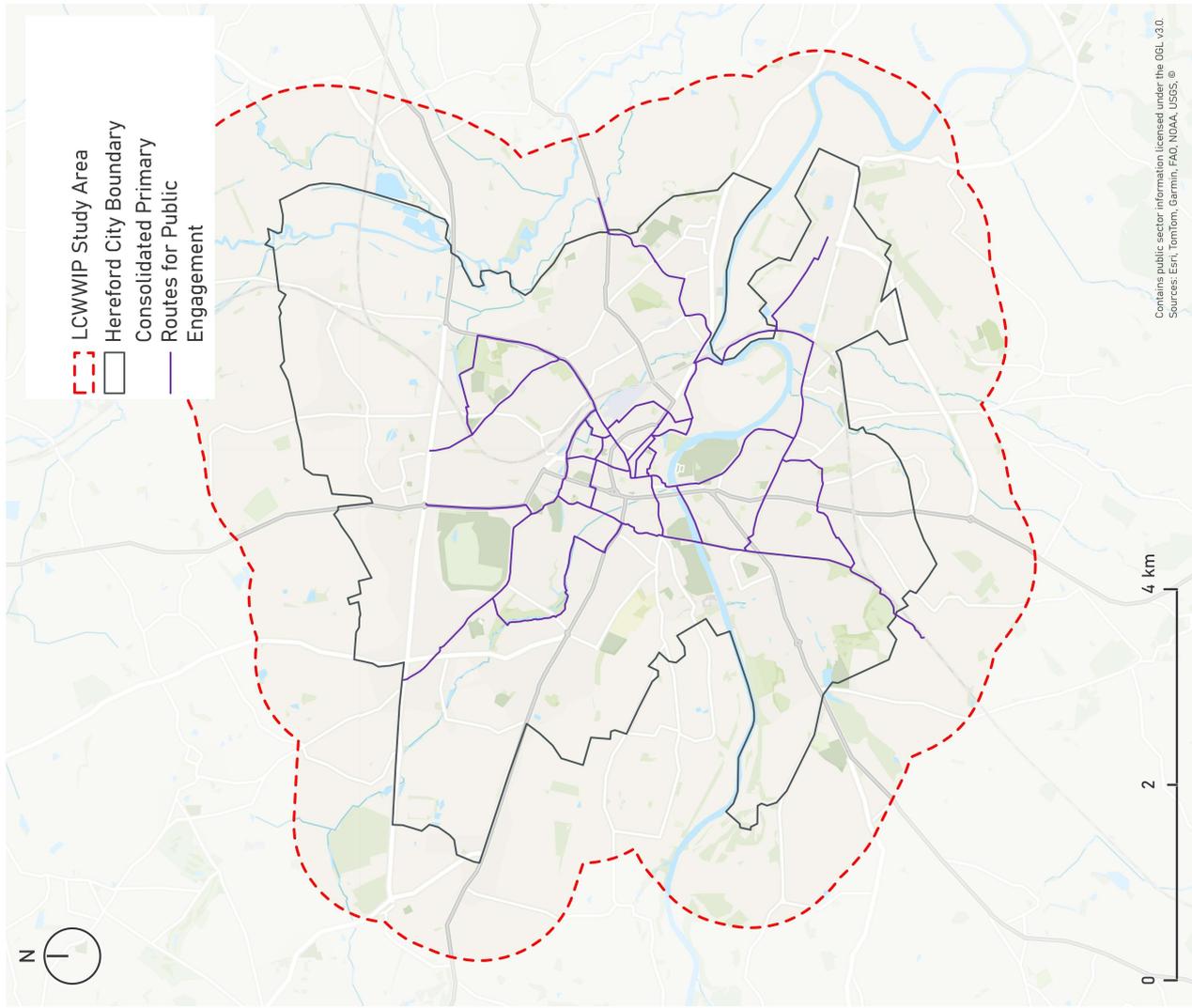
Strategic cycle network

This network consisted of primary and secondary active routes. Primary routes tend to follow main roads, and are typically the most used across Hereford and are designed for trips across the city and to/from neighbouring suburbs. It is anticipated that these routes will be categorised by their potential to enlist high cycle flows of traffic.

Conversely, secondary cycle routes help to create a finer network between the primary routes and whilst these routes may have lower levels of cycle flow, they combine to help form part of a holistic strategic cycling network across Hereford.

Herefordshire Council is actively delivering improvements across Hereford to enhance facilities for walking, wheeling, and cycling. The Holme Lacy Road Active Travel Measures are focused on upgrading existing infrastructure in the south of the city. This project is designed to improve safety, connectivity, and accessibility.

The initial active travel network developed as part of the Hereford city masterplan can be found in [Map 13 on page 87](#).



Map 13 Primary and Secondary cycle network developed as part of Hereford City Masterplan

Adding local knowledge

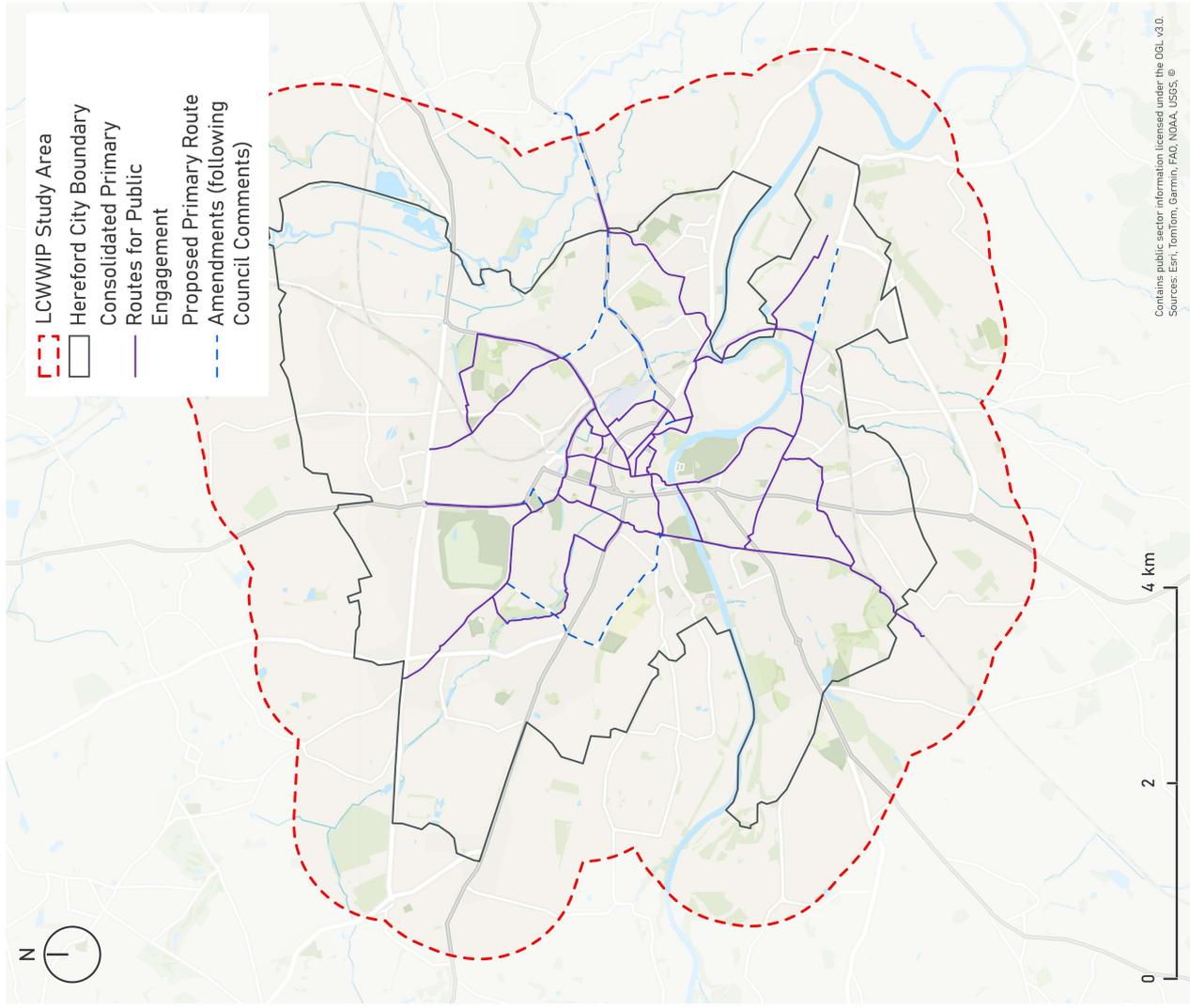
Officer Engagement

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

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

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

Map 14 on page 89 presents the revised primary and secondary cycle network based on officer feedback.



Map 14 Primary and Secondary cycle network across Hereford city

Consolidating route alignments with complementary measures

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

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

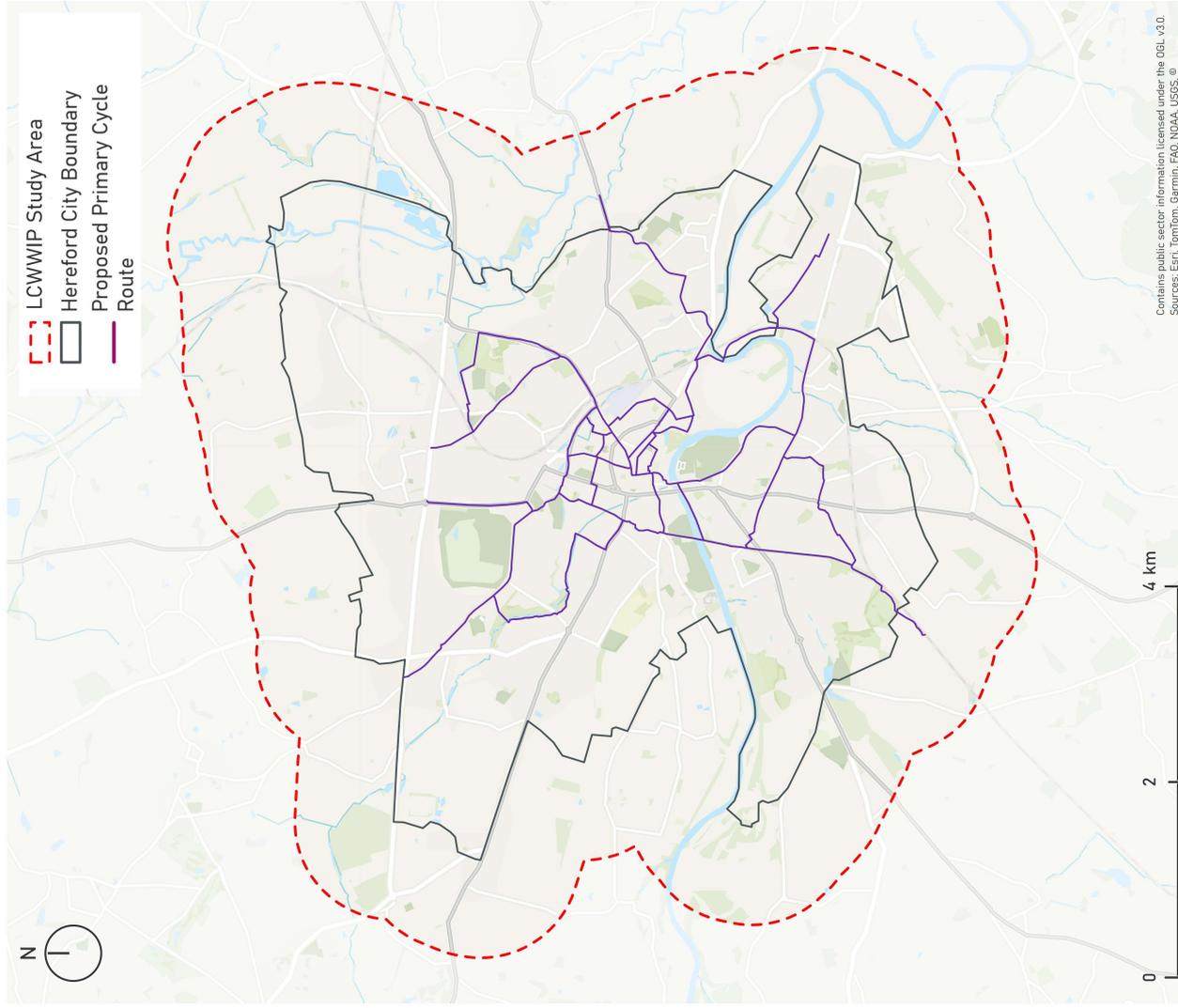
Map 15 on page 91 illustrates the refined proposed primary cycle routes across the city, which were presented to key stakeholders for review and feedback.

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

It is important to note that the A49 is currently managed by National Highways and therefore falls outside the direct control of Herefordshire Council. As a result, the Council is not able to independently deliver improvements to walking,

wheeling, or cycling infrastructure along this route.

However, the proposed Hereford Bypass presents a strategic opportunity. When the Bypass is built, it could enable the de-trunking of the A49, transferring responsibility for the road to the Council. This would allow greater local control and the ability to prioritise improvements for all modes of transport, including active travel.



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, ©

Map 15 Primary cycle network across Hereford city

Walking, wheeling and cycling in Hereford

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

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

substantial barriers to active travel. The absence of safe cycling infrastructure along this key route discourages cycling as a practical option for most people.

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

While Hereford boasts over 20 miles of traffic-free paths that enable cycling around the city, gaps in connectivity cause issues. High traffic volumes and speeds, especially along the A49, create



Figure 55 Narrow footways require users to give way

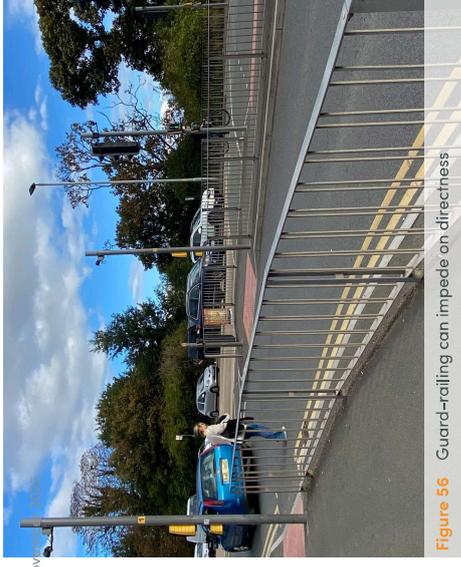


Figure 56 Guard-railing can impede on directness

Figure 57 A 'disappearing' cycle track



Figure 58 Lack of lighting through structures such as underpasses create intimidating environments for walking, wheeling and cycling



Figure 59 Cycle lanes separated from motor traffic, promotes the uptake of cycling



Auditing Route Methodology

Auditing walking, wheeling and cycling routes across Hereford

Due to the comprehensive work undertaken as part of the city masterplan to identify the most suitable walking, wheeling and cycling routes, auditing the existing conditions through using the WRAT and CLoS was deemed unnecessary.

Junction Assessment Tool (JAT) Assessments

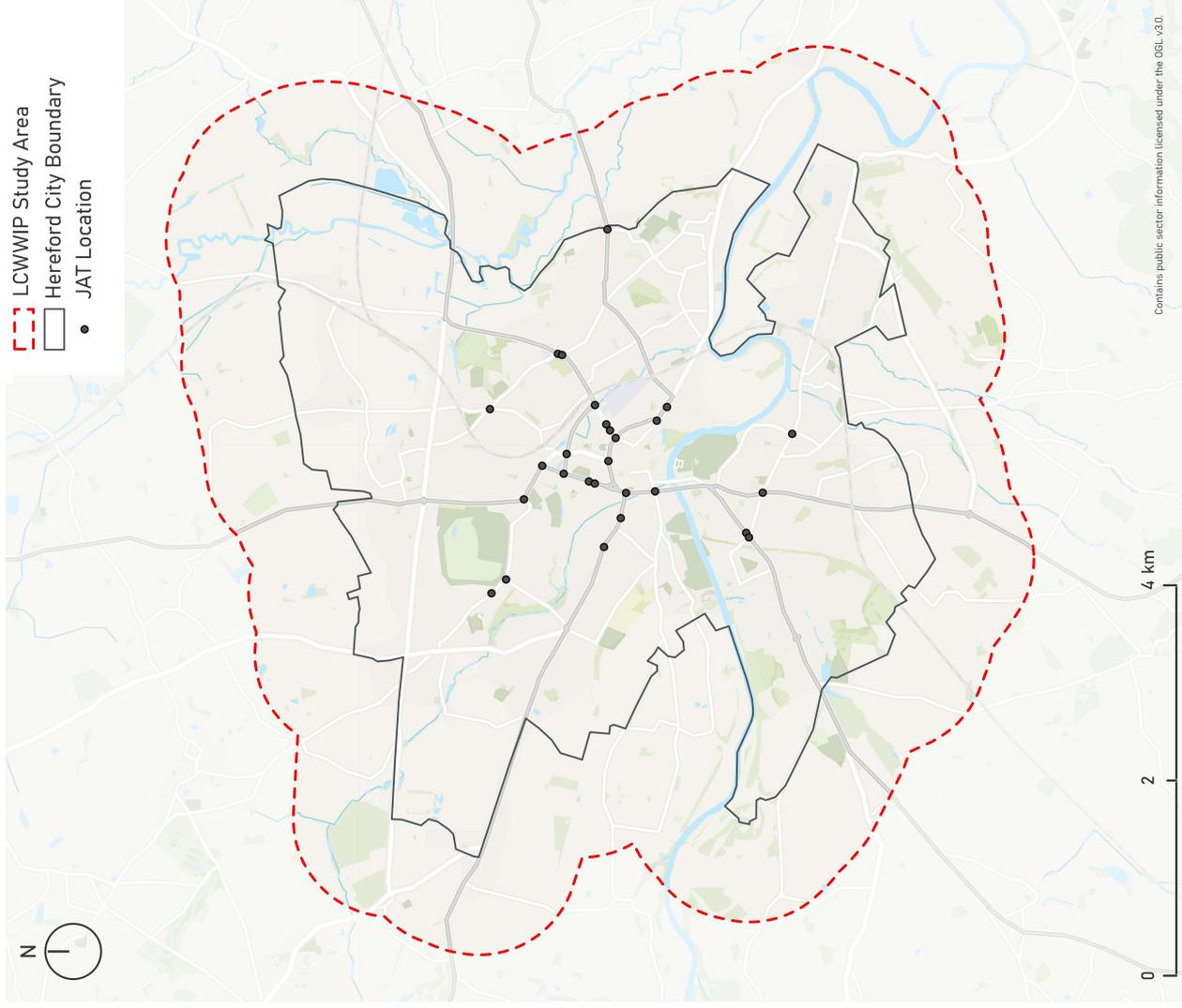
Whilst completing a WRAT and CLoS assessment was deemed unnecessary during the development of primary and secondary routes across the city, it was recognised that there are many junctions across the city where active travel provision is poor.

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

To assess how well a junction provides for walking, wheeling and cycling, a JAT assessment was conducted, examining all potential movements at a junction to identify potential

conflicts and identify what measures may be required to reduce them.

Junctions that were assessed are mapped on [Map 16 on page 95](#). As can be seen, many of the junction identified are along the A49. Currently, the A49 is currently managed by National Highways and therefore falls outside the direct control of Herefordshire Council. As a result, the Council is not able to independently deliver improvements to walking, wheeling, or cycling infrastructure along this route. However, the proposed Hereford Bypass presents a strategic opportunity. When the Bypass is built, it could enable the de-trunking of the A49, transferring responsibility for the road to the Council. This would allow greater local control and the ability to prioritise improvements for all modes of transport, including active travel.



Map 16 Identified junctions for auditing across Hereford

Understanding the pedestrian experience across Hereford

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

1. **Attractiveness:** Footways across Hereford are generally well maintained, with some instances of minor littering and overgrown vegetation. Minor evidence of vandalism is noted (graffiti) and levels of traffic noise and pollution could be improved. Excessive use of guardrail or bollards are also evident across the city.
2. **Comfort:** Footways are mostly level and footway widths are generally acceptable, however near Hereford Cathedral, footway widths are sometimes less than 1.5m, which requires users to give and take frequently. Footway parking is evident in some locations, with causes difficulties for pedestrians.
3. **Directness:** Footways are provided to cater for pedestrian desire lines (i.e. adjacent to the road) and crossings where available, following desire lines and are easy, direct and comfortable without delay. Crossings are mostly single phase and where signalised crossings are in place, green man time is of sufficient length to cross comfortably.
4. **Safety:** Traffic volumes and speeds across the city are moderate to high, with pedestrians in close proximity to motor traffic. Visibility for pedestrians is typically good.
5. **Cohesion:** Dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.

Understanding the cycling experience across Hereford

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

1. **Cohesion:** Overall, the routes around Hereford are made up of discrete sections given the high number of junctions. Some of these junctions require cyclists to dismount. Wayfinding across the city is good, with cyclists not abandoned and a clear indication of how to continue their journey.
2. **Directness:** Cycle routes across the city are direct and typically face delays similar delays at junctions as motor vehicles, with some cycle priority features (advanced stop lines, cycle lanes) in place. Some routes across the city pose challenges due to steep gradients, potentially increasing time, effort and discomfort for cyclists.
3. **Safety:** Some routes across the city (e.g. Great Western Way) are separated from motor traffic and provide a pleasant experience for cyclists. However, when cyclists are required to cycle on carriageway, they are typically faced with high traffic volumes (above 5,000 vehicles per day) which creates an unpleasant experience for cyclists.
4. **Comfort:** Surface quality is mostly machine laid smooth with high grip surface provided. A lack of wayfinding signage is present, meaning people are required to navigate the route needing to refer to maps.
5. **Attractiveness:** Routes within the city are generally well lit. Some routes (e.g. Great Western Way) lack natural surveillance which presents potential feelings of poor social safety, particularly at night. Cycle parking is available across the city, mostly in the form of Sheffield cycle stands.

Auditing Results – Junction Assessment Tool

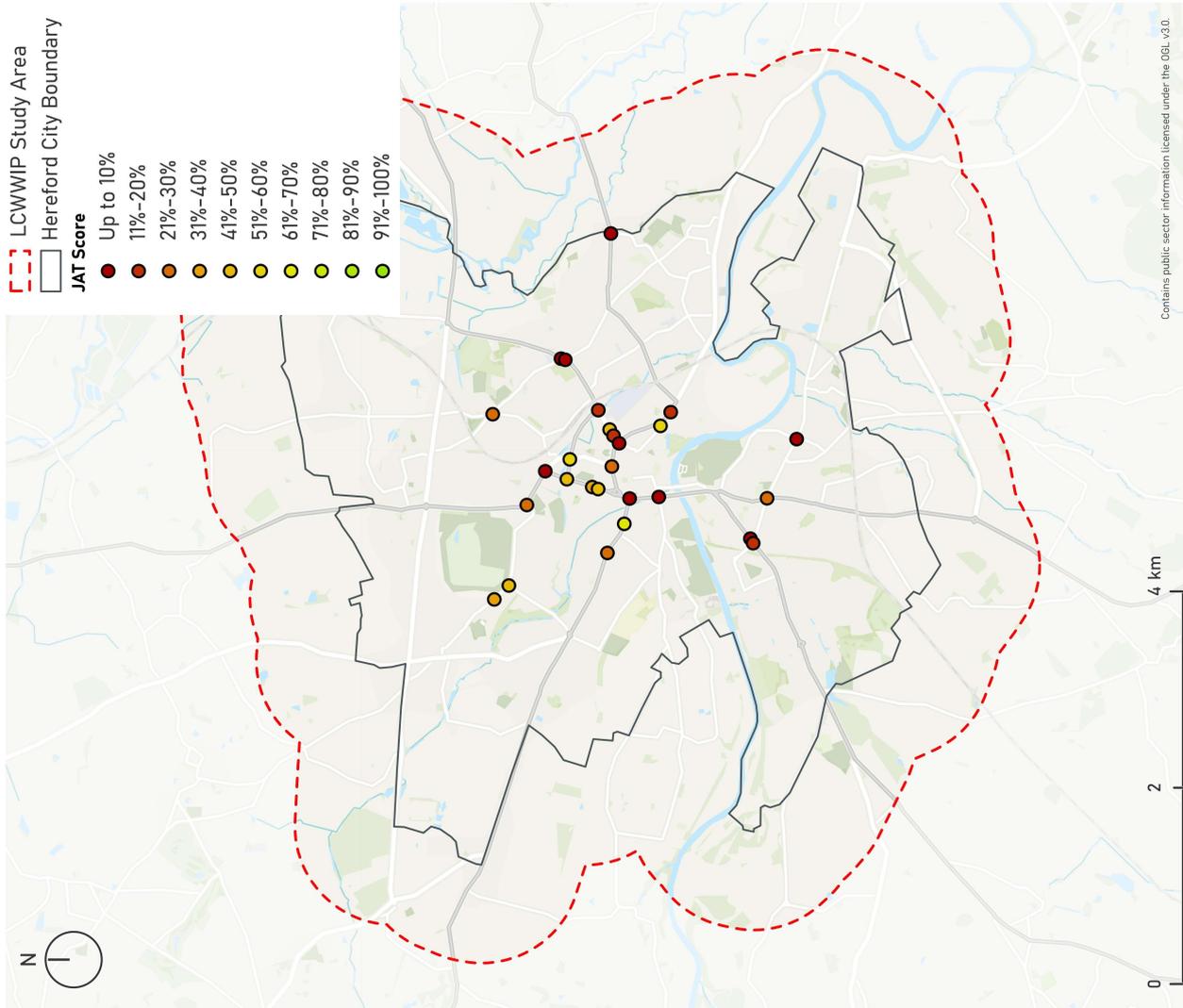
Junction No.	Junction Name	Percentage Score	No. Red Movements	Summary of design recommendations
1	Venns Lane/College Road/Old School Lane	28%	10	Junction design score 9 out of a possible 32 (28%). Signalised crossings are available across College Road and Venns Lane. A zebra crossings provided across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

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

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

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

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



Map 17 JAT results in Hereford

Projects & prioritisation

This chapter will set out a long list of projects identified as part of the development of the LCWWIP

Identifying projects

Defining future projects

Intervention

An intervention is a discrete measure focused on an individual site. For instance, it might include recommending a new crossing point or widening of a footway. Generally speaking in this context, an intervention may help address a localised issue or problem help, but it is unlikely to contribute to strategic goals nor will it achieve any substantial outcome by itself.

Project

A project is a group of interventions which when combined can achieve a specific outcome(s) or goal(s). For instance, a project might comprise a series of interventions along a road, which when combined lead to an improved level of service for cycle traffic and pedestrian movement from a residential area to and from a town centre.

Projects can generally be route-based or area-based depending on the types of interventions required and the outcomes that the project is trying to achieve or contribute to.

Long List

Findings from the route analysis, alongside insights gathered through stakeholder engagement, have been consolidated to create a comprehensive long list of potential projects. This list includes initiatives identified primarily through the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP) as well as other known projects currently being developed by Herefordshire Council or those in the pipeline.

The purpose of this combined list is to provide Herefordshire Council with a clear overview of active travel projects across the county. This enables the Council to demonstrate the extensive range of interventions needed to enhance walking, wheeling and cycling infrastructure county-wide.



List of future projects

ID	Route #	Alignment	Summary of design recommendations
00001	City Links	Aylestone Hill to Venns Lane	<ul style="list-style-type: none"> - Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme) - Consider removal or redesign barriers into Aylestone Park to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap and cut back on vegetation - Consider recommendations along A465 Aylestone Hill as per levelling up fund programme (Continuation of cycle track into Aylestone Park). - Consider lighting along route through Aylestone Park - Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling
00002	City Links	Aylestone Hill to College Road via Aylestone Park	
00003	Hereford to Credenhill Cycle Route	Tillington Road	
00004	City Links	Aylestone Hill to Hereford City Link Road / Commercial Road junction	<ul style="list-style-type: none"> - Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)
00005	Complementary Packages	Safer Routes to School (levelling up fund)	<ul style="list-style-type: none"> - Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)
00006	Hereford to Credenhill Cycle Route	Yazor Brook to Grandstand Road	<ul style="list-style-type: none"> - Consider lighting to avoid sense of isolation when dark and improve perceived safety - Consider providing additional rest spots beside path
00007	City Links	Holme Lacy Road to A49 Ross Road	<ul style="list-style-type: none"> - Align with ambitions and ongoing work being completed on Holme Lacy Road as per levelling up fund proposals (i.e. Improved cycle and pedestrian amenities along Holme Lacy Road)
00008	City Links	A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)	<ul style="list-style-type: none"> - Consider signalised crossing over Walnut Tree Avenue away from its junctions to provide pedestrian access to Our Lady's Catholic Primary School
00009	City Links	Plough Lane / Whitecross Road	<ul style="list-style-type: none"> - Consider signalised pedestrian crossing over Whitecross Road away from its junctions to provide pedestrian access to Plough Lane. - Investigate provision of a raised table across Plough Lane. - Consider tighter junction radii to improve walkability and reduce vehicle speeds when turning
00010	City Links	Widemarsh Street / Hereford City Link Road	<ul style="list-style-type: none"> - Consider toucan crossing over Widemarsh Street / Hereford City Link Road upgrading current pedestrian only signal crossing. This would provide access for cyclists to connect to shared use path on northern side of Hereford City Link Road and improve walking along Union Walk to allow for greater permeability of the cycle network and improve pedestrian/cycle connectivity to Hereford Bus Station
00011	City Links	Union Walk / St Guthlac Street, Turner Street to St Owen Street (A438)	<ul style="list-style-type: none"> - Consider placemaking and additional cycle parking provision and planting/trees on High Town - Consider extending timeframe for cycling along High Town (currently between 4:30pm and 10:30am) to establish a pedestrian and cycle zone
00012	City Links	High Town, St Peter's Street to St Peter's Square junction	<ul style="list-style-type: none"> - Enable routes for cycle traffic with minimal interaction with motor traffic (assumed to be achieved through Quiet Routes package as per levelling up fund programme) and pedestrian improvements
00013	Complementary Packages	Quiet Routes Package (levelling up fund)	
00014	Complementary Packages	Holme Lacy Road Cycle Improvements (levelling up fund)	
00015	City Links	Hunderton Road / Belmont Road	<ul style="list-style-type: none"> - Consider signalised crossing for pedestrians to connect Great Western Way across Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road

Table 2 List of future projects in Herefordshire (1)

ID	Route #	Alignment	Summary of design recommendations
00016	Leominster	Northolme Road / Off-road connection to Calden Post Road.	<ul style="list-style-type: none"> - Consider appropriate lighting and surface improvements to provide smooth journey for cyclists - Consider straight ahead cycle priority crossing on raised table across Abbotsmead Road and pedestrian improvements
00017	Kingstone to Hereford Cycle Route	Ruckhall Lane to Dorchester Way	<ul style="list-style-type: none"> - Explore extending off carriageway walking/cycling route from Abby View East to Ruckhall Lane, connecting to shared use path through Belmont (subject to land ownership discussions)
00018	Hereford to Credenhill Cycle Route	Yazor Brook / Yazor Road junction	<ul style="list-style-type: none"> - Consider additional crossing time at Toucan Road - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic
00019	City Links - Councillor Addition	Friars Street	<ul style="list-style-type: none"> - Set out an action plan for enabling contraflow cycling along Friars Street to improve connectivity and provide greater permeability of the cycle network and pedestrian improvements
00020	City Links	Hunderton Road to Great Western Way	<ul style="list-style-type: none"> - Remove or redesign barriers on Pembroke Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way - Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii
00021	City Links	Widemarsh Street to New Market Street / Blue School Street (A438)	<ul style="list-style-type: none"> - Upgrade zebra crossing over Widemarsh Street outside St Thomas Cantilupe Street to signalised pedestrian crossing. - Investigate provision of a raised table crossing across side roads. Consider tighter junction radii / continuous crossing treatments
00022	City Links	Ross Road / Holme Lacy Road / Walnut Tree Avenue	<ul style="list-style-type: none"> - Set out an action plan to improve this junction to enable multimodal movement, matching those being developed for Holme Lacy Road
00023	City Links	Venns Lane to Venns Lane / Aylestone Hill Junction	<ul style="list-style-type: none"> - Package of measures along Venns Lane: - Increase frequency of crossings for pedestrians (likely to be x2 zebra) - Explore footway widening along route, particularly outside Primary School - Traffic calming features to provide priority for cyclists and pedestrians across side roads - Provide lighting along the route - Review car parking, exploring opportunities for formalisation and/or restrictions
00024	City Links	Grove Road / Green Street	<ul style="list-style-type: none"> - Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling
00025	City Links	Great Western Way, Canonmoor Street to Edgar Street	<ul style="list-style-type: none"> - Consider removal or redesign barriers to ensure the connection onto GWW from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap
00026	City Links	Great Western Way, Whitecross Road to Plough Lane / Yazor Brook Link via Shared Use Facility	<ul style="list-style-type: none"> - Widen existing shared use path along Whitecross Road and Plough Lane to improve the level of service for pedestrians and cycle traffic. Extend shared use path along Plough Lane to connect to Heineken and Yazor Brook
00027	City Links	Roman Road / Holmer Road junction to Holmer Road / Newtown Road junction	<ul style="list-style-type: none"> - Set out an action plan for enabling contraflow cycling along Holmer Road service road, providing linear route following the highly trafficked A49 to allow for greater permeability of the cycle network and pedestrian improvements.
00028	Hereford to Credenhill Cycle Route	The Co-Operative Food / Three Elms Road	<ul style="list-style-type: none"> - Improve crossing provision across A49 from Holmer Road to connect to Grandstand Road.
00029	City Links	Venns Lane / Aylestone Hill (A465)	<ul style="list-style-type: none"> - Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative
00030	City Links	A465 / Folly Lane	<ul style="list-style-type: none"> - Align improvements with ongoing design development along Aylestone Hill (enabled by levelling up funding) - Align improvements with ongoing design development along Aylestone Hill (enabled by levelling up funding)

ID	Route #	Alignment	Summary of design recommendations
00031	City Links	Walnut Tree Avenue / A465 Belmont Road	<ul style="list-style-type: none"> - Consider upgrading uncontrolled crossing over Belmont Road to signalised toucan crossing. - Consider implementing short section of shared use path from Walnut Tree Avenue to Hunderton Road to connect to GWV.
00032	Hereford to Credenhill Cycle Route	A4103 to A460	<ul style="list-style-type: none"> - Improve surfacing along shared use path and remove white line segregation - Cut back and maintain vegetation, exploring opportunities for widening shared use path - Investigate provision of raised table crossings across side roads. Consider tighten junction radii / continuous crossing treatments
00033	City Links	A465 City Link Road to Widemarsh Street	<ul style="list-style-type: none"> - Consider converting footway to shared use path along City Link Road to establish connectivity either side of the carriageway to improve walkability and cycle accessibility - Upgrade signalised crossing to Toucan Crossing to facilitate north-south movement across City Link Road
00034	City Links	A465 to A49 Edgar Street	<ul style="list-style-type: none"> - Consider converting footway to shared use path along City Link Road to establish connectivity either side of the carriageway to improve walkability and cycle accessibility
00035	City Links	Great Western Way, Barton Road to A49 Victoria Street	<ul style="list-style-type: none"> - Investigate provision of raised table crossings of Bromley Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments
00036	City Links	Monkmoor Street, Canal Road to Station Approach	<ul style="list-style-type: none"> - Set out an action plan for enabling contraflow cycling along Monkmoor Street
00037	Roads-on-Wye to Hereford	B4224 Fownhope / Wallflower Row / Eign Road	<ul style="list-style-type: none"> - Consider signalised pedestrian crossing over Commercial Road to provide access onto Monkmoor Street - Investigate placemaking and consider appropriate surface treatments, centre line removal and footway widening to improve walkability and cycle accessibility
00038	Leominster to Kingsland	Rainbow Street / A44 New Street / Green Lane	<ul style="list-style-type: none"> - Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane
00039	City Links	Grandstand Road / Highmore Street / Sidney Box Drive	<ul style="list-style-type: none"> - Consider signalised pedestrian crossing across Grandstand Road onto Highmore Street as well connecting to bus stop provision on Grandstand Road - Consider dropped kerbs and tactile paving on pedestrian desire line to access bus stop
00040	City Links	Edgar Street / Blackfriars Street	<ul style="list-style-type: none"> - Investigate provision of a Raised table crossing across Highmoor Street. - Consider replacing stagger toucan crossing with a single stage toucan crossing to access Edgar Street and Blackfriars Street shared use facility for improved walkability and cycle access
00041	City Links	Grove Road / St Owen's Street junction	<ul style="list-style-type: none"> - Investigate provision of Raised table crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments
00042	City Links	East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street	<ul style="list-style-type: none"> - Investigate provision of Raised table crossings across side roads from St Ethelbert Street and Cantilupe Street. Consider tighten junction radii / continuous crossing treatments - Set out an action plan for enabling contraflow cycling along East Street through enforcing access-only order for motor vehicles
00043	City Links	Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction	<ul style="list-style-type: none"> - Consider upgrading zebra crossing over Broad Street to a cycle priority / parallel crossing. This would provide cycle access into Hereford Cathedral. - Set out an action plan for enabling contraflow cycling on Broad Street / High Street to allow for greater permeability of the cycle network

Table 3 List of future projects in Herefordshire (2)

ID	Route #	Alignment	Summary of design recommendations
00044	City Links	Outfall Works Road to Helme Lucy Road / The Straight Mile Junction	<ul style="list-style-type: none"> - Consider appropriate lighting along Outfall Works Road & Canary Bridge - Explore opportunities for improved provision for pedestrian connections to Canary Bridge.
00045	City Links	King George V Playing Fields to St Martin's Street	<ul style="list-style-type: none"> - Consider footway widening and resurfacing shared-use path width to desirable widths of 3-5m for pedestrians and cyclists - Remove or redesign existing bollards on link between King George V Playing Field at St Martin's Street to ensure route is accessible to all with a minimum 1.5m gap - Surface improvement with camber and side drains, including marked painted cycle symbols - Visibility improvements in consideration of pedestrians and cyclists routing through St Martin's Car Park
00046	City Links	Eign Street / Gimmer Road / Whitecross Road	<ul style="list-style-type: none"> - Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49
00047	City Links	Venns Lane / College Road	<ul style="list-style-type: none"> - Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability
00048	City Links	Edgar Street / A465 / Prior Street	<ul style="list-style-type: none"> - Consider implementing a wider toucan crossing and improve access onto Prior Street
00049	City Links	College Road to Venns Lane	<ul style="list-style-type: none"> - Consider reducing speed through and on the approach to junction through traffic calming features
00050	City Links	Edgar Street, Blackfriars Street, Widemarsh Street, Coningsby Street to Canal Road	<ul style="list-style-type: none"> - Consider continuous footway or Raised table crossing across College Road onto Venns Lane. Consider tighten junction radii to slow vehicle turning speeds and reduce crossing distance to improve walkability - Consider upgrading uncontrolled crossing to signalised crossing across Blackfriars Street to support pedestrian safety.
00051	City Links	St Martin's Street / Gwynne Street	<ul style="list-style-type: none"> - Explore traffic calming features to enhance cyclist safety on carriageway - Explore reducing carriageway width and enable footway widening - Set out an action plan for enabling contraflow cycling along Gwynne Street - Consider upgrading current pedestrian crossing located over St Martin's Street to Toucan Crossing to provide connectivity across to River Shared Use Paths
00052	City Links	Golden Post Road, Villa Street	<ul style="list-style-type: none"> - Provide dedicated pedestrian space to access onto Great Western Way
00053	City Links	Villa Street / River route connecting to St Martin's Street	<ul style="list-style-type: none"> - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic
00054	Roads-on-Wye Investment Plan	Ross on Wye Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)
00055	City Links	Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via Westfields Football Club	<ul style="list-style-type: none"> - Align proposals with new development access from Chave Court Close, Millbrook Street and Prior Street to A49 via Westfields, connecting towards Heineken for pedestrians and cyclists

ID	Route #	Alignment	Summary of design recommendations
00056	Ledbury Transport Strategy	Ledbury Urban Area	<p>Package B as outlined within Ledbury Transport Strategy. This includes:</p> <ul style="list-style-type: none"> - Real time information especially by the Market House, War Memorial and railway station - Upgrading of PT facilities within the town centre to include shelters, kerbing etc. - Widened footway to increase public space around Market House including additional parking capacity - Implement Bye Street / Town Trail Crossing <p>Package C as outlined within Ledbury Transport Strategy. This includes:</p> <ul style="list-style-type: none"> - Town Trail refurbishment, resurfacing and widening where appropriate
00057	Ledbury Transport Strategy	Ledbury Urban Area	<ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles entering Ledbury (eg. Ledbury Railway Station) - Consider frequency of controlled pedestrian crossings (esp. along The Homend) - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points
00058	Ledbury Area Wide Improvements	Ledbury Urban Area	<p>Area-wide pedestrian improvements across the town to enhance walking.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles entering Ledbury (eg. Ledbury Railway Station) - Consider frequency of controlled pedestrian crossings (esp. along The Homend) - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points
00059	Bromyard Area Wide Improvements	Bromyard Urban Area	<p>Area-wide pedestrian improvements across the town to enhance walking.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles - Consider frequency of controlled pedestrian crossings - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points
00060	Kington Area Wide Improvements	Kington Urban Area	<p>Area-wide pedestrian improvements across the town to enhance walking.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles - Consider frequency of controlled pedestrian crossings - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points

ID	Route #	Alignment	Summary of design recommendations
00061	Leominster Area Wide Improvements	Leominster Urban Area	<p>Area-wide pedestrian improvements across the town to enhance walking.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles - Consider frequency of controlled pedestrian crossings - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points
00062	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	<p>Package C as outlined within Ross on Wye Movement Study:</p> <ul style="list-style-type: none"> - 20mph zones: Implementation including around schools and in the town centre
00063	Ross-on-Wye Area Wide Improvements	Ross-on-Wye Urban Area	<p>Area-wide pedestrian improvements across the town to enhance walking.</p> <p>This includes:</p> <ul style="list-style-type: none"> - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles - Consider frequency of controlled pedestrian crossings - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points
00064	Ross-on-Wye to Hereford	Brampton Road	<ul style="list-style-type: none"> - Consider traffic calming feature such as build-outs, road humps, chicanes and planters along Brampton Road to create slower speed environment - Consider additional signalised crossing point(s) across Brampton Road - Investigate provision of Raised table crossings across side roads along Brampton Road. Consider lighter junction radii / continuous crossing treatments
00065	City Links	Grandstand Road / Yazor Road	<ul style="list-style-type: none"> - Junction redesign, introducing signalised junction with Advanced Stop Lines for cyclists
00066	City Links	Commercial Road / Union Walk	<ul style="list-style-type: none"> - Reduce junction radii on Union Walk
00067	City Links	Commercial Road / Monkmoor Street	<ul style="list-style-type: none"> - Consider improvements to pedestrian experience through junction lightening and footway improvements.
00068	City Links	Newtown Road (A49) / Edgar Street / Farmers Way	<ul style="list-style-type: none"> - Consider reducing traffic speeds and reduce lane width so that other traffic cyclists can safely share the single lane entries, exits and circulatory carriageway position
00069	Hereford to Credehill Cycle Route	A480, Station Road	<ul style="list-style-type: none"> - Consider widening shared use path along full extent of A480 from Roundabout to avoid cycling in carriageway, potentially through investigating "behind the hedge" routes - Consider appropriate toucan crossing near Stirling Lines to facilitate safe crossing from shared use path to base - Consider lighting along full route to avoid sense of isolation

Table 4 List of future projects in Herefordshire (3)

ID	Route #	Alignment	Summary of design recommendations
00070	City Links	Commercial Road to Bath Street	<ul style="list-style-type: none"> - Consider priority to pedestrians across side roads through raised table crossings - Review car parking along Commercial Road, exploring opportunities for rationalisation - Tie into Aylestone Hill levelling up fund proposals
00071	Hereford to Whittington	Leadbury Road (From Hampton Dene Road to Lumber Lane)	<ul style="list-style-type: none"> - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability and cycle potential - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
00072	City Links	Edgar Street / Canonmoor Street	<ul style="list-style-type: none"> - Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling
00073	City Links	A49 Victoria Street, St Nicholas Street to King Street/Broad Street Junction	<ul style="list-style-type: none"> - Improve pedestrian connectivity through continuous crossings across Barrington Street
00074	City Links	Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road	<ul style="list-style-type: none"> - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide Measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
00075	Leominster to Kingstand	Cranes Lane to Milers Close via Kenwater	<ul style="list-style-type: none"> - Widen shared-use path to 3m if feasible, providing traffic free route across residential area - Resurfacing of off-carriageway route across River Kenwater, which is currently loose material
00076	City Links	Blue School Street / Widemarsch Street	<ul style="list-style-type: none"> - Align improvements with ongoing design development of corridor improvements along Blue School Street, (enabled by levelling up funding) Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major improvements along this corridor and at its junctions
00077	City Links	Holme Lacey Road / Hinton Road Junction to Hinton Road / King George V Playing Fields	<ul style="list-style-type: none"> - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements - Remove right-turn slip lane, introduce controlled crossing for pedestrians Package of measures along Holme Lacey Road, aligning with levelling up fund programme: - Consider centre line removal to reduce traffic speeds along Hinton Road - Consider tightening roundabout of Hinton Road / Peregrine Close to facilitate cyclist movements - Consider appropriate parking management measures e.g. pavement parking - Investigate redesign of Hinton Road / Hinton Crescent roundabout to signalised T-junction (subject to traffic flows) - Consider appropriate surfacing treatments to provide easy access from carriageway onto shared-use path through King George V Playing Fields

ID	Route #	Alignment	Summary of design recommendations
00078	Kington Transport Study (In Development)	Kington Urban Area	<ul style="list-style-type: none"> - Implement recommendations outlined within Kington Transport Study
00079	Roads-on-Wye Movement Study	Roads-on-Wye Urban Area	<ul style="list-style-type: none"> - Package E as outlined within Roads on Wye Movement Study. Address traffic flow and pedestrian safety on Copse Cross Street
00080	City Links	Commercial Road / Hereford City Link Road / Aylestone Hill	<ul style="list-style-type: none"> - Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians
00081	City Links	Blue School Street / Commercial Road / Commercial Street / Union Street	<ul style="list-style-type: none"> - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 - Introduce controlled pedestrian crossings on all arms of junction
00082	Hereford to Credenhill Cycle Route	A4103 / A480 Roundabout	<ul style="list-style-type: none"> - Narrow Blue School Street to two motor traffic lanes in both directions; take a long-term view and consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - Coordinate improvements on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans
00084	City Links	Widemarsch Street (from Newmarket Street), High Street to West Street (East Street) Junction	<ul style="list-style-type: none"> - Introduce signal control to the roundabout, with protected space or other suitable facilities for cycling and pedestrian improvements - Set out an action plan for enabling contraflow cycling along Broad Street,
00085	City Links	St Peter's Square, St Owen Street to junction with Green Street / A438 Junction	<ul style="list-style-type: none"> - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide Measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
00086	City Links	Nelson Street, Green Lane, Halford Street, Park Street, Crozen Lane to Outfall Works Road Junction.	<ul style="list-style-type: none"> - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide Measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
00087	City Links	Priority Place to Newtown Road / Holmer Road Junction	<ul style="list-style-type: none"> - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide Measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
00088	City Links	Newtown Road (A49), Holmer Road (A49) and Priory Place Junction	<ul style="list-style-type: none"> - Consider major redesign of junction to provide segregated space for cyclists
00089	City Links	Hampton Dene Road / Ledbury Road (A438) junction	<ul style="list-style-type: none"> - Implement signalised pedestrian crossing over Ledbury Road to improve pedestrian connectivity
00090	Kingstone to Hereford Cycle Route	Ruckhall Lane to Blimont Pool	<ul style="list-style-type: none"> - Junction improvement from Ruckhall Lane & A465. Implement signalised toucan crossing and shared use path along A465 to connect to Blimont Pool

Table 5 List of future projects in Herefordshire (4)

ID	Route #	Alignment	Summary of design recommendations
00091	City Links	Edgar Street / Victoria Street / Portland Street / A438	<ul style="list-style-type: none"> - Consider a long-term plan for a major redesign of this junction to enable growth in walking, wheeling and cycling - Recommendations outlined within Ledbury Market Town Investment Plan
00092	Ledbury Market Town Investment Plan	Ledbury Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Bromyard Traffic Management Study
00093	Bromyard Traffic Management Study	Bromyard Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Bromyard Traffic Management Study
00094	Leominster to Kingsland	Milers Close to Lugg Green Road (via Eyton)	<ul style="list-style-type: none"> - Traffic calming features e.g. warning signs - Implement appropriate lighting - Public realm improvements (Gateway Features) to signify entrance to Kingsland
00095	Leominster to Luston	Milers Close to Luston (Eye Lane)	<ul style="list-style-type: none"> - Traffic calming features to provide priority for cyclists - Public realm improvements (Gateway Features) to signify entrance to Luston
00096	City Links	A49 Victoria Street / St Nicholas Street / Barton Road	<ul style="list-style-type: none"> - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through traffic on the A49. Protect signalised movements for cycle traffic prioritising east-west movements - Introduce controlled pedestrian crossings on all arms of junction; lighten junction radii at junction where reasonable to increase level of service for pedestrians - Remove left turn slip lane - Remove pedestrian underpass on A49 - Investigate providing at-grade crossings to replace underpass - Consider reopening redundant rail line to provide a continuation of the GWW to link it with Newtown Road and on to Burcott Road and the employment sites in that area
00097	City Links	A49 Victoria Street / A438 Eign Street / Bewell Street	<ul style="list-style-type: none"> - Investigate providing at-grade crossings to replace underpass
00098	City Links - Councillor Addition	Off-road Widemarsh Brook rail line	<ul style="list-style-type: none"> - Consider reopening redundant rail line to provide a continuation of the GWW to link it with Newtown Road and on to Burcott Road and the employment sites in that area
00099	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	<ul style="list-style-type: none"> - Package A - New pedestrian crossings in the town (Hildersley, Archfield Road and Wilton Road) 3 crossings
00100	Ross-on-Wye to Hereford	Brampton Road to Common Hill Lane	<ul style="list-style-type: none"> - Consider implementing closely spaced (100mm) threaded rod bars for cattle grids
00101	Ledbury Transport Strategy	Ledbury Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Ledbury Transport Study package A; Widening narrow footbridge on Town Trail over Orchard Lane
00102	Bromyard Market Town Investment Plans	Bromyard Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Market Town Investment Plan, notably exploring viability of Bromyard Greenway restoration, subject to land ownership agreement and engagement
00103	Kington Economic Investment Plan	Kington Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)
00104	Leominster Market Town Investment Plans	Leominster Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub & exploring greenway viability, subject to land ownership agreement and engagement
00105	Ross-on-Wye Investment Plan	Ross-on-Wye Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brompton & Sellaack Cycleway/Cycle network development)
00106	Kingstone to Hereford Cycle Route	Kingstone to Ruckhull Lane	<ul style="list-style-type: none"> - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhull Lane

Table 6 List of future projects in Herefordshire (5)

ID	Route #	Alignment	Summary of design recommendations
00107	City Links - Councillor Addition	B4399 Straight Mile roundabout to Hampton Dene Road via Holywell Outer Lane	<ul style="list-style-type: none"> - Consider a new cycle/pedestrian bridge across River Wye to provide a north-south active travel route - Consider a new toucan crossing over Hampton Park Road / Holywell Outer Road
00108	Hereford to Withington	St Peters Field	<ul style="list-style-type: none"> - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along road linking into Withington
00109	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Ross on Wye Movement Study Package B New A449 crossing to enhance connectivity north of the town
00110	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	<ul style="list-style-type: none"> - Recommendations outlined within Ross on Wye Movement Study Package F Enhanced riverside walking routes need to be explored with partners and establishment of land ownership/opportunities
00111	Leominster to Luston (Councillor Addition)	Eye Lane to Barrington Hall	<ul style="list-style-type: none"> - Traffic calming features to provide priority for cyclists
00112	Hereford to Credenhill Cycle Route	Bridleway from Station Road to Roman Road	<ul style="list-style-type: none"> - Implement smooth surfacing along Bridleway to provide a sealed surface to enable cycling to take place all-year round - Implement appropriate lighting
00113	Slow Ways	Hereford to Ross on Wye Slow Way Route (2)	<ul style="list-style-type: none"> Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00114	Slow Ways	Hereford to Ledbury Slow Way Route	<ul style="list-style-type: none"> Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00115	Slow Ways	Leominster to Bromyard Slow Way Route (4)	<ul style="list-style-type: none"> Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00116	Hereford to Withington	Lumber Lane to A4103 Junction	<ul style="list-style-type: none"> - Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Lumber Lane
00117	City Links - Councillor Addition	River Wye	<ul style="list-style-type: none"> - Consider repairs along route for improved walkability and cycle accessibility - Tie in with Project Wyaside and Hereford Rugby Club to help make it safer and more accessible for people walking, wheeling and cycling. This includes creating a ramp leading onto the GWW to connect the south and northside pathways.
00118	Slow Ways	Hereford to Leominster Slow Way Route (2)	<ul style="list-style-type: none"> - Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00119	Bromyard to Leominster Greenway Feasibility Study	Worcester, Bromyard, Leominster	<ul style="list-style-type: none"> - Consider the viability of the Worcester, Bromyard, Leominster Greenway, subject to land ownership agreement
00120	Golden Valley Greenway Implementation	Pontifilas to Hay-on-Wye	<ul style="list-style-type: none"> - Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontifilas rail line into a new active travel route or 'greenway'

ID	Route #	Alignment	Summary of design recommendations
00121	Slow Ways	Hereford to Bromyard Slow Way Route (1)	Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00122	Slow Ways	Bromyard to Ledbury Slow Way Route (2)	Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00123	Hereford to Withington	A4103 Junction	- Consider incorporating cycle movement across junction to Withington via. Dedicated cycle signs or cycle priority. - Highway maintenance of existing modal filter positioned on Ramblers Court
00124	City Links - Councilor	Bartonsham Meadows Permissive Path	- Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all
00125	Hay-on-Wye to Hereford Greenway Feasibility Study	Hay-on-Wye to Hereford	- Consider viability and feasibility of Greenway proposals, subject to land ownership agreement and engagement
00126	City Links	Great Western Way	- Resurfacing of route where required
00127	Slow Ways	Hereford to Ewyas Harold Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00128	Slow Ways	Hereford to Orrop Hill Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00129	Slow Ways	Kington to Leominster Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00130	Slow Ways	Weobley to Leominster Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00131	Slow Ways	Leominster to Tenbury Wells Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00132	Slow Ways	Leominster to Ludlow Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00133	Slow Ways	Hundred House to Kington Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00134	Slow Ways	Orrop Hill to Bass on Wye Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives

ID	Route #	Alignment	Summary of design recommendations
00135	Slow Ways	Ross on Wye to Ledbury Slow Way Route (4)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00136	Slow Ways	Ross on Wye to Newent Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00137	Slow Ways	Bromyard to Knightwick Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00138	Slow Ways	Hereford to Patechurch Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00139	Slow Ways	Hereford to Weobley Slow Way Route (3)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00140	Slow Ways	Wigmore to Leominster Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00141	Slow Ways	Hay-on-Wye to Kington Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00142	Slow Ways	Kington to Presteigne Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00143	Slow Ways	Kington to Weobley Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00144	Slow Ways	Kington to Wigmore Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage

Table 7 List of future projects in Herefordshire (6)

ID	Route #	Alignment	Summary of design recommendations
00145	Slow Ways	Llandrindod Wells to Kington Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00146	Slow Ways	Colford to Ross on Wye Slow Way Route (2)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00147	Slow Ways	Monmouth to Ross on Wye Slow Way Route	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00148	Slow Ways	Ross on Wye to Mitcheldean Slow Way Route (2)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00149	Slow Ways	Stenfrith to Ross on Wye Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00150	Slow Ways	Ledbury to Malvern Slow Way Route (1)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00151	Slow Ways	Ledbury to Newent Slow Way Route (2)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00152	Slow Ways	Ledbury to Staunton Slow Way Route (2)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00153	Slow Ways	Ledbury to Upton upon Severn Slow Way Route (3)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00154	Slow Ways	Bromyard to Clifton upon Teme Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00155	Slow Ways	Bromyard to Malvern Slow Way Route	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>

ID	Route #	Alignment	Summary of design recommendations
00156	Slow Ways	Tenbury Wells to Bromyard Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00157	Slow Ways	Hay-on-Wye to Peterchurch Slow Way Route (1)	<p>- Mixture of on-road and off-carrigeaway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of silt along the route with metal swing gates or other inclusive alternatives</p>
00158	Slow Ways	Hay-on-Wye to Weobley Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00159	Slow Ways	Peterchurch to Weobley Slow Way Route	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00160	Slow Ways	Stenfrith to Orcoz Hill Slow Way Route (1)	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00161	Moreton on Lugg to Hereford City - Councillor Addition	Moreton on Lugg to Hereford Quietway	<p>- Route avoids dangerous roads. There is one section between the Moreton sewage works and Lower Lyde Farm that crosses an arable field that is not fit for cycling at the moment. Resurfacing and quiet lane principles required.</p> <ul style="list-style-type: none"> - To Link CP9/Wyche Way LD Path to Bush Inn. Allow safe circular walking route for residents. Footway creation.
00162	Parish Councillor Additions	A4110 - Bush Inn	<p>- Provide safe walking links to allow circular routes connecting CP9, CP10, CP1 and CP10. Footway creation.</p>
00163	Parish Councillor Additions	A4110 - Bush Bank Service Station to Canon Pym Primary School	<p>Create safe circular route linking U92401 with CP16, as well as safe walking route connecting Village School with the village of Canon Pym. Footway creation.</p>
00164	Parish Councillor Additions	A4110 - Canon Pym Primary School to Tennis Court	<p>- Provide safe circular route linking U92413 with CP1. Footway creation.</p>
00165	Parish Councillor Additions	A4110 / Wellington Lane	<p>- There is a footpath from the Motel Farm entrance to Weston. If this could be widened to make it dual use, that would remove the need for cyclist to use the very dangerous A40. Conversion of footpath to shared use facility.</p>
00167	Parish Councillor Additions	Gimhall Lane	<p>- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Gimhall Lane</p>
00168	Slow Ways	Peterchurch to Ewys Harold (2)	<p>Mixture of on-road and off-carrigeaway improvements for walking route.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage

Table 8 List of future projects in Herefordshire (7)

ID	Route #	Alignment	Summary of design recommendations
00169	Slow Ways	Wigmore to Ludlow (2)	Mixture of on-road and off-carrigeway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00170	Slow Ways	Bromyard to Kington	Mixture of on-road and off-carrigeway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage
00171	Hereford to Cradephill	Grandstand Road from Sandown Drive to Sidney Box Drive	Consider light segregation along Grandstand Road through the use of wands to physically separate cyclists from motor traffic.
00172	City Links	Penhaligon Way to Westfields Football Club	Additional wayfinding and signage along route to provide greater connectivity to existing cycle infrastructure e.g. Great Western Way
00173	City Links	Old School Lane	Minor resurfacing of Old School Lane to provide smoother journey for cycling on carriageway. Extend 20mph speed limit to junction with Roman Road.
00174	City Links	Commercial Road to Union Walk	- Consider priority to pedestrians across side roads through raised table crossings - Review car parking along Commercial Road, exploring opportunities for rationalisation - Tie into Aylestone Hill levelling up fund proposals
00175	City Links	Commercial Street from Bath Street to St Peters Street	- Allow contraflow cycling on entry from Bath Street onto Commercial Street.
00176	City Links	St Owen Street from Turner Street to Green Street	Consider light segregation through the use of wands to physically separate cyclists from motor traffic.
00177	City Links	Skyton View	Consider footway management measures to reduce pavement parking.
00178	City Links	Belmont Pool to Treago Grove	Consider additional signage and wayfinding along Skyton View to provide onward connectivity to existing infrastructure e.g. Hoine Lucy Road. Remove kissing gates along Belmont Pool shared use path to provide greater connectivity for cyclists
00179	Hereford Road A438	Tarrington to Hopfield Meadow	Maintain vegetation and enhance the gateway feature at the entrance to Tarrington to signal improvements in driver behaviour.
00180	Mordford Village	Mordford Village	- Introduce traffic calming features in Mordford to reduce vehicular speeds. - Extend pedestrian footway.
00181	Leominster Industrial Estate	Leominster Industrial Estate	Introduce traffic calming features and additional signage to indicate route through industrial estate for cyclists.
00182	Comberton Village	B4342	Introduce traffic calming features through Comberton Village
00183	Leibury Rugby Football Club	Ross Road	Maintain vegetation on footway along A449 and introduce traffic calming features to reduce vehicular speeds on approach to roundabout. Consider footway widening and explore opportunities for segregated cycle infrastructure to enable safer routes from Leibury Cricket Club and Leibury Rugby Football Club.
00184	River Leaden walking and cycling route	River Leaden from A449 to A438	Resurfacing of route and provide connection from A449 for cyclists.

ID	Route #	Alignment	Summary of design recommendations
00185	Mable's Furlong	Mable's Furlong to Biddulph Way	Provide additional lighting and maintenance of vegetation along Mable's Furlong. Explore opportunities for widening of route where viable and resurfacing at certain points to enable smooth surface for all users.
00186	Tupsley Aylestone Hill to Leobury Road	Prospect Walk, Somers Walk	Introduce additional lighting, signage and wayfinding along the route.
00187	Camperdown Lane, Broomy Hill, Belvedere Lane	Camperdown Lane, Broomy Hill, Belvedere Lane	- Provide ramp from subway under the A49 for cyclists, removing steep pavement wise from Greyfriars Avenue. - Consider safe cycling route through Greyfriars Car Park to access subway, with additional lighting.
00188	Offs Street	Offs Street	Explore allowing contraflow cycling on Offs Street to improve onward connectivity from King Street.
00189	Callow to Ridge Hill Turn	Callow to Haarwithy Road	Route resurfacing to provide a more pleasant experience for cyclists.
00190	Leominster Road / Main Road junction	(blank)	Explore lighting opportunities along the route.
00191	Wordsworth Road	Wordsworth Road	Improve visibility by improved vegetation maintenance
00192	A4172 Aylton Court Road to Brook Farm	A4172	Implement traffic calming measures and explore viability of reducing carriageway width to provide additional space for pedestrians, improving environment for cyclists. Reduce speed limit of the A4172 between Aylton Court Road and Brook Farm.
00193	Plague Cross roundabout	Plague Cross	Explore feasibility of improved cycle connections across Plague Cross Roundabout
00194	Perkfield Farm to Lily Hall Lane	A449	Reduce speed limit of A449 Ross Road through Ludstock village
00195	Aspherton to Canon Frome	A417 Aspherton Road	Reduce speed limit of A417 Aspherton Road
00196	Rowden Mill	Rowden Mill	Consider traffic calming measures over River Frome.
00197	Trumpet - A438 / A4172	A438 to A4172	Reduce vehicular speed on the approach to Ashperton Road / A438 junction.
00198	Kings Acre Road	Between Huntington Lane and A410	Improve maintenance of footway, including additional footway to be provided on the north of Kings Acre Road between Huntington Lane and Coswold Drive.
00199	Belmont Road / The Oval	Belmont Road	Implement new toucan crossing across Belmont Road in proximity to The Oval.
00200	Stephens Close	Stephens Close	Consider removing chicane feature to enable cyclists.
00201	Stanhope Street	Stanhope Street	Implement traffic calming measures and improve connections to Westfiling Street and Breinton Road.
00202	A438 connection across River Lugg	A438	Explore feasibility of an improved pedestrian and cycle bridge across River Lugg.
00203	Over Ross Roundabout	Over Ross Roundabout	Improve crossing provision at Over Ross Roundabout.
00204	Eardisley Village	Eardisley Village	Traffic calming measures through the town centre.
00205	Ryelands Street	Ryelands Street	Reduce speed limit and implement traffic calming measures along Ryelands Street.
00206	A417 Bodenham	A417	Improve pedestrian and cyclist experience through reducing speed limit through Bodenham.
00207	St Guthlak Street to Hereford County Hospital	Symonds Street, St Guthlak Street	Improve pedestrian experience from St Guthlak Street to access Hereford County Hospital.

Table 9 List of future projects in Herefordshire (8)

ID	Route #	Alignment	Summary of design recommendations
00208	Bromyard High Street	High Street	Improve crossing provision across Bromyard High Street
00209	Ledbury Market House	Market House	Improve crossing provision in proximity to Market House
00210	Leominster Worcester Road	Worcester Road	Improve crossing provision to access Leominster Railway Station
00211	Leominster Ryelands Road	Ryelands Road to South Street	Align actions with Local Transport Plan proposals
00212	Colwall Station	Colwall	Improve pedestrian and cycle access to Colwall Railway Station
00213	Archenfield Road Crossing	Archenfield Road	Align with safer routes to school principles outlined within LTP
00214	Kinglton Primary School	Mill Street	Improve pedestrian and cycle environment near primary school, considering improved crossing points and reduced vehicle speeds.
00215	A465	Between Goose Pool and Belmont	Explore viability of reducing speed limit along A465 to improve connections to Belmont.
00216	Northolme Road / Southolme Road / A465 Belmont Road / Abbotsmead Road	Northolme Road / Southolme Road / A465 Belmont Road / Abbotsmead Road	Consider long-term plan for a major redesign of this junction to enable growth in walking and cycling.
00217	The Southend	From Worcester Road to Leadon Way	Consider reducing speed limit and traffic calming measures along The Southend, with a particular focus near John Massfield High School.
00218	Breinton Road	Upper Breinton to Hereford City Centre	Consider vegetation maintenance along Bridleway between Westfaling Street and Upper Breinton

This chapter will set out how the long list of projects will be prioritised.

Prioritising projects

Prioritisation

Overview

The DfT's LCWWIP guidance includes a suggested approach for prioritising potential interventions and projects. Guidance emphasises that the approach should be tailored to the local context.

This chapter sets out a proposed approach for prioritisation of LCWWIP projects based on an initial identification of a long-list of potential factors. The purpose of this section is to identify a list of factors which can be included in a prioritisation matrix to be used to prioritise active travel projects for further funding, design and delivery.

A schedule of proposed interventions and projects was shown in **Table 2 on page 110** in the context of relevant local, regional and national policies and outcomes. This was undertaken in line with national guidance.

As the plan is adopted, Herefordshire Council will begin progressing the list of proposed interventions, prioritising projects based on demand, stakeholder support, and emerging evidence. The LCWWIP will be treated as a live document, responding to new insights and changing circumstances over time. This approach ensures that investment decisions remain flexible, targeted, and aligned with the evolving needs of communities across the county.

For the county-wide Local Cycling, Walking and Wheeling Infrastructure Plan, two prioritised list of projects will be developed:

'Rural' projects in market towns and other areas:

We recognise that residents in rural communities are more likely to rely on cars due to longer travel distances and limited infrastructure. However, it remains important to support those who wish to walk, wheel, or cycle, particularly as part of longer or multi-modal journeys. While the potential for a widespread shift from car use to active travel in rural areas may be limited, we are committed to providing opportunities for those who choose to travel differently. To ensure this commitment is reflected in our planning, a dedicated list of rural projects has been developed.

'Urban' projects in and around the city of Hereford:

A framework to prioritise interventions within Hereford. A dedicated list for Hereford interventions helps to target funding opportunities for the city whilst making sure rural interventions are still recognised. The prioritisation factors used for each list of projects is summarised on the following pages. Further detail on each of the prioritisation factors, including scoring criteria, is provided in the subsequent sections of this chapter.

Prioritisation factors

Factor	Explanation	Rural	Urban
Demand	Meeting or exceeding propensity to walk, wheel and cycle		
Timescales	Speed of delivery on the ground		
Complexity	Design Deliverability Delivery partners		
Budget allowance	Funding sources Cost estimates		
Strategic benefit	Contribution to growing active travel Alignment with policies and local priorities		
Proximity to schools	Enabling safer routes to school for children		
Proximity to development site	Reducing car dependency in new communities Accessing funding from developers		
Integration with existing active travel infrastructure or third-party projects	Joining the dots and filling in the gaps		
Integration with existing public rights of way	Focusing on rural connectivity through the many public rights of way across the county		
Integration with Market Town Investment Plans	Alignment with previously completed studies to avoid duplication		
Multi-Modal Integration	Recognising the need for walking and cycling to be part of a wider journey in rural areas		

Table 11 Prioritisation factors

Factors to help prioritise – Urban & Rural

<p>Demand</p> <p>This factor has been included in the prioritisation to ensure that LCWWIP-led active travel demand is factored into the prioritisation.</p> <p>Projects with a higher level of demand identified through the LCWWIP analysis are scored more highly for this factor.</p> <p>Generally, it is easier to make a business case for new projects with a higher level of demand, and therefore these projects are more likely to attract funding.</p>	<p>Complexity</p> <p>Complexity is a qualitative measure of the level of uncertainty in project delivery on the ground.</p> <p>For identified interventions / projects, there will be qualitative differences in the scale of challenges, obstacles, and constraints regarding their design and delivery (e.g. political support, availability of funding, ecological risk, design constraints).</p> <p>This factor considers the relative complexity of interventions / projects.</p> <p>High (3): Projects that have a low level of design complexity and a low level of uncertainty in terms of its design, cost and deliverability</p> <p>Medium (2): Projects that have a medium level of design complexity and medium level of uncertainty in terms of design, cost and deliverability</p> <p>Low (1): Projects that have a higher level of design complexity or higher level of uncertainty in terms of their design, cost and deliverability</p>
<p>Timescale</p> <p>This factor recommends a timescale for delivery. It would generally be correlated to design complexity of interventions needed to enable walking, wheeling or cycling.</p> <p>For example, a less complicated scheme with low levels of complexity would generally be considered to have short-timescales for its delivery.</p>	<p>Budget allowance</p> <p>High-level budget allowances have been developed for identified projects.</p> <p>Projects with higher budget allowances will generally include more expensive, complicated interventions. Projects with lower-budget allowances will generally include cheaper, less complicated interventions.</p> <p>High (3): Projects that are less complicated and/or likely to require a lower-budget</p> <p>Medium (2): Projects that are likely to require a medium-level budget</p> <p>Low (1): Projects that are more complicated and/or likely to require a higher budget</p>

Factors to help prioritise – Urban & Rural

<p>Strategic Benefit</p> <p>This factor prioritises proposed interventions / projects based on their likely strategic contribution to relevant goals and outcomes across Herefordshire Council.</p> <p>This may include some level of urgency in delivering benefits – for example in overcoming an existing weak-link in an existing active travel route or network.</p> <p>It might also be related to the geographic scale of benefit of the project – for example a project with district/borough-wide impact for increasing levels of active travel might be considered to have a high level of strategic benefit.</p>	<p>High (3): Projects which are likely to provide a high-level of strategic contribution(s) to relevant goals and outcomes.</p> <p>Medium (2): Projects which are likely to provide reasonable contributions to relevant goals and outcomes.</p> <p>Low (1): Projects which are likely to have a lack of substantial strategic contribution(s) to relevant goals and outcomes.</p>
<p>Proximity to school(s)</p> <p>Proposed projects which pass by, or are near to schools can play an important part in enabling children (and their parents/guardians) to walk, wheel or cycle to/from school.</p>	<p>High Proximity (3): The project is located near to school(s) and would likely reduce road danger and enable substantially more children to walk, wheel or cycle to/from school.</p> <p>Medium Proximity (2): The project is located near to school(s) and would likely reduce road danger and enable some children to walk, wheel or cycle to/from school, but would exclude others.</p> <p>Low Proximity (1): The project is not located near to school(s) and/or would not likely reduce road danger nor enable more children to walk, wheel or cycle to/from school.</p>

Factors to help prioritise – Urban

<p>Proximity to development site</p> <p>It is important that the LCWIP network provides new connections or improves existing connections to new development sites in the district and borough.</p> <p>It is also recognised that developer money is currently a main source of future funding across the county.</p> <p>This factor therefore scores projects based on whether they improve access by walking, wheeling and cycling to, from or through new development sites.</p>	<p>High Proximity (3): The project is located in close proximity to, or provides a direct link to, a new development site and would improve access by walking, wheeling or cycling.</p> <p>Medium Proximity (2): The project does not provide a direct link to a new development site, however it may contribute to a future coordinated set of routes improving access by walking, wheeling or cycling to or from development sites.</p> <p>Low Proximity (1): The project is not located close to a new development site.</p>
<p>Alignment with existing active travel infrastructure or third-party projects</p> <p>Proposed projects which interface with, or overlap with, existing walking and/or cycling routes (e.g. routes along Yazor Brook) are scored more highly in this prioritisation factor.</p> <p>Projects which interface with other complementary third-party proposals/studies (such as proposed cycling routes) are also identified as higher priority as these provide important opportunities for onward connection in the future.</p>	<p>High level of alignment and/or integration with infrastructure already on the ground (3): The route connects to or interfaces with an existing walking/cycling route</p> <p>High level of alignment and/or integration with other planned active travel projects or planned infrastructure (2): The route has a reasonable level of interface with other active travel proposals, or third-party projects or plans</p> <p>Low level of alignment and/or integration (1): The route does not connect to or overlap with existing active travel infrastructure which meets LTN 1/20 principles, nor has an interface with other active travel proposals, or third-party projects or plans</p>

Factors to help prioritise – Rural

<p>Integration with existing public rights of way</p> <p>“Integration with existing public rights of way” is a qualitative assessment of how smoothly a project aligns with and utilizes existing pathways accessible to the public.</p> <p>The complexity of this integration varies depending on factors like political support, funding availability, ecological considerations, and design limitations, all of which influence the relative ease or difficulty of implementing the project effectively.</p>	<p>High (3): Projects encounter minimal challenges and obstacles in connecting to, or utilising public rights of way. There is low ecological risk, and public rights of way utilised are well established and minimal design improvements are required.</p> <p>Medium (2): Projects face manageable challenges and obstacles related to current low usage of public right of way, ecological concerns or design challenges.</p> <p>Low (1): The project does not integrate or align with existing public rights of way and/or significant design constraints result in the public right of way not being passable.</p>
<p>Integration with Market Town Investment Plans</p> <p>This would be a qualitative assessment based on the extent to which the project aligns with the ambition and list of interventions outlined within Market Town Investment Plans created by Herefordshire Council.</p>	<p>High (3): Projects have been listed for development within Market Town Investment Plans and/or align with the overarching vision and strategy for the market town.</p> <p>Medium (2): Projects moderately align with the vision and objectives of the market town.</p> <p>Low (1): The project does not integrate or align with the Market Town Investment Plan.</p>
<p>Multi-Modal Integration</p> <p>This is an assessment of how well the routes connect with other modes of transport across rural areas. This is important given the considerable distances required in rural areas, meaning walking, wheeling and cycling considerable distances is not necessarily feasible. This factor would seek to take this into account by understanding the connections with bus, rail, park & ride and horse riding, ensuring that routes provide a seamless journey.</p>	<p>High (3): Routes are well-connected with other modes of transport, providing seamless transitions for users. High accessibility and convenience are ensured. Examples include direct connections to bus stops, train stations, or park-and-ride facilities along the route.</p> <p>Medium (2): Routes have some connection with other modes of transport, but improvements are needed. Accessibility to public transport options is present but could be enhanced. Examples include nearby bus stops or train stations that require moderate detours.</p> <p>Low (1): Routes have minimal or no connection with other modes of transport. There are significant gaps in accessibility, making combined travel difficult. Examples include no nearby bus stops, train stations, or park-and-ride facilities.</p>





Appendix 3

Selected recommendations made by Environment and Sustainability Scrutiny Committee and Connected Communities Scrutiny Committee - active travel and the local cycling, walking, wheeling infrastructure plan

Environment and Sustainability Scrutiny Committee

Monday 12 May 2025		
Road Safety		
Rec. No.	Recommendation	Response
1	Herefordshire Council develops a road safety strategy that supports the priorities under People, Place and Growth in the Council Plan and complements the policy produced by the West Mercia Police and Crime Commissioner.	<p>The road safety strategy is currently being rewritten for publication in 2026 It is vitally important this strategy encompasses those elements that address a Highway Authorities statutory duty, under various existing highway legislation such as the The Highways Act 1980, and Road Traffic Act 1988 amongst others.</p> <p>At present all elements contained within the existing strategy encompass all actions an authority can reasonably be expected to take, with regard road traffic collision data management, investigation / casualty reduction engineering, delivery of road safety educational initiatives, speed management & general traffic management across the highway network. It is also important these strategies reflect the levels of service achievable within current resources allocated to this field in order to ensure a both realistic and sustainable approach for the future.</p> <p>At present there is a high level of collaboration between Herefordshire Council & West Mercia Police across the principle areas mentioned above, which will underpin the new strategy moving forward.</p> <p>This will be reviewed during the various draft stages prior to being formally adopted.</p> <p>The new LTP has a requirement to support improved Road Safety with the following policy</p> <p>LTP Policy TN7: Road Safety To reduce the number of people being injured on our transport network we will:</p> <ul style="list-style-type: none"> • Monitor collision data to identify priority locations for improving road safety. • Take targeted action to further reduce fatalities and injuries on our network. • Support safer speeds to improve perceived and actual road safety.

		<ul style="list-style-type: none"> • Deliver education programmes and infrastructure to improve safety for vulnerable road users, Investment will be prioritised in those areas with the highest numbers of vulnerable road users and/or collision history. <p>Once adopted officers will be required to work on embedding the policy</p>
2	The executive should seek opportunities to improve the road network environs in the five market towns to make them safer and to feel safer for all road users.	<p>The new LTP contains a section relating directly to the Market Towns. Previous assessments of all market towns undertaken by BBLP as part of the Levelling Up Fund already exist, however current progress is unclear and will require a review against existing priorities following completion of the new LTP.</p> <p>The interpretation of feeling safe is subjective therefore it would be impossible to properly monitor and target this recommendation. It should also be a drive for the Council to ensure all roads are safe as this is a legal obligation for all roads. - rephrase – road safety important, feelings of safety delivered across a whole range i.e. maintenance, LTP policy,</p> <p>As per the response to Recommendation 1 the LTP has a road safety policy requirement</p>
3	Herefordshire Council to work with West Mercia Police to unlock behavioural, perception of safety, and geographic data about near miss and dangerous driving reporting, to better inform decision-making about engineering, education and speed limit zone solutions.	<p>We will investigate and where appropriate act on concerns raised. However we have no formal way of collating reports that we receive and any response or action we take into a single source of information. Concerns and reports can come to us through a number of different channels such as phone calls to our Operational Call Centre, Operation Snap submissions, the 'contact us' page on our website, Neighbourhood Matters, e-mails to our generic Road Safety Team inbox, direct contact with Safer Neighbourhood Teams and direct contact with Traffic Management Advisors. As there is no single point of contact it would be a significant undertaking to co-ordinate these and to report formally.</p> <p>Operation Snap is probably the easiest to quantify, but again, the resource needed to do this could have an impact on the overall number of submittals we then act on.</p> <p>The validity of using these reports as a basis for action could be questioned as they can sometimes give a disproportionate picture of what is happening on the network. We have had instances, particularly with Operation Snap, where a co-ordinated plan of action by an individual and/or a small number of residents in a particular area shows a high number of reported incidents and suggests a major problem with one type of incident at a particular location.</p> <p>While useful, reporting of this nature does not necessarily give an accurate reflection of concerns held by the wider public or the number of incidents happening across the network as it relies on people actually reporting them rather than "suffering in silence". An individual's perception of risk and danger differs from one person to another, so it does not give the degree of quantifiable, fact-based evidence that injury RTC reports do.</p>

		<p>Information on collisions where there has been a personal injury is collected by the Police, passed to Herefordshire Council, and more detailed collision investigation done by the Accident Investigation & Safety Manager. Where appropriate any remedial works at collision cluster sites/routes is then channelled into the future maintenance programmes etc. Herefordshire Council, BBLP and West Mercia Police's Traffic Management Advisor have a long standing, close working relationship on this and all highway matters.</p> <p>Collision data is also assessed by the Police and targeted enforcement is conducted on areas where there is a particular issue such as "high harm" motorcycle routes. Link to LTP</p>
4	For the council to undertake an evidence-based increase of the road safety education budget, or to transfer funding from schemes for children to older adults.	<p>It would not be appropriate to remove funding from child road safety education to that for older adults as these are equally vulnerable road users. The Council does offer older adult driver training for a very low fee and additional funding would allow for the scope of the offer to be increased.</p> <p>There would be scope to work with the emergency services to delivery joint educational training opportunities; for example, both West Mercia Police and Shropshire Council funded young adult road safety education videos one of which focuses on Herefordshire; this model shows how we can collaborative on initiatives.</p> <p>Retain work with children, we do offer older training, when budgets are set we will consider opportunities to increase funding to increase the offer.</p>
5	West Mercia Police to consider the balance of factors that contribute to road danger when undertaking road safety enforcement.	<p>West Mercia Police are committed to enforcing all road traffic legislation, and while speed enforcement may appear to have the highest public profile, our the police Operational Policing Units undertake all forms of enforcement year round in conjunction with NPCC campaigns such as summer & Christmas drink/drug drive, tyre safe, mobile phone use and driving without seatbelts. In addition, our speed enforcement officers are now able to provide evidence of additional offences such as drivers using mobile phones, not wearing seat belts, driving whilst not in proper control etc so while speed enforcement is the priority for them the activity contributes to the wider enforcement picture.</p> <p>This recommendation cannot be accepted as Herefordshire Council do not have the ability to direct police resources.</p>
6	The Traffic Regulation Order (TRO) eligibility criteria should be made more transparent.	<p>There is currently no one specific eligibility criteria for the provision of Traffic Regulation Orders. These are assessed on an individual case by case basis by trained Traffic Engineers, and depend upon a multitude of factors that are determined upon investigation. It is vitally important these are evidence based / data led and follow both national and local best practice guidance / regulations, in order to ensure consistency of</p>

	<p>application.</p> <p>The Traffic Management Team have reviewed TRO information which is available online and have found it to be no longer fit for purpose. What happens now? Some changes have already been made to provide more transparent information with some more slight amendments and updates to be progressed imminently. The Team are to also upload a copy of the prioritised waiting list so current applications can be seen online. The stages of the application process to also be amended to ensure clarity.</p>
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Connected Communities Scrutiny Committee

Monday 9 September 2025		
Local Walking and Cycling Infrastructure Plan Scrutiny Report		
Rec. No.	Recommendation	Response
1	Ensure that the performance indicators monitoring the success of the Local Transport Plan include indicators showing reduced collisions, reduced emissions, and greater take up of walking and cycling as a mode of transport.	Agreed officers will review the current LTP KPI's that relate to the LCWIP and include additional measures as indicated above
2	Ensure that any targets in the Local Cycling and Walking Infrastructure Plan are Specific, Measurable, Agreed (or Achievable), Realistic, and Time Bound.	Agreed Officers will review the document and ensure that the targets are given measures as prescribed above
3	Publish the Local Cycling and Walking Infrastructure Plan implementation plan, prioritisation list and programme of work by the end of 2025.	Agreed The current stage of work for the project is prioritising the list of projects that have been identified pre and post consultation. Once this has been completed and once the external funding provided to us has been announced this autumn the programme of work will be completed and will be returned to Scrutiny Committee for review.



Title of report: Work programme 2025-26 and 2026-27

Meeting: Environment and Sustainability Scrutiny Committee

Meeting date: 03 March 2026

Report by: Statutory Scrutiny Officer

Classification

Open

Decision type

This is not an executive decision

Wards affected

All Wards

Purpose

To consider the draft work programme for Herefordshire Council's scrutiny committees for the municipal years 2025/26 and 2026/7.

Recommendation(s)

That:

- a) **The committee agree the draft work programme for Environment and Sustainability Scrutiny Committee contained in the work programme report attached as appendix 1, which will be subject to monthly review, as the basis of their primary focus for the remainder of the municipal year.**
- b) **The committee note the work programme for the other scrutiny committees and identify any opportunities for collaboration or alignment of work.**

Alternative options

1. The committee could decline to agree a work programme for its future committee meetings. This would likely result in unstructured and purposeless meetings.
2. The committee could also decline to identify areas of potential collaboration or alignment of work with other committees. This could result in duplication or overlap of work.

Key considerations

3. A fundamental part of good scrutiny is planning and agreeing a programme of work for the committee to undertake. A well-considered work programme:
 - a. identifies priorities for the committee's work that align with corporate and partnership priorities, as well as reflecting community concern;
 - b. ensures that each identified topic has clear objectives that focus the committee's work;
 - c. creates a timetable for the committee's programme of work so that the committee carry out its work at the optimal time; and
 - d. provides officers and partners with requirements for evidence that will support the committee in providing evidence-based scrutiny
4. To prepare this work programme, the committee chairs have met with officers of the council to identify potential priority areas of work for the committee. These priority areas have been scheduled within the work programme to ensure the committee considers topics when it is most useful to do so. A draft of this work programme has then been circulated to the council's corporate leadership team and other key senior directors, alongside committee chairs, for further comment and refinement.
5. The most recent work programme was published on 17 February 2026 and is attached as Appendix 1.
6. Attached as Appendix 2 to this report is the council's most recently published forward plan of key decisions.
7. Appendix 3 is a list of all recommendations made by Environment and Sustainability Scrutiny Committee in 2025.

Community impact

8. Effective scrutiny enables the committee to reflect community concern, one of the four purposes of scrutiny as outlined by the Centre for Governance and Scrutiny.

Environmental impact

9. This report contains no direct environmental impacts. However the work that the committee will undertake resulting from agreeing this work programme may have direct impacts. Reports arising from or supporting this work will outline their potential environmental impact.

Equality duty

10. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. This report contains no direct equality impacts. However the reports and issues that the committee will consider may have direct impacts. Reports arising from or supporting this work will outline the any associated equality impacts for committee consideration.

Resource implications

11. This report constitutes part of the typical function of this committee. Similarly, a programme of work undertaken by committee is an integral part of the council's 'business as usual'. There is

no resource implication in setting or agreeing a work programme. However agreed topics in the work programme, in particular any requests for bespoke research or the involvement of outside experts or community groups, may incur resource costs. These will be contained in any reporting or planning of agreed topics within this work programme.

Legal implications

12. The remit of the scrutiny committee is set out in part 3 section 4 of the constitution and the role of the scrutiny committee is set out in part 2 article 6 of the constitution.
13. The Local Government Act 2000 requires the council to deliver the scrutiny function.

Risk management

14. There are no risks identified in the committee agreeing an effective and timely programme of work. However there is a risk to the council's reputation if committees fail to set a work programme, or set a programme of work that does not address local authority, partnership or community priorities.

Consultees

15. In drafting this work programme, consideration has been given to:
 - a. The previous work of scrutiny committees;
 - b. Priorities suggested by members of the committee; and
 - c. Work with Herefordshire Council officers to develop topics and agree optimum timings to bring items for consideration.
16. This work programme is subject to ongoing review, which may involve additional consultees.

Appendices

Appendix 1 – Herefordshire Council scrutiny work programme 2026
Appendix 2 – Herefordshire Council Forward Plan
Appendix 3 – recommendations made by Environment and Sustainability Scrutiny Committee in 2025

Background papers

None



APPENDIX 1

SCRUTINY WORK PROGRAMME

March 2026

Below are the work programmes of Herefordshire Council's five scrutiny committees and their six task and finish groups.

Work programmes are subject to change, with revised programmes agreed at the end of formal committee meetings.

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Children and Young People Scrutiny Committee

Committee work programme

Committee Briefing

3 March 2026

Topic and Objectives	Evidence required	Attendees*
School Capital Programme <ul style="list-style-type: none"> Overview of the programme 	<ul style="list-style-type: none"> Briefing 	<ul style="list-style-type: none"> Liz Farr, Director of Education Quentin Mee

Committee Meeting

10 March 2026 **report deadline 2 March 2026** pre meeting lines of enquiry planning 4 March 2026

Topic and Objectives	Evidence required	Attendees*
ILAC inspection and action plan <ul style="list-style-type: none"> Review findings of the Ofsted inspection report and any associated action plan. Scrutinise arrangements to drive improvement following the inspection. 	<ul style="list-style-type: none"> Ofsted inspection report and action plan 	<ul style="list-style-type: none"> Tina Russell, Director of Children's Services Tori Lynch, Service Director, Corporate Parenting Rachel Gillot, Service Director, Early Help, Children in Need, and Safeguarding
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Committee Briefing
24 March 2026

Topic and Objectives	Evidence required	Attendees*
Home to school transport <ul style="list-style-type: none"> Update on work to develop a new home to school transport service. 	<ul style="list-style-type: none"> Briefing 	<ul style="list-style-type: none"> Gemma Dando, Chief Operating Officer Liz Farr Hilary Jones, Head of Additional Needs Dr David Land, Head of Transport and Parking Craig Lewis, Transportation Services Manager

Committee Briefing
14 April 2026

Topic and Objectives	Evidence required	Attendees*
Fostering <ul style="list-style-type: none"> Overview of fostering panel. Overview of key performance indicators Update on recommendations made July 2024. 	<ul style="list-style-type: none"> Member briefing Feedback from foster families 	<ul style="list-style-type: none"> Natasha Newton, Service Manager Fostering, Adoption and Home Finding Teams Tori Lynch, Service Director, Corporate Parenting

Committee Meeting12 May 2026 **report deadline 1 May 2026** pre meeting lines of enquiry planning 7 May 2026

Topic and Objectives	Evidence required	Attendees*
Neglect Strategy <ul style="list-style-type: none"> Understand the definition of intention and unintentional neglect. Feedback on regional peer review 	<ul style="list-style-type: none"> Officer report 	<ul style="list-style-type: none"> Rachel Gillott Natalie Solomon, NHS Herefordshire and Worcestershire Integrated Care Board Leanne Lowe, West Mercia Police
West Mercia Police: Police Effectiveness, Efficiency and Legitimacy (PEEL) inspection findings <ul style="list-style-type: none"> Committee briefing 	<ul style="list-style-type: none"> PEEL inspection report and findings 	<ul style="list-style-type: none"> Leanne Lowe Ruby Card, Service Manager MASH, ECHO & SAFE Rachel Gillott
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Committee Meeting22 July 2026 **report deadline 14 July 2026** pre meeting lines of enquiry planning 17 July 2026

Topic and Objectives	Evidence required	Attendees*
Families First Programme	<ul style="list-style-type: none"> Peer review findings 	<ul style="list-style-type: none"> Dawn Knight, Service Manager Early Help Lindsay MacHardy, Public Health Principal <i>Core members of the steering group</i>
Early Help Task and Finish Group <ul style="list-style-type: none"> Review group findings and recommendations 	<ul style="list-style-type: none"> Final group report 	<ul style="list-style-type: none"> Chair, Children and Young People Scrutiny Committee
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Committee Meeting6 October 2026 **report deadline 28 September 2026** pre meeting lines of enquiry planning 2 October 2026

Topic and Objectives	Evidence required	Attendees*
Alternative provision	<ul style="list-style-type: none"> Officer report 	<ul style="list-style-type: none"> Liz Farr Louise Tanner, Head of Learning and Achievement Hilary Jones, Head of Additional Needs
All Age access to play and open space <ul style="list-style-type: none"> Agree terms of reference for a review of access to play and other open space. 	<ul style="list-style-type: none"> Terms of reference 	<ul style="list-style-type: none"> Lindsay MacHardy Emily Garner
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Topics for possible future scrutiny

- Youth provision
- Participation strategy
- Housing

Early help task and finish group

Terms of reference

Background

Herefordshire's Early Help offer includes both universal and targeted services aimed at supporting children, young people, and families before statutory intervention is required. The offer includes:

- **Universal services:** Provided largely through Talk Community, voluntary and community organisations, schools, health, and public health-funded initiatives.
- **Targeted early help:** Led by the Early Help team within Children's Services, working directly with families who require structured support.

Key developments in this area in recent years include:

- Integration of Early Help into wider Children's Services through locality models.
- Introduction of Families First and Lead Practitioner roles.
- Recruitment of two new children's-focused community development workers within Talk Community.
- Partnership commissioning (such as with the PCC) to support local early intervention initiatives.

To build on these developments, work is underway to identify and address weaknesses in current practice, including:

- Persistent confusion around distinctions between universal and targeted Early Help.
- Limited public visibility of the Early Help offer and recent developments.
- Variability in provision and access across different localities.
- Pressure on schools to deliver Early Help without sufficient funding or infrastructure.
- Need for improved coordination between statutory and non-statutory partners.

Purpose

The group therefore aims to provide a constructive and collaborative space to:

- Recognise strengths in current Early Help provision.
- Identify good practice across different communities.
- Highlight gaps or inconsistencies in provision and the work in place to address them.

Scope of Inquiry:

In recognition of the broad and varied nature of early help available in Herefordshire, the group intends to carry out two distinct but closely interdependent streams of work:

- **Targeted Early Help and Families First**
 - Understanding the Families First implementation.
 - Exploring the role of lead practitioners.
 - Clarifying the role of schools and multi-agency collaboration.
- **Community and Universal Offer**
 - Mapping and showcasing local Early Help initiatives.
 - Exploring partnerships with Talk Community hubs, voluntary groups, parish and town councils.
 - Engagement around youth activities, access barriers (transport), and local innovation.

Work Programme

The group will determine its programme of work to meet the above objectives. This programme is likely to include:

- Local Appreciative Inquiry events in Hereford City and each of the five key market towns (Ross, Ledbury, Kington, Leominster, Bromyard), Supported by Talk Community and Children's Services.
- Case studies
- Meeting with families and professionals, individually and in focus groups

Proposed Timeline

- Summer 2025: Agree task and finish group, establish membership, agree programme of work
- Autumn 2025 to Spring 2026: Community engagement events, interviews, focus groups.
- Spring/Summer 2026: Reflection and analysis.
- Summer 2026: Presentation of findings and recommendations to Children and Young People Scrutiny.

Work programme

Targeted early help and Families First

- Recognise strengths in current Early Help provision.
- Identify good practice across different communities.
- Highlight gaps or inconsistencies in provision and the work in place to address them.

Objective	Evidence required	Responsible officer	Date
Understand targeted early help - rationale and performance	<ul style="list-style-type: none"> • Overview of programme briefing note <ul style="list-style-type: none"> ○ Thresholds of need ○ Current performance management ○ Current programme of activity 	Simon Cann	November 2026
Overview of current Families First programme and targeted early help	<ul style="list-style-type: none"> • Meeting with service managers <ul style="list-style-type: none"> ○ Victoria Leader ○ Dawn Knight 	Simon Cann	15 Dec 2026, 3pm
Update on implementation of Families First programme and targeted early help	<ul style="list-style-type: none"> • Meeting with service managers <ul style="list-style-type: none"> ○ Dawn Knight 	Simon Cann	TBC
Support for young carers, no wrong door	<ul style="list-style-type: none"> • Meeting with young carers <ul style="list-style-type: none"> ○ Jane Marshall – South – Ross and VL, John Burgess, Susan Brace, Niall Crawford 	Simon Cann	2 Mar 2026, 3pm
Appraise locality-based targeted early help	<ul style="list-style-type: none"> • Meeting with a locality team <ul style="list-style-type: none"> ○ Victoria Roe – North ○ Jane Marshall – South – Ross ○ Chantelle Bennett – Central ○ Tracey Spencer – Central 	Simon Cann	16 Jan 2025, 3pm
Working with schools	<ul style="list-style-type: none"> • Meeting with schools <ul style="list-style-type: none"> ○ Neil Crawford 	Simon Cann	21 Jan 2026, 3pm

Commissioned targeted early help services	<ul style="list-style-type: none"> Meeting with Venture – commissioned service <ul style="list-style-type: none"> Hilary Thomas hilary.thomas@vennture.org 	Simon Cann	27 Feb 2026, 1pm
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Community and Universal Offer

- Mapping and showcasing local Early Help initiatives.
- Exploring partnerships with Talk Community hubs, voluntary groups, parish and town councils.
- Engagement around youth activities, access barriers (transport), and local innovation.

Topic	Evidence required	Responsible officer	Date
Overview of local early help initiatives	Early help marketplace – Ross-on-Wye	Danial Webb	13 Oct 2025
Overview of local early help initiatives	Early help marketplace - Hereford	Danial Webb	17 Nov 2025
Overview of local early help initiatives	Early help marketplace - Leominster	Danial Webb	3 Dec 2025
Evaluate the role of school community support	<ul style="list-style-type: none"> Meeting with service manager, Quentin Mee Meeting with school counsellor/school support service 	Simon Cann	23 Mar 2026
Understand how midwives support young parents to be.	<ul style="list-style-type: none"> Meeting with midwives Emily Strange (named safeguarding midwife) Sian Jenkins (community Midwife manager) 	Simon Cann	20 Mar 2026
The role of school nurses	<ul style="list-style-type: none"> Meeting with school nurses <ul style="list-style-type: none"> emma.dewar@wvt.nhs.uk Wendy.Long@wvt.nhs.uk Nikki.Lawley@wvt.nhs.uk 	Simon Cann	Mar 2026
The role of health visitors	<ul style="list-style-type: none"> Meeting with health visitors <ul style="list-style-type: none"> Lyndsay McHardy, Julia Stephens -0-19 Strat. Hannah Bannister-White “Best Start in Life” strategy 	Simon Cann	17 Mar 2026
Youth clubs overview	<ul style="list-style-type: none"> Overview of youth and sports clubs in Herefordshire 	Simon Cann	9 April 2026

	<ul style="list-style-type: none"> • Visit to youth club • Meeting with youth club attendees • hvoss Will Lindesay 		
Talk Community and co-ordination of support for universal community services	<ul style="list-style-type: none"> • Overview community support carried out by Talk Community. • Nikki Stroud, Emily Lowe, Michelle Trussler, Abigail Allcock 	Simon Cann	21 April 2026

Report to Cabinet

Topic	Evidence required	Responsible officer	Date
Draft final report	Learning from above meetings		May 26
Agree final report	Draft report	Task and Finish Group	June 26
Present to Cabinet	Final report	Toni Fagan	July 26

Connected Communities Scrutiny Committee

Committee work programme

Committee Meeting

15 April 2026 **report deadline 7 April 2026** pre meeting lines of enquiry planning 9 April 2026

Topic and Objectives	Evidence required	Attendees*
Broadband Connectivity <ul style="list-style-type: none"> Review of coverage gaps and speeds, and work to address them 	<ul style="list-style-type: none"> Consultation with businesses, schools, parish councils Public call for evidence Supplier business plans Ofcom policy Other evidence to be determined 	<ul style="list-style-type: none"> To be determined
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Committee Meeting

7 July 2026 **report deadline 29 June 2026** pre meeting lines of enquiry planning 2 July 2026

Topic and Objectives	Evidence required	Attendees*
Year of delivery – capital projects <ul style="list-style-type: none"> Mid-year review of capital projects taking place in 2026 	<ul style="list-style-type: none"> Council capital programme Individual programme progress reports 	<ul style="list-style-type: none"> To be determined

Public participation in planning task and finish group <ul style="list-style-type: none"> • Agree the task and finish final report 	<ul style="list-style-type: none"> • Task and finish group report 	<ul style="list-style-type: none"> • None
Work programme <ul style="list-style-type: none"> • Review work programme 	<ul style="list-style-type: none"> • Draft work programme 	<ul style="list-style-type: none"> • Statutory Scrutiny Officer

Committee Meeting

January 2027 **report deadline TBC** **pre meeting lines of enquiry planning TBC**

Topic and Objectives	Evidence required	Attendees*
Year of delivery – capital projects <ul style="list-style-type: none"> • End of year review of capital projects taking place in 2026. 	<ul style="list-style-type: none"> • Council capital programme • Individual programme progress reports 	<ul style="list-style-type: none"> • To be determined

*The Corporate Director, Economy and Environment, Cabinet Member, Economy and Growth, Cabinet Member, Community Services and Assets, Cabinet Member, Roads and Regulatory Services, and Cabinet Member, Transport and Infrastructure, all have a standing invitation to the meeting.

Additional Topics Proposed for Future Consideration

- Hereford City Masterplan
- UK Shared Prosperity Fund

Placemaking and Public Participation task and finish group

Terms of reference

Background

Herefordshire is entering a significant period of growth and change. Delivering new housing, infrastructure, and services must strengthen local communities and reflect the county's distinctive rural character.

Research shows that while public involvement in planning is vital, engagement often remains procedural rather than meaningful. Many residents feel disconnected from decision-making, uncertain about how to participate, or unconvinced that their input makes a difference.

The Planning and Compulsory Purchase Act 2004 requires every local planning authority such as Herefordshire to publish a Statement of Community Involvement. The Levelling-up and Regeneration Act 2023 and resultant secondary legislation is likely to place greater emphasis on this statement with a proposed requirement for a local planning authority Community Involvement Scheme. This provides a timely opportunity to modernise Herefordshire's existing Statement of Community Involvement (January 2022), ensuring it reflects Herefordshire Council's 2024–2028 priorities for economic growth and community development.

This task and finish group will explore how Herefordshire can plan with its communities, ensuring that growth, infrastructure and environment evolve together in a fair, transparent, and creative way. It will then make recommendations to underpin the Council's new statutory engagement framework.

The aim is to move beyond statutory minimum consultation and create a culture in which residents look forward to new development as something they have helped to shape. Growth with, not to, communities.

Purpose

To identify and recommend practical, evidence-based measures for making community engagement in planning and placemaking more inclusive, accessible, and effective across Herefordshire. The group will:

- Examine best practice and innovative approaches to public participation.
- Advise on the update and replacement of the Statement of Community Involvement (2022) with a new Community Involvement Scheme (2026).
- Ensure that community voice and cultural engagement sit at the heart of the county's future planning system.

Objectives

- To understand current legislation and good practice in community involvement and evaluate how residents currently engage with planning in Herefordshire and identify barriers to participation.
- Review and learn from good practice in community engagement in other local authorities and with housing providers.
- Inform and help draft the replacement of the Statement of Community Involvement (2022) with a new Community Involvement Scheme (2026)
- Make recommendations to the Connected Communities Scrutiny Committee and Cabinet to deliver the above.

Scope

The task and finish group will focus on how communities are involved in shaping growth, not on what is built or where sites are allocated. It will not duplicate the work of the Housing Development Working Group or the technical drafting of the Local Plan.

Membership and Governance

- 5–7 elected members of Herefordshire Council (no Cabinet members).
- Up to two co-opted members with relevant expertise or community experience.
- Supported by officers from Democratic Services, Economy and Environment, and Communications.
- Reports through the Connected Communities Scrutiny Committee, which will submit recommendations to Cabinet for formal response.

Expected Outputs

- A final report setting out
 - practical recommendations for improving public participation in planning and placemaking.
 - A proposed structure and content outline for Herefordshire’s new Community Involvement Scheme (2026), replacing the 2022 Statement.
 - Case studies and prototypes demonstrating innovative engagement methods suitable for rural and market-town contexts.

Success Measures

- At least five examples of national or local best practice reviewed.
- Two or more new engagement methods agreed or trialled.
- Clear, costed recommendations adopted within the 2026 Community Involvement Scheme.
- Cabinet adoption of group recommendations into council policy.

WORK PROGRAMME

Objective To understand current legislation and good practice in community involvement and evaluate how residents currently engage with planning in Herefordshire and identify barriers to participation.

Objectives	Evidence required	Responsible officer	Date
Understand current legislation and good practice in community involvement	<ul style="list-style-type: none"> • Overview of The Planning and Compulsory Purchase Act 2004 • Overview of The Levelling-up and Regeneration Act 2023 • Good practice guidance 		November 2025
Evaluate how residents currently engage with planning in Herefordshire.	<ul style="list-style-type: none"> • Herefordshire Council Statement of Community Involvement. • Interviews with housing associations and council planning officers. 		November 2025
Identify current barriers to participation.	<ul style="list-style-type: none"> • Interviews with housing association, community groups and council planning officers. 		November 2025
GROUP MEETING		Henry Merricks Murgatroyd	November 2025

Objective Review and learn from good practice in community engagement in other local authorities and with housing providers.

Objectives	Evidence required	Responsible officer	Date
Examine requirements for new Community Involvement Scheme	<ul style="list-style-type: none"> • Draft regulation and statutory guidance 		December 2025
Identify good practice in other local authorities	<ul style="list-style-type: none"> • Literature review • Site visit (if useful) 		January 2026
Identify creative engagement methods.	<ul style="list-style-type: none"> • Desktop search ideas such as including digital tools, easy-read and visual materials, short videos, and cultural or media partnerships. 		January 2026

GROUP MEETING		February 2025
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Objective Inform and help draft the replacement of the Statement of Community Involvement (2022) with a new Community Involvement Scheme.

Objectives	Evidence required	Responsible officer	Date
Work with officers to set new parameters and scope for the Community Involvement Scheme	<ul style="list-style-type: none"> Draft Community Involvement Scheme 	TBA	March 2026
Ensure inclusivity by improving reach to rural residents, younger people, working families, and under-represented communities.	<ul style="list-style-type: none"> Draft Community Involvement Scheme 	TBA	April 2026
Recommend resourcing and governance arrangements to support sustained, meaningful participation.	<ul style="list-style-type: none"> Meeting with planning officers in a 'good' local planning authority Draft recommendations 		May 2026
GROUP MEETING			May 2026

Objective Make recommendations to the Connected Communities Scrutiny Committee and Cabinet

Objectives	Evidence required	Responsible officer	Date
Draft report to committee	<ul style="list-style-type: none"> Draft report 		June 2026
Draft report and recommendations to Cabinet (if required)	<ul style="list-style-type: none"> Final report 		July 2026

Environment and Sustainability Scrutiny Committee

Committee work programme

Committee Meeting

2 March 2026 **report deadline 20 February 2026** pre meeting lines of enquiry planning 26 February 2026

Topic and Objectives	Evidence required	Attendees*
Waste Recovery Contracting <ul style="list-style-type: none"> Update on establishment of new waste recovery contract. Update on roll-out of garden waste collection. 	<ul style="list-style-type: none"> To be determined 	<ul style="list-style-type: none"> John Hobbs, Corporate Director Economy and Environment Nicola Percival, Waste Services Manager
Active Travel <ul style="list-style-type: none"> Review the relevant recommendations from the previous Scrutiny on Active Travel against the latest draft of the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP). Examine the structure of LCWWIP for clarity and understanding by members and residents. Review the proposals for the prioritisation of Active Travel projects under the LCWWIP. Contribute to mechanisms to attract funding for and deliverability of the LCWWIP. 	<ul style="list-style-type: none"> Draft LCWWIP 	<ul style="list-style-type: none"> Ffion Horton, Transport Planning Services Manager Gemma Dando David Land, Head of Transport and Access Services
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	<ul style="list-style-type: none"> Statutory Scrutiny Officer

Committee Meeting17 June 2026 **report deadline 9 June 2026** pre meeting lines of enquiry planning 11 June 2026

Topic and Objectives	Evidence required	Attendees*
Land Use Management <ul style="list-style-type: none"> • To review the operation of current council policy on enabling and enforcing appropriate land management and use (including riparian responsibilities) across the county; <ul style="list-style-type: none"> ○ to protect carriageways, ditches and verges. ○ To look at related enforcement issues – including planning breaches. ○ The impact on public rights of way. • To explore how the local authority can support adoption of sustainable farming methods. 	<ul style="list-style-type: none"> • Enforcement analysis • Current council planning regulation concerning land use management • MP office briefing on the withdrawal of the Sustainable Farming Incentive • Catchment Sensitive farming data (including regenerative farming) 	<ul style="list-style-type: none"> • Richard Vaughan, Sustainability and Climate Change Manager • Kelly Gibbons, Development Management Service Manager • Environment Agency representative • NFU • Mark Tansley, Development Manager - Enforcement
Work programme <ul style="list-style-type: none"> • Review work programme 	<ul style="list-style-type: none"> • Draft work programme 	<ul style="list-style-type: none"> • Statutory Scrutiny Officer

*The Corporate Director, Economy and Environment and Cabinet Member, Environment, both have a standing invitation to the meeting.

Committee Meeting21 September 2026 **report deadline 11 September 2026** pre meeting lines of enquiry planning 17 September 2026

Topic and Objectives	Evidence required	Attendees*
Transformation of the economy and environment directorate <ul style="list-style-type: none"> • Understand the transformed leadership structure and how it is performing currently, in particular where responsibility for delivering on the Council's environmental priorities and targets, including net zero. • Has embedding a commercial mindset impacted on the delivery of these environmental priorities and targets. • Has transformation impacted on the overall resource dedicated to the environmental side of the directorate. • Explore the case for a more distinct operational area for environmental matters under the Corporate Director. 	<ul style="list-style-type: none"> • Officer report 	<ul style="list-style-type: none"> • John Hobbs, Corporate Director Environment and Economy

<p>Buses and passenger services task and finish group</p> <ul style="list-style-type: none"> To receive the final report from the group and consider their recommendations, including testing the evidence on which they are based. To agree a set of recommendations to go forward from the committee to the executive. 	<ul style="list-style-type: none"> Final report 	<ul style="list-style-type: none"> Chair, buses task and finish group
<p>Flooding task and finish group – terms of reference</p> <ul style="list-style-type: none"> To agree the terms of reference for a proposed task and finish group to scrutinise flood risk management and flood emergency responses. 	<ul style="list-style-type: none"> Task and finish terms of reference 	<p>Statutory Scrutiny Officer</p>

Committee Meeting

2 December 2026 **report deadline 24 November 2026** pre meeting lines of enquiry planning 27 November 2026

Topic and Objectives	Evidence required	Attendees*
<p>Rail Strategy</p> <ul style="list-style-type: none"> Objectives to be agreed. 	<ul style="list-style-type: none"> Evidence to be agreed 	<ul style="list-style-type: none"> John Hobbs Ffion Horton Roger Allonby David Land

Bus and passenger services task and finish group

Work programme

Objective	Activity or information needed	Carried out by	Timeline
Initial review meeting		Task and Finish Group	July 2025
Create a central information repository	Setup Teams library and chat space	Simon Cann, Danial Webb	September 2025
Review Herefordshire Council's current powers and responsibilities.	Compile and provide overview of <ul style="list-style-type: none"> • Existing legislation in England and Wales <ul style="list-style-type: none"> ○ Local Transport Act 2008 ○ Transport Act 2000 ○ Bus Service Act 2017 ○ Bus Services (No. 2) Bill ○ Public Service Vehicle Regulations. • Overview of who is responsible for local transport in England (Commons library) • Any allied statutory guidance • Bus operator legislation and guidance. • How these apply in Herefordshire. 	Simon Cann, David Land, Craig Lewis, Natalie Amos, task and finish group	Sep-Oct 2025
Review current passenger transport operations in Herefordshire and how they meet current and future need.	<ul style="list-style-type: none"> • Previous council bus service reviews (c. 2019) • For both commercial and community operators <ul style="list-style-type: none"> ○ Routes and frequency ○ Passenger numbers ○ Subsidy • Home to school transport <ul style="list-style-type: none"> ○ Current services provided ○ Current providers • SEND transport • Adult Social Care Passenger transport 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Sep-Oct 2025

Current local authority and regional funding	2025-2026 and medium-term funding <ul style="list-style-type: none"> • subsidised routes • community transport • other transport funding provided by the local authority 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Sep-Oct 2025
Review Meeting		Task and Finish Group	October 2025
Overview of current BSIP funding	Summary of <ul style="list-style-type: none"> • National Bus Strategy • Herefordshire Bus Service Improvement Plan 2024 Briefing on <ul style="list-style-type: none"> • Allocation of the £3.2m BSIP grant (2025–26) (£1.3m capital, £1.9m revenue) e.g., shelters, passenger experience, supported services • Progress in delivering funded projects and services • Their contribution to improved services Site visit to any BSIP-related capital project	Simon Cann, David Land, Craig Lewis, Natalie Amos	Nov-Dec 2025
Assess Enhanced Partnership performance	<ul style="list-style-type: none"> • Understand how the current enhanced partnership timetabling meets the objectives of the partnership. • Identify ways to apply learning from the group to new ways of meeting the objectives of the enhanced partnership. 	Simon Cann, David Land, Craig Lewis, Natalie Amos, task and finish group	Nov-Dec 2025
Combining bus services with other transport services	Desktop research <ul style="list-style-type: none"> • Current rail services and how they align with bus services Group meeting <ul style="list-style-type: none"> • Network Rail or other responsible authority 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Nov-Dec 2025
Explore cross-border and cross-county transport	Map and list of current cross-border services to include <ul style="list-style-type: none"> • Frequency • Operator • Funding (if applicable) Examples from other local authorities	Simon Cann, David Land, Craig Lewis, Natalie Amos	Nov-Dec 2025

	<ul style="list-style-type: none"> • See previous work looking at other local authorities • Identify opportunities for any cross-border service support 		
Review Meeting		Task and Finish Group	December 2025
Community Transport	<p>Site visit to a community transport provider</p> <p>Overview brief of Services in Herefordshire, to include:</p> <ul style="list-style-type: none"> • Current services, routes and frequencies • Cost • Funding 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Jan-Feb 2026
Home to school and other resident transport	<p>Overview brief of home to school services in Herefordshire, to include:</p> <ul style="list-style-type: none"> • Current services, routes and frequencies • Cost and funding <p>Meeting with Home to school co-ordinator</p> <p>Meeting with Transformation team</p>	Simon Cann, David Land, Craig Lewis, Natalie Amos	Jan-Feb 2026
Review Meeting		Task and Finish Group	February 2026
Examine how other rural local authorities provide sustainable services.	<p>Internet research – what do they do in other rural local authorities?</p> <p>Suggested workstreams:</p> <ul style="list-style-type: none"> • Demand Responsive transport <ul style="list-style-type: none"> ○ YorBus, CallConnect ○ Worcestershire on Demand Worcestershire County Council ○ The Robin (your bookable bus) Gloucestershire County Council • Use of powers of funding <ul style="list-style-type: none"> ○ Use of enhanced partnerships – Oxfordshire, Cornwall ○ Branding • Integrating transport and social care <ul style="list-style-type: none"> ○ Community transport ○ The role of third sector organisations 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Mar-Apr 2026

	<p>Site Visit</p> <ul style="list-style-type: none"> • Shropshire DRT – Shrewsbury • Social care focused visit 		
Bus franchising	<p>Overview of Bus Services Bill</p> <p>Overview of approach taken by other local authorities</p> <p>Meeting with consultants or another local authority</p> <ul style="list-style-type: none"> • What are the barriers to franchising in rural areas? • Is this an opportunity for Herefordshire to pursue? • Are there partnership opportunities with other local authorities? 	Simon Cann, David Land, Craig Lewis, Natalie Amos	Mar-Apr 2026
Review Meeting		Task and Finish Group	May 2026
Draft report and recommendations	<ul style="list-style-type: none"> • Draft final report • Draft recommendations 	Simon Cann, David Land, Craig Lewis, Natalie Amos	May-June 2026
Present report to Environment and Sustainability Scrutiny Committee		Task and Finish Group	June 2026

Health Care and Wellbeing Scrutiny Committee

Committee work programme

Committee Meeting

27 April 2026 **report deadline 17 April 2026** pre meeting lines of enquiry planning 23 April 2026

Topic and Objectives	Evidence required	Attendees*
Shaping neighbourhood health <ul style="list-style-type: none"> Analyse how the health partnership identifies health needs in communities. Scrutinise provision of current and future neighbourhood health services. 	<ul style="list-style-type: none"> Neighbourhood health bid Taurus Out of Hours GP service Worcestershire Council papers 	Attendees to be agreed
CQC Inspection of adult social care services <ul style="list-style-type: none"> Examine findings of the recent CQC inspection of adult social care services. Scrutinise any action plan arising from the inspection findings. 	<ul style="list-style-type: none"> CQC inspection findings Post-inspection action plan 	Hilary Hall, Corporate Director, Community Wellbeing
Adult Social Care budget outturn <ul style="list-style-type: none"> Scrutinise financial outturn against budget Scrutinise performance against performance management framework 	<ul style="list-style-type: none"> Quarterly budget outturn and performance monitoring 	Hilary Hall, Corporate Director, Community Wellbeing
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	Statutory Scrutiny Officer

*The Corporate Director, Community Wellbeing and Cabinet Member Adults, Health and Wellbeing, both have a standing invitation to the meeting.

**Committee Briefing
April 2026 (TBC)**

Topic and Objectives	Evidence required	Attendees*
Herefordshire Safeguarding Adults Board Annual Report <ul style="list-style-type: none"> Review the work of the Herefordshire Safeguarding Adults Partnership. 	<ul style="list-style-type: none"> Safeguarding Adults Board Annual Report 	Kevin Crompton, Independent Chair of the Safeguarding Adults Board

Committee Meeting

27 July 2026 report deadline 17 July 2026 pre meeting lines of enquiry planning 23 July 2026

Topic and Objectives	Evidence required	Attendees*
Joint Strategic Needs Assessment <ul style="list-style-type: none"> Review work to develop a new joint strategic needs assessment for Herefordshire. 	<ul style="list-style-type: none"> Joint Strategic Needs Assessment 	Zoe Clifford, Director of Public Health
Adult Social Care budget outturn <ul style="list-style-type: none"> Scrutinise financial outturn against budget Scrutinise performance against performance management framework 	<ul style="list-style-type: none"> Quarterly budget outturn and performance monitoring 	Hilary Hall, Corporate Director, Community Wellbeing
Health and Wellbeing Strategy <ul style="list-style-type: none"> Objectives to be agreed 	<ul style="list-style-type: none"> Draft Health and Wellbeing Strategy 	Zoe Clifford

Committee Meeting

14 September 2026 **report deadline 4 September 2026** pre meeting lines of enquiry planning 10 September 2026

Topic and Objectives	Evidence required	Attendees*
Right Care Right Place <ul style="list-style-type: none"> Update on work to deliver acute community mental health support in Herefordshire. 	<ul style="list-style-type: none"> Evidence to be agreed 	<ul style="list-style-type: none"> Attendees to be agreed
Adult Social Care budget outturn <ul style="list-style-type: none"> Scrutinise financial outturn against budget Scrutinise performance against performance management framework 	<ul style="list-style-type: none"> Quarterly budget outturn and performance monitoring 	Hilary Hall, Corporate Director, Community Wellbeing
Q2 Better Care Fund outcomes <ul style="list-style-type: none"> Objectives to be agreed 	<ul style="list-style-type: none"> Evidence to be agreed 	<ul style="list-style-type: none"> Attendees to be agreed
Meeting the demand for adult social care task and finish group <ul style="list-style-type: none"> Agree draft report and recommendations 	<ul style="list-style-type: none"> Final task and finish group report 	<ul style="list-style-type: none"> Chair, task and finish group

Meeting the demand for adult social care task and finish group

Work programme

Objective To understand the extent of demand for adult social care services provided or commissioned in Herefordshire, and the likely change over time.

Objectives	Evidence required	Responsible officer	Date
Understand Herefordshire's demographics and future demographic change	Demographic information <ul style="list-style-type: none"> • <i>Understanding Herefordshire</i> demographic data • <i>Future population of Herefordshire</i> report • Joint Strategic Needs Assessment report 	Charlotte Worthy/Herefordshire Research team	Dec 25-Jan 26
Understand the demand for adult social care in Herefordshire	<ul style="list-style-type: none"> • <i>Market Position Statement</i> • <i>Market Sustainability Plan</i> • Current rates of demand for adult social care <ul style="list-style-type: none"> ○ Type of demand (domiciliary, residential, nursing) ○ Duration ○ Change over time 	Zakia Loughead	Dec 25-Jan 26
Compare demographic change and demand for adult social care compared to other local authorities	<ul style="list-style-type: none"> • Desktop research comparison with 'statistical neighbours' 	Danial Webb/Henry Merricks-Murgatroyd	Dec 25-Jan 26
GROUP MEETING		Henry Merricks-Murgatroyd	February 2026

Objective To explore the drivers of increased demand for adult social care, and the capacity of the local authority and other care providers to meet it.

Objectives	Evidence required	People to speak with	Date
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Increased complexity of demand from an ageing population	Site visit – supported housing provider Site visit – third sector organisation working with older adults		Feb-Mar 26
The nature of funding for social care	Briefing on social care funding	Zakia Loughead ASC finance team	Feb-Mar 26
The size and structure of the social care market in Herefordshire	Overview of social care market Meeting with care providers	Zakia Loughead	Feb-Mar 26
Lack of housing growth, and flatlining tax base	<ul style="list-style-type: none"> Interview with Cabinet portfolio holders 		Feb-Mar 26
GROUP MEETING		Henry Merricks-Murgatroyd	April 2026

Objective To identify strategies and work carried out by Herefordshire Council and partners such as housing associations and other organisations reduce demand for social care services, or to increase revenue to pay for services.

Objectives	Evidence required	People to speak with	Date
Assistive technology	Visit to Technology Enabled Care Services (TECS) Team	TBC	May-Jun 26
Community based universal and targeted services	Meeting with Talk Community Meeting with third sector organisation Meeting with other community team in another local authority	Emily Lowe – Talk Community	May-Jun 26
Market shaping and support	Meeting – service director Meeting – care providers’ network	Commissioning	May-Jun 26
Supported living	Meeting – director for housing support Visit to supported housing	Hayley Crane	May-Jun 26

		A supported housing provider	
In-house services and the role of Hoople	Case study – Essex Meeting with Hoople		May-Jun 26
GROUP MEETING		Henry Merricks-Murgatroyd	July 2026

Objective To make recommendations to the executive on steps that should be taken to reduce service demand and to increase revenue.

Objectives	Evidence required	People to speak with	Date
Write draft report and recommendations	Draft report and recommendations	Task and finish group	August 2026
Agree draft report and recommendations with committee	Draft report and recommendations	Task and finish group	October 2026

Scrutiny Management Board

Committee work programme

Committee Meeting

13 April 2026 **report deadline 1 April 2026** member briefing 25 March 2026 pre meeting lines of enquiry planning 9 April 2026

Topic and objective	Evidence required	Attendees
Dedicated Schools Grant High Needs Block Management Plan <ul style="list-style-type: none"> Review the draft management plan 	<ul style="list-style-type: none"> Management Plan 	Rachael Sanders, Director of Finance
Q3 Budget scrutiny Q3 Performance monitoring	<ul style="list-style-type: none"> Budget report Supplementary information as requested by the committee 	Cabinet members Rachael Sanders Jessica Karia, Head of Corporate Performance and Intelligence
Work programme <ul style="list-style-type: none"> Review work programme 	<ul style="list-style-type: none"> Draft work programme 	Statutory Scrutiny Officer

Committee Meeting

3 July 2026 report deadline **25 June 2026** member briefing **22 June 2026** pre meeting lines of enquiry planning **30 June 2026**

Topic and objective	Evidence required	Attendees
Inequality and Social Mobility Task and Finish Group <ul style="list-style-type: none"> To receive the report of the task and finish group. To agree any recommendations the committee as a result. 	<ul style="list-style-type: none"> Task and Finish Group Report 	Task and Finish Group members
Q4 Budget scrutiny Q4 Performance monitoring	<ul style="list-style-type: none"> Budget report Supplementary information as requested by the committee 	Cabinet members Rachael Sanders Jessica Karia, Head of Corporate Performance and Intelligence

Committee Meeting

1 December 2026 report deadline **23 November 2026** member briefing **24 November 2026** pre meeting lines of enquiry planning **27 November 2026**

Topic and objective	Evidence required	Attendees
Q2 Budget scrutiny Q2 Performance monitoring	<ul style="list-style-type: none"> Budget report Supplementary information as requested by the committee 	Cabinet members Rachael Sanders Jessica Karia, Head of Corporate Performance and Intelligence

Long list of potential topics

- Social Value in procurement
- Working with the voluntary sector and others to help deliver services
- Review of the workforce strategy
- Supplier risk management
- Emergency Planning
- Annual review of effectiveness

Inequality and social mobility task and finish group

Work programme

Objective To define and understand the different dimensions of inequality (including but not limited to protected characteristics, rurality, socio-economic background and care experience) and social mobility in Herefordshire and the United Kingdom, including Herefordshire Council's understanding of inequality and social mobility.

Objectives	Evidence required	Responsible officer	Date
To define and understand the different dimensions of inequality.	<ul style="list-style-type: none"> • Briefing on different types of inequality, to include: <ul style="list-style-type: none"> ○ Wealth/income ○ Health ○ Rurality • Briefing on groups affected by inequality <ul style="list-style-type: none"> ○ Protected characteristics ○ Military families • Overview of inequality as defined by other local authority scrutiny 	Danial Webb	Sep-Oct 25
To understand those dimensions that are particularly relevant to Herefordshire.	<ul style="list-style-type: none"> • Sub-ward indices of deprivation • Joint Strategic Needs Assessment • Economic data 	Danial Webb and Charlotte Worthy	Sep-Oct 25
To test Herefordshire Council's understanding of inequality, how it prioritises different elements of inequality, and its priorities to tackle and reduce inequality.	<ul style="list-style-type: none"> • Herefordshire Council Plan • Meeting with leader and deputy • <i>(should this be merged with the above?)</i> 	Danial Webb and Charlotte Worthy	Sep-Oct 25
GROUP MEETING		Danial Webb	November 2025

Objective To measure inequality and social mobility across the county and the different dimensions that impact on inequality and social mobility within the county and between Herefordshire and other parts of the UK.

Objectives	Evidence required	People to speak with	Date
Collect and analyse relevant datasets pertaining to Herefordshire	<ul style="list-style-type: none"> • Sub-ward indices of deprivation • Joint Strategic Needs Assessment • Economic data TBC 		Nov-Dec 25
Comparisons with statistical neighbours			Nov-Dec 25
Housing inequality	Meeting with housing providers		Nov-Dec 25
Rurality	•		
GROUP MEETING		Danial Webb	January 2026

Objective To gather examples of local authorities and wider local partnerships meaningfully reducing inequality and/or meaningfully improving social mobility from across the UK and other countries.

Objectives	Evidence required	People to speak with	Date
Examples from other scrutiny reviews	Other scrutiny reviews <ul style="list-style-type: none"> • Scope • Learning 		
Examples of other inequality and social mobility strategies	Other scrutiny reviews <ul style="list-style-type: none"> • Scope • Learning 		
Examples of evaluations of strategies and action plans			
Gather learning from those examples			

GROUP MEETING	Danial Webb	March 2026
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Objective To identify the plans, strategies and actions deployed by the council to reduce inequality and improve social mobility, and the degree to which they are likely to or are actually reducing inequality and improving social mobility, and the degree to which they are not.

Objectives	Evidence required	People to speak with	Date
GROUP MEETING	Simon Cann	April 2026	

Objective To make recommendations to the executive on steps that should be taken to meaningfully reduce inequality and improve social mobility across the county.

Objectives	Evidence required	People to speak with	Date
Write draft report and recommendations	Draft report and recommendations	Task and finish group	May 2026
Agree draft report and recommendations with committee	Draft report and recommendations	Task and finish group	July 2026

Commercialisation working group

Terms of reference

Background

Herefordshire Council faces a potential funding gap of £27.3 million for the 2026-27 financial year, and further funding gaps in future years. The executive has already identified commercialisation as key to its transformation programme. The executive has also indicated that commercialisation and income generation will form part of the strategy to address the funding gap.

Commercialisation within local government represents both a financial opportunity and a cultural challenge. Commercialisation could deliver significant cost savings and income-generating opportunities but only as a result of cultural change. For example [guidance](#) from the Association For Public Service Excellence emphasises that commercialisation cannot simply be a reaction to budget deficits – it requires an embedded strategy, a commercial mindset within the local authority, clear governance, and a well-developed understanding of risk.

To assist the Cabinet in developing a budget to propose to council Scrutiny Management Board will undertake a working group of members investigating how the council could increase income in the short and medium term alongside greater commercialisation.

Initial recommendations will be provided informally to the Cabinet by the end of November,

Short- and Long-Term Opportunities

Short term: The working group will examine the opportunities of:

- reviewing and adjusting fees and charges,
- maximising income from council assets (such as property leases and car parks), or exploring asset repurposing or disposals.
- benchmarking against neighbouring authorities could identify under-priced services as well as gaining an understanding of work that has already been undertaken in this area and
- other opportunities for income generation

The working group will seek to understand the impact and the risks associated with any short term operations

Longer term: The working group will identify opportunities to increase income and to drive efficiency in future years across the life of the medium-term financial strategy including, but not limited to those opportunities presented by commercialisation.

Given the timescale the working group's recommendations, especially for future years may be quite high level. The working group will deliver the best-founded recommendations it can within the fixed (and tight) timescale.

Overall approach

We propose a three-stage approach

- Herefordshire council is already working on commercialisation and income generation. The working group will consider current plans and arrangements, challenge these and work with officers to identify areas that they may not have considered.
- The working group will also have regard to the impact of their proposals on local people and the risks that may be associated with them.
- If there is time the working group will also investigate the strategic issues relating to commercialization and make recommendations for the cabinet to consider.

The Working Group will also have regard to guidance and experience across the sector in regards to areas such as (not an exhaustive list):

- The purposes of commercial activity, namely the balance between maximising income (for example, through fees, charges, or property ventures), supporting broader social value and strengthening community resilience.
- How the council might operate in markets without distorting competition and maintaining fairness to local businesses-governance and risk management
- The cultural dimension, which cannot be overstated. Officers and members must share a mindset that sees prudent risk-taking as legitimate. Without organisational readiness – training, leadership commitment, and internal capability – commercial ambitions will fail.

The scrutiny process must therefore explore how Herefordshire can build this culture safely, balancing entrepreneurial ambition with its statutory duty to protect public assets. It must also concern itself both with the immediate opportunities to increase income and the longer-term changes required to inculcate greater commercialisation.

HEREFORDSHIRE COUNCIL FORWARD PLAN



This document, known as the Forward Plan, sets out the decisions which are expected to be taken during the period covered by the Plan by either Cabinet as a whole, or by individual Cabinet Members. The Plan is updated regularly and is available on the Herefordshire Council website (www.herefordshire.gov.uk) and from Council Offices. This edition supersedes all previous editions.

The council must give at least 28 days' notice of key decisions to be taken. A key decision is one which results in the council incurring expenditure or making savings of £500,000 or more, and/or is likely to be significant in terms of the strategic nature of the decision or its impact, for better or worse, on the amenity of the community or quality of service provided by the council to a significant number of people living or working in the locality affected.

Current cabinet members are listed below. For more information and links papers for Cabinet meetings please visit <https://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251>

Councillor Jonathan Lester	Corporate Strategy and Budget (Leader of the Council)
Councillor Elissa Swinglehurst	Environment (Deputy Leader of the Council)
Councillor Carole Gandy	Adults, Health and Wellbeing
Councillor Ivan Powell	Children and Young People
Councillor Harry Bramer	Community Services and Assets
Councillor Graham Biggs	Economy and Growth
Councillor Pete Stoddart	Finance and Corporate Services
Councillor Barry Durkin	Roads and Regulatory Services
Councillor Philip Price	Transport and Infrastructure
Councillor Dan Hurcomb	Local Engagement & Community Resilience

Documents submitted in relation to each decision will be a formal report, which may include one or more appendices. Reports will usually be made available on the council website at least 5 clear working days before the date of the decision. Occasionally it will be necessary to exempt part or all of a decision report from publication due to the nature of the decision, for example if it relates to the commercial or business affairs of the council. Other documents may be submitted in advance of the decision being taken and will also be published on the website unless exempt.

To request a copy of a decision report or related documents please contact governancesupportteam@herefordshire.gov.uk or telephone 01432 261699.

Report title and purpose	Decision Maker and Due date	Lead officer and lead cabinet member	Directorate	Notice of decision first published / ID	Issue Type and exemptions
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FORWARD PLAN FOR 13 February 2026 ONWARDS

The following information is provided for each entry in the Forward Plan:

Heading	Contains
Report title and purpose	A summary of the proposal
Decision Maker and Due date	Who will take the decision and the date the decision is expected to be made
Lead cabinet member and officer contact(s)	The cabinet member with responsibility for this decision and the officers producing the decision report.
Directorate	The directorate of the council responsible for the decision.
Date uploaded onto plan	The date the decision was first uploaded and the notice period started for key decisions.
Decision type, exemptions and urgency	Whether the decision is a Key or Non-Key decision, if the report is expected to be fully open, partly exempt or fully exempt and if urgency procedures are being followed.

Decisions to be taken by Cabinet at a formal meeting are listed first, ordered by date, and include both Key and Non-Key decisions. Decisions to be taken by individual Cabinet Members are then listed, grouped by portfolio area and sorted by date. These include Key and Non-Key decisions.

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
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Cabinet decisions by date (Key and Non-key listed)

<p>Crisis and Resilience Fund 2026-29 To seek cabinet approval for Herefordshire Council to take receipt of the Crisis and Resilience Fund (CRF) grant as a programme funded by the Department of Work and Pensions (DWP) between 2026-2029. The CRF replaces the Household Support Fund (HSF) and the Discretionary Housing Payments (DHP) and will enable Herefordshire to work collaboratively with partners and communities at county and local levels to build long-term resilience, cohesion, and reduce the need for crisis support.</p>	<p>Cabinet 26 March 2026</p>	<p>Cabinet member finance and corporate services Nikki Stroud, Talk Community Children and Families Lead <small>nikki.stroud@herefordshire.gov.uk</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>Non Key Open</p>
<p>Local Cycling, Walking and Wheeling Infrastructure Plan (formerly known as Local Walking Cycling Plan adoption) To seek Cabinet approval for the adoption of the Local Walking and Cycling Plan</p>	<p>Cabinet 26 March 2026</p>	<p>Cabinet member transport and infrastructure Ffion Horton, Transport Planning Services Manager <small>ffion.horton@herefordshire.gov.uk</small></p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Q3 Performance Report To report to Cabinet the quarterly outturn of key KPIs and progress against the Delivery Plan 2025/26.</p>	<p>Cabinet 26 March 2026</p>	<p>Cabinet member corporate strategy and budget</p> <p>Jessica Karia, Head of Corporate Performance and Intelligence jessica.karia@herefordshire.gov.uk Tel: 01432 260976</p>	<p>Corporate Support Centre</p>	<p>13 February 2026</p>	<p>Non Key Open</p>
<p>Update on the Phase 2 Phosphate Mitigation Schemes To provide Cabinet with an update regarding the Phosphate Mitigation Wetland schemes</p>	<p>Cabinet 26 March 2026</p>	<p>Cabinet member environment</p> <p>Roger Allonby, Service Director Economy and Growth, Gemma Dando, Chief Operating Officer, Scott Tompkins, Delivery Director - Infrastructure, Susan White, Programme Manager Roger.Allonby@herefordshire.gov.uk, gemma.dando@herefordshire.gov.uk, scott.tompkins@herefordshire.gov.uk, Susan.White2@herefordshire.gov.uk Tel: 01432 260330, , , Tel: 01432 260070</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>
<p>Cabinet Member Decisions (Key and Non Key decisions)</p>					

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
Portfolio: adults, health and wellbeing					
<p>Extension of the council's Care Homes (Unified) Contract</p> <p>To approve the extension of the 'Care Homes Unified Contract (Residential and Nursing DPS Accredited List)' to 23rd Feb 2029. The current Contract is due to expire on 4th September 2026.</p>	<p>Cabinet member adults, health and wellbeing</p> <p>Before 23 February 2026</p>	<p>Cabinet member adults, health and wellbeing</p> <p>Ros Murphy, Commissioning Manager, Community Wellbeing</p> <p><small>ros.murphy@herefordshire.gov.uk</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p> <p>Urgent</p>
<p>To extend the council's current commissioned home care framework</p> <p>To approve an extension to the council's current commissioned home care framework for up to six months from 31 October 2026 to 30 April 2027.</p>	<p>Cabinet member adults, health and wellbeing</p> <p>Before 2 March 2026</p>	<p>Cabinet member adults, health and wellbeing</p> <p>Sharon Amery, Senior Commissioning Officer</p> <p><small>sharon.amery2@herefordshire.gov.uk</small></p> <p><small>Tel: 01432 383734</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Herefordshire Homeless Prevention and Rough Sleeping Strategy 2026 - 2031</p> <p>This is a five year statutory strategy to replace the 2020-2025 strategy. It sets out our approach to the prevention of homelessness and rough sleeping in the county.</p>	<p>Cabinet member adults, health and wellbeing</p> <p>26 March 2026</p>	<p>Cabinet member adults, health and wellbeing</p> <p>Robert Barnett, Housing Strategy Officer</p> <p><small>robert.barnett@herefordshire.gov.uk</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>
<p>Herefordshire Adult Social Care Prevention Strategy</p> <p>The purpose of the report is to approve the 2026-2036 Herefordshire Adult Social Care Prevention Strategy</p>	<p>Cabinet member adults, health and wellbeing</p> <p>April 2026</p>	<p>Cabinet member adults, health and wellbeing</p> <p>David Collyer, Acting Consultant in Public Health: General Practitioner</p> <p><small>david.collyer2@herefordshire.gov.uk</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>
<p>Portfolio: children and young people</p>					

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Holiday activities and food programme (HAF) 2026 - 29</p> <p>To seek approval for Herefordshire Council to accept the ring-fenced grant from the Department for Education (DfE) and to use this funding to co-ordinate the delivery of free holiday clubs for children and young people in receipt of benefits-related free school meals, as well as those who meet the eligibility criteria for a discretionary place.</p>	<p>Cabinet member children and young people</p> <p>23 February 2026</p>	<p>Cabinet member children and young people</p> <p>Nikki Stroud, Talk Community Children and Families Lead</p> <p><small>nikki.stroud@herefordshire.gov.uk</small></p>	<p>Community Wellbeing</p>	<p>13 February 2026</p>	<p>Non Key</p> <p>Open</p>
<p>Local Authority school building maintenance works 2026 - 2028 (amended from 2030)</p> <p>To approve the proposed expenditure of capital grants for the school buildings maintenance works.</p>	<p>Cabinet member children and young people</p> <p>25 February 2026</p>	<p>Cabinet member children and young people</p> <p>William Merriman, Sufficiency, Planning and Capital Investment Manager</p> <p><small>William.Merriman2@herefordshire.gov.uk</small></p>	<p>Children and Young People</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>
<p>Portfolio: community services and assets</p>					

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Letting on Unit 6 Maylord Orchards To seek approval to sign an agreement for lease and lease for Unit 6 Maylord Orchards to a national retailer.</p>	<p>Cabinet member community services and assets 23 February 2026</p>	<p>Cabinet member community services and assets Ben Oakes ben.oakes@herefordshire.gov.uk</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Part exempt Urgent</p>
Portfolio: economy and growth					
Portfolio: environment					
<p>Allocating the Climate and Nature Reserve Phase 2 To Allocate the balance of the Climate and Nature Reserve for the delivery of projects which will positively impact the climate and natural environment of Herefordshire to the benefit of all who reside in the county.</p>	<p>Cabinet member environment 27 February 2026</p>	<p>Cabinet member environment Richard Vaughan, Sustainability and Climate Change Manager Richard.Vaughan@herefordshire.gov.uk Tel: 01432 260192</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Solar Car Ports at Plough Lane To approve the scoping and construction of solar car ports at Plough Lane</p>	<p>Cabinet member environment 20 March 2026</p>	<p>Cabinet member environment</p> <p>Katie Ainsworth, Senior Project Manager, Richard Vaughan, Sustainability and Climate Change Manager, Rosanna Willmott, Sustainability and Climate Change Officer</p> <p><small>katie.ainsworth2@herefordshire.gov.uk, Richard.Vaughan@herefordshire.gov.uk, rosanna.willmott@herefordshire.gov.uk Tel: 01432 260192, Tel: 01432 261749</small></p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>
<p>Adoption of Herefordshire Local Nature Recovery Strategy To formally adopt the Herefordshire Local Nature Recovery Strategy and accept associated government grant for delivery.</p>	<p>Cabinet member environment 10 June 2026</p>	<p>Cabinet member environment</p> <p>Mandy Neill, Senior Landscape Officer, Richard Vaughan, Sustainability and Climate Change Manager</p> <p><small>mandy.neill@herefordshire.gov.uk, Richard.Vaughan@herefordshire.gov.uk Tel: 01432 260192</small></p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>
<p>Portfolio: finance and corporate services</p>					

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
Portfolio: local engagement and community resilience					
<p>The New Public Realm Service – Depot Facilities</p> <p>This report seeks approval to procure and undertake any necessary works to depot and other facilities as required to deliver the New Public Realm Service from 1 June 2026.</p>	<p>Cabinet member local engagement and community resilience</p> <p>5 March 2026</p>	<p>Cabinet member local engagement and community resilience</p> <p>Ed Bradford, Head of Highways and Traffic</p> <p>Edward.Bradford@herefordshire.gov.uk Tel: 01432 260786</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>
Portfolio: roads and regulatory services					
<p>Highway Maintenance Plan</p> <p>To update the Highway Maintenance Plan, which sets out the reasonable system of inspection and repair that will be deployed by the Council to ensure that it meets its duty to maintain all publicly maintainable highways.</p>	<p>Cabinet member roads and regulatory services</p> <p>27 February 2026</p>	<p>Cabinet member roads and regulatory services</p> <p>Ed Bradford, Head of Highways and Traffic</p> <p>Edward.Bradford@herefordshire.gov.uk Tel: 01432 260786</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY</p> <p>Open</p>

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
<p>Public Realm Services Annual Plan –2026/27 To confirm the annual plan of public realm works that will be delivered in line with capital and revenue budgets and in accordance with the Council’s Highway Asset Management Plan and Highway Maintenance Plan.</p>	<p>Cabinet member roads and regulatory services 28 February 2026</p>	<p>Cabinet member local engagement and community resilience, Cabinet member roads and regulatory services Ed Bradford, Head of Highways and Traffic Edward.Bradford@herefordshire.gov.uk Tel: 01432 260786</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>KEY Open</p>
<p>Portfolio: transport and infrastructure</p>					
<p>Capability and Ambition Fund 2025/26 allocation The purpose of the report is to confirm what Herefordshire Council will deliver with the Capability and Ambition Fund grant</p>	<p>Cabinet member transport and infrastructure 2 March 2026</p>	<p>Cabinet member transport and infrastructure Ffion Horton, Transport Planning Services Manager, Scott Tompkins, Delivery Director - Infrastructure, Richard Vaughan, Sustainability and Climate Change Manager ffion.horton@herefordshire.gov.uk, scott.tompkins@herefordshire.gov.uk, Richard.Vaughan@herefordshire.gov.uk Tel: 01432 260192</p>	<p>Economy and Environment</p>	<p>13 February 2026</p>	<p>Non Key Open</p>

Report title and purpose	Decision Maker and Due date	Lead cabinet member and officer contact(s)	Directorate	Date uploaded onto plan	Decision Type, exemptions and urgency
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Appendix 3 Recommendations made by Environment and Sustainability Scrutiny Committee, January – December 2025

Monday 20 January 2025					
River Lugg Water Quality					
Rec. No.	Recommendation	Date Sent	Due Date	Recd Date	Response
1	Engage directly with Natural England and the Environment Agency to achieve the lifting of the housing development moratorium as soon as possible.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Partially agreed. The Council will take advice from its legal team in regard to any identified risk in respect of removing the Nutrient Neutrality requirement within the Lugg catchment. If positively advised by Legal the Council will seek a view from Natural England.
2	Ask for early consultation with Herefordshire Council and the Nutrient Management Board on the specific Diffuse Water Pollution Plan, for the Lugg and its tributaries, the Arrow and the Frome.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Agreed. This is already underway. The Council has a meeting diarised with the Environment Agency the author of the Diffuse Water Pollution Plan, to be attended by Welsh government and Defra to request the DWPP is shared with consultants responsible for drafting the catchment wide Nutrient Management Plan.
3	Engage with Government to ensure adequate funding for the actions in the Diffuse Water Pollution Plan.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Partially agreed. It is outside of the scope of the work of the Council to secure funding for the delivery of the actions included within the DWPP as this lies with the Environment Agency and Defra, however the Council can advocate via the Nutrient Management Board, Phosphate Commission and Wye Catchment Partnership to ensure funding is in place for the implementation of the plan
4	Arrange another Rivers Conference focusing on the Lugg, Arrow and Frome.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Agreed. The Council will host a third annual rivers conference in Autumn 2025, the focus of which is to be confirmed, but will encompass high levels of phosphate within the Arrow, Lugg and Frome.
5	Prioritise processing of strategic planning applications to progress private mitigation and to reiterate the request to Ministry of Housing, Communities and Local Government to participate	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Partially agreed. Currently the allocations policy for credits is in date order, this decision was taken by Cabinet in May 2022 https://councillors.herefordshire.gov.uk/ieDecisionDetails.aspx?ID=8816

	in the pilot scheme for the development of the nature restoration fund.				<p>A policy change would require further consideration with an accompanying rationale. Confirmation would be required from planning and legal that this could be delivered via the planning mechanism and a decision taken by Cabinet.</p> <p>A request has been made to MHCLG to participate in the pilot scheme for the development of the Nature Restoration Fund and can be reiterated at the next Nutrient Management Board meeting where the Deputy Director is due to attend.</p>
6	Invest, with partners, in a specific innovation process to consider approaches that have been successful in different locations or sectors and identify new approaches worth testing in the nutrient management context.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Agreed. Already underway the Council holds a funding pot for river restoration which can be allocated to schemes that demonstrate innovative technology in removing legacy Phosphorous from soils.
7	With partners, identify key outcomes that will indicate the success of actions to move towards river restoration and agree how these will be collected and reported.	Tue 28-Jan-25	Thu 27-Mar-25	Fri 4-Jul-25	Agreed. Already underway through the development of the Nutrient Management Plan which sets out actions and outcome-based reporting to record measurable reductions in phosphate levels.

Monday 24 March 2025**Energy Efficiency and Retrofitting**

Rec. No.	Recommendation	Date Sent	Due Date	Recd Date	Response
1	Develops a plan to deliver progress on energy efficiency and retrofitting across Herefordshire, including targets, in line with their ambitions on net zero, to include the co-benefits that flow from this, including public health, wellbeing, and the cost of living	Mon 24-Mar-25	Sat 24-May-25	Wed 28-May-25	<p>Accept</p> <p>The Sustainability and Climate Change Team will draft a retrofit strategy for Herefordshire outlining how the council will directly and indirectly support, facilitate and encourage retrofit in the county. The ESSC will be consulted on a draft of the document once produced.</p>
2	Appoints a skills champion on the cabinet to drive forward upskilling across key business sectors, including energy efficiency and retrofitting, to support their growth ambitions for Herefordshire	Mon 24-Mar-25	Sat 24-May-25	Wed 28-May-25	<p>Developing skills across the county is a key priority for the council. Part of Councillor Graham Biggs role as Cabinet Member Economy and Growth is acting as the councils skills champion.</p> <p>There is a skills board in place chaired by David Williams principal of Herefordshire, Ludlow and North Shropshire College. Councillor Biggs sits on this board alongside</p>

					<p>council officers. All of the main colleges and training providers in the county are also members of this board. There is a collective effort between the skills board and business board to host an event bringing a number of Herefordshire businesses together to discuss and make provision for workforce planning, skills gaps and future skills needs.</p> <p>In addition £400,000 of UKSPF funding has been allocated to support employment and skills.</p> <p>Retrofit is a key part of the above as a key sector in the environmental economy.</p>
3	Promotes the Publicly Available Specification 2035 (PAS 2035) standard for council-funded retrofit delivery and investigates equivalent standards for private schemes to consider	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	<p>Accept</p> <p>The next retrofit programme the council is gearing up to deliver is called Warm Homes: Local Grant which incorporates the use of PAS2035. This gives homeowners confidence the work is delivered to nationally recognised specifications and standards to ensure a high quality of work on their home.</p> <p>Through the creation of the Herefordshire Retrofit Strategy we will investigate what equivalent and alternative standards private homeowners could utilise instead of PAS 2035 and present the benefits and/or disbenefits of these alternative options.</p>
4	Arranges a summit of interest groups of landlords and tenants, To explore how to implement the Renters Right (Reform) Bill, when in force, with a focus on energy efficiency and retrofitting and a goal of improving living conditions for renters	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	<p>Accept</p> <p>The Housing Team are considering the implications for housing services. The changes should give renters properties that meet standards giving better quality of housing, security and better rights. For Landlords it will highlight obligations they need to sustain in a longer tenancy agreement. However, it may decrease the number of properties that are available to rent due to the more onerous obligations and thus financial burden placed on landlords to meet standards. Landlords also may decide to sell to their properties due to this factor – which could reduce the supply of private rental stock, making it more difficult to secure a rental.</p> <p>The Housing Team will create a webpage with information</p>

					for landlords and tenants – this can be a repository of information for both stakeholders. The Housing Team in conjunction with Environmental Health will look to hold a landlord forum with the National Residential Landlords Association (NRLA) to facilitate landlord training and accreditation. The Forum will take place once the Bill has been enacted.
5	Develops an able-to-pay market strategy which will: - identify the key barriers to able-to-pay investment - work with partners to overcome these barriers and - use the evidence of the growing market to encourage supplier investment in the retrofit market	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept We are currently exploring options available to the public to access private finance in support of domestic energy retrofit. Through the development of a retrofit strategy for the county we will explore the key barriers to 'able-to-pay' investment. Through the delivery of the strategy we will work with partners to overcome barriers that have been identified and look to stimulate private investment in the retrofit market as appropriate.
6	Investigates models of partnership with funders to offer private low interest finance to support the able to pay sector to retrofit within an able-to-pay strategy	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept Research has identified that a significant barrier to increasing finance for retrofit is the difficulty for lenders to prove that implemented measures will result in better energy efficiency. Currently there are a number of finance mechanisms and low cost loans but negative perceptions of borrowing, complex applications and uncertainty over eligibility are all hampering take-up. We will carry out further research into finance models that are available to residents to enable domestic retrofit.
7	Looks at ways to encourage small improvements and easy wins that would bring a disproportionate improvement to a property's energy efficiency.	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept We will explore this idea through our partner Keep Herefordshire Warm as well as via the Greener Footprints initiative in a similar way to the promotion of domestic energy retrofit last year Make your home more energy efficient - Herefordshire Zero Carbon and Nature Rich
8	Ensures that council funding towards intervention on retrofit skills continues to be used for projects that are appropriate for and reaching all retrofit-related companies in Herefordshire and focusing	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept For any future council funded projects that support retrofit skills we will ensure that the projects are appropriate for and targeted at all retrofit-related companies in Herefordshire

	on existing people working in the industry as well as current students.				where possible within the terms and conditions of the funding source.
9	Considers promoting a summary of all the sources of advice, help, and finance more widely.	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept The Herefordshire Council website acts as a single repository for all of the useful links residents need in respect of home energy. Home energy – Herefordshire Council This includes links to the Keep Herefordshire Warm advice service which acts as a one stop shop for residents who want to pick up the phone for advice or send an email asking for help. Keep Herefordshire Warm promotes its services via a marketing strategy that has resulted in all Herefordshire Households receiving a flyer in March 2025. Days such as Fuel Poverty Awareness day help to further promote the service.
10	Analyses what it would take to bring all private rented accommodation up to the EPC C standard and identify what the council would do to help as soon as the EPC C announcement is made.	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Accept The private rented sector (PRS) accounts for 9,294 properties (approximately 11.1% of total). Currently 2,043 households have an EPC C or higher. The majority are in Band D (3,570) and Band E (2,192), Band F (711) and Band G (178). The government is reviewing the Private Rented Sector EPC band C by 2030. To bring these Herefordshire properties up to Band C the investment required is estimated at £367 million. This estimate has been calculated using the Parity Pathways tool.
11	Writes and further petitions the Government to demand that the EPC C standard is introduced for the private rented sector.	Mon 24- Mar- 25	Sat 24- May- 25	Wed 28- May- 25	Decline The government has recently consulted on the Energy Performance Certificate (EPC) reform and the Minimum Energy Efficiency Standards (MEES). The government is consulting on proposals to further raise the Minimum Energy Efficiency Standard for rented buildings to an EPC band rating of 'C' by 2027 and to a Band rating of B by 2030.
Waste contract					
Rec. No.	Recommendation	Date Sent	Due Date	Recd Date	Response
1	Commission a piece of work, exploring further options for improving current reuse and recycling rates across the county, in advance of any	Mon 24-	Sat 24-	Wed 28-	No response received.

expansion of the waste collection streams to food and garden.	Mar-25	May-25	May-25	
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Monday 12 May 2025**Road Safety**

Rec. No.	Recommendation	Date Sent	Due Date	Recd Date	Response
1	Herefordshire Council develops a road safety strategy that supports the priorities under People, Place and Growth in the Council Plan and complements the policy produced by the West Mercia Police and Crime Commissioner.	Tue 13-May-25	Sun 13-Jul-25	Mon 14-Jul-25	<p>The current road safety strategy contained within the existing Local Transport Plan (LTP) produced in 2018 is currently being rewritten in preparation for the new LTP expected in (20??). It is vitally important this strategy encompasses those elements that address a Highway Authorities statutory duty, under various existing highway legislation such as the The Highways Act 1980, and Road Traffic Act 1988 amongst others.</p> <p>At present all elements contained within the existing strategy encompass all actions an authority can reasonably be expected to take, with regard road traffic collision data management, investigation / casualty reduction engineering, delivery of road safety educational initiatives, speed management & general traffic management across the highway network. It is also important these strategies reflect the levels of service achievable within current resources allocated to this field in order to ensure a both realistic and sustainable approach for the future.</p> <p>At present there is a high level of collaboration between Herefordshire Council & West Mercia Police across the principle areas mentioned above, which will underpin the new strategy moving forward.</p> <p>This will be reviewed during the various draft stages prior to being formally adopted.</p> <p>The currently consulted on LTP has a requirement to support improved Road Safety with the following policy</p>

					<p>LTP Policy TN7: Road Safety</p> <p>To reduce the number of people being injured on our transport network we will:</p> <ul style="list-style-type: none"> • Monitor collision data to identify priority locations for improving road safety. • Take targeted action to further reduce fatalities and injuries on our network. • Support safer speeds to improve perceived and actual road safety. • Deliver education programmes and infrastructure to improve safety for vulnerable road users, <p>Investment will be prioritised in those areas with the highest numbers of vulnerable road users and/or collision history.</p> <p>Once adopted officers will be required to work on imbedding the policy</p>
2	The executive should seek opportunities to improve the road network environs in the five market towns to make them safer and to feel safer for all road users.	Tue 13- May- 25	Sun 13- Jul- 25	Mon 14- Jul- 25	<p>The upcoming revision of the current LTP will also contain a section relating directly to the Market Towns. Previous assessments of all market towns undertaken by BBLP as part of the Levelling Up Fund already exist however current progress is unclear and will require a review against existing priorities following completion of the new LTP.</p> <p>The interpretation of feeling safe is subjective therefore it would be impossible to properly monitor and target this recommendation. It should also be a drive for the Council to ensure all roads are safe as this is a legal obligation for all roads. - rephrase – road safety important, feelings of safety delivered across a whole range i.e. maintenance, LTP policy, As per the response to Recommendation 1 the LTP has a road safety policy requirement</p>
3	Herefordshire Council to work with West Mercia Police to unlock behavioural, perception of safety, and geographic data about near miss and dangerous driving reporting, to better inform	Tue 13- May- 25	Sun 13- Jul- 25	Mon 14- Jul- 25	This is difficult to address as while we will investigate and where appropriate act on concerns raised, we have no formal way of collating reports that we receive and any response or action we take into a single source of

	<p>decision-making about engineering, education and speed limit zone solutions.</p>			<p>information. Concerns and reports can come to us through a number of different channels such as phone calls to our Operational Call Centre, Operation Snap submissions, the contact us page on our website, Neighbourhood Matters, e-mails to our generic Road Safety Team inbox, direct contact with Safer Neighbourhood Teams and direct contact with Traffic Management Advisors. As there is no single point of contact it would be a significant undertaking to co-ordinate these and to report formally.</p> <p>Operation Snap is probably the easiest to quantify, but again, the resource needed to do this could have an impact on the overall number of submittals we then act on.</p> <p>The validity of using these reports as a basis for action could be questioned as they can sometimes give a disproportionate picture of what is happening on the network. We have had instances, particularly with Operation Snap, where a co-ordinated plan of action by an individual and/or a small number of residents in a particular area shows a high number of reported incidents and suggests a major problem with one type of incident at a particular location.</p> <p>While useful, reporting of this nature does not necessarily give an accurate reflection of concerns held by the wider public or the number of incidents happening across the network as it relies on people actually reporting them rather than "suffering in silence". An individual's perception of risk and danger differs from one person to another, so it does not give the degree of quantifiable, fact based evidence that injury RTC reports do.</p> <p>Information on collisions where there has been a personal injury is collected by the Police, passed to Herefordshire Council, and more detailed collision investigation done by the Accident Investigation & Safety Manager. Where</p>
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					<p>appropriate any remedial works at collision cluster sites/routes is then channelled into the future maintenance programmes etc. Herefordshire Council, BBLP and West Mercia Police's Traffic Management Advisor have a long standing, close working relationship on this and all highway matters.</p> <p>Collision data is also assessed by the Police and targeted enforcement is conducted on areas where there is a particular issue such as "high harm" motorcycle routes. Link to LTP</p>
4	For the council to undertake an evidence-based increase of the road safety education budget, or to transfer funding from schemes for children to older adults.	Tue 13- May- 25	Sun 13- Jul- 25	Mon 14- Jul- 25	<p>It would not be appropriate to remove funding from children road safety education to that for older adults as these are vulnerable road users. The Council does offer older adult driver training and additional funding would allow for the scope of the offer to be increased.</p> <p>There would be scope to work with the emergency services to delivery joint educational training opportunities; for example, both West Mercia Police and Shropshire Council funded young adult road safety education videos one of which focuses on Herefordshire; this model shows how we can collaborative on initiatives.</p> <p>Retain work with children, we do offer older training, when budgets are set me will consider opportunities to increase funding to increase the offer.</p>
5	West Mercia Police to consider the balance of factors that contribute to road danger when undertaking road safety enforcement.	Tue 13- May- 25	Sun 13- Jul- 25	Mon 14- Jul- 25	<p>West Mercia Police are committed to enforcing all road traffic legislation, and while speed enforcement may appear to have the highest public profile, our the police Operational Policing Units undertake all forms of enforcement year round in conjunction with NPCC campaigns such as summer & Christmas drink/drug drive, tyre safe, mobile phone use and driving without seatbelts. In addition, our speed enforcement officers are now able to provide evidence of additional offences such as drivers using mobile phones, not wearing seat belts, driving whilst not in proper control etc so while speed enforcement is the priority for</p>

					<p>them the activity contributes to the wider enforcement picture.</p> <p>This recommendation cannot be accepted as Herefordshire Council do not have the ability to direct police resources.</p>
6	The Traffic Regulation Order (TRO) eligibility criteria should be made more transparent.	Tue 13- May- 25	Sun 13- Jul- 25	Mon 14- Jul- 25	<p>There is currently no one specific eligibility criteria for the provision of Traffic Regulation Orders. These are assessed on an individual case by case basis by trained Traffic Engineers, and depend upon a multitude of factors that are determined upon investigation. It is vitally important these are evidence based / data led and follow both national and local best practice guidance / regulations, in order to ensure consistency of application.</p> <p>The Traffic Management Team have reviewed TRO information which is available online and have found it to be no longer fit for purpose. What happens now? Some changes have already been made to provide more transparent information with some more slight amendments and updates to be progressed imminently. The Team are to also upload a copy of the prioritised waiting list so current applications can be seen online. The stages of the application process to also be amended to ensure clarity.</p>

Monday 16 December 2025					
Carbon Neutral Housing					
Rec. No.	Recommendation	Date Sent	Due Date	Recd Date	Response
1	The Executive should commission a piece of work in collaboration with housebuilders (including housing associations) to quantify the impact of implementation of the Future Homes Standard on the achievability of the new housing target for the County of 27,260. This should include the future availability of new affordable and social housing.	Fri 19- Dec- 25	Thur 19- Feb- 26	Tue 17- Feb- 26	<p>Partly Accept</p> <p>A Local Plan viability study for Herefordshire is the most appropriate and robust mechanism for assessing the impact of the Future Homes Standard (FHS) because it will independently and transparently test the cumulative effect of mandatory national requirements alongside local planning policies over the full plan period to 2045, rather than treating the FHS in isolation.</p>

2	The Executive should continue discussions with relevant industry partners to evaluate the skills required to deliver the Future Home Standard in the County and how this will feed into a joined-up approach by the Council including colleges, the youth employment hub and those involved in career advice.	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	Accept Building Regulations applicable to domestic properties are a Level 2 surveyor. All surveyors currently working for Herefordshire Council are capable of domestic projects with a floor level not exceeding 7.5m.
3	The Executive should implement a review of the Council's policy and operational readiness and preparedness of planning and building control to ensure they are fit for purpose for when the Future Homes Standard finally comes into force, including training requirements.	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	Partly accept Building Control have restructured to meet the current demands, however, recruitment is troublesome at this time, partly due to Herefordshire's time-consuming procedures and partly market conditions. The FHS appears to be a change to the Building Regulations 2010 and not a structural change to the Building Act 1984. A change to the Building Regulations is much easier to accommodate and will inevitably be supported with LABC training. The new structure, once fulfilled should be in a position to accommodate the changes. Planning: FHS considerations to be incorporated into Local Plan preparation process.
4	The Executive undertake a review/audit of the government support being put in place to assist the market to deliver the quantum of carbon neutral homes.	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	Agree The Warm Homes Plan was released in January 2026. This aims to triple the number of homes with solar power by up to 3 million homes, deliver 450,000 heat pump installations, upgrade 5 million homes in total and double the amount of heat demand met via heat networks by 2035.
5	In the development of the Local Plan 'building control standards' are reviewed to ensure they are aligned with the Future Homes Standard and provide viable and affordable compliance with the development of 'carbon neutral' homes.	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	Reject The Herefordshire Local Plan will include specific policies addressing climate change and carbon neutrality, with all policies and proposals underpinned by a viability assessment to ensure deliverability. The Future Homes Standard, which will apply to all new homes once it comes into force, is expected to be implemented, following legislation anticipated in 2026, with full compliance subsequently required. Government is yet to produce a formal timetable for the FHS. National guidance is clear that

					local plans should not duplicate statutory requirements, including Building Regulations, or repeat matters already covered by national policy. This is a long-standing principle set out in the current National Planning Policy Framework (NPPF) (and the consultation draft version) and in national Planning Practice Guidance (PPG). This ensures that local plans are clear and that unnecessary duplication is avoided
6	The Local Plan – through building control policies ensures that every new home built is fitted with solar panelling and/or renewable heat sources to reduce the pressure on the national grid.	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	<p>Reject</p> <p>The Future Homes Standard, which will apply to all new homes once it comes into force, is expected to be implemented, following legislation anticipated in 2026, with full compliance subsequently required. Government is yet to produce a formal timetable for the FHS. The Herefordshire Local Plan will include specific policies addressing climate change and carbon neutrality, with all policies and proposals underpinned by a viability assessment to ensure deliverability. However, national guidance is clear that local plans should not duplicate statutory requirements, including Building Regulations, or repeat matters already covered by national policy. This is a long-standing principle set out in the current National Planning Policy Framework (NPPF) (and the consultation draft version) and in national Planning Practice Guidance (PPG). This ensures that local plans are clear and that unnecessary duplication is avoided.</p> <p>Note: alongside the consultation draft NPPF, Government is also consulting on its draft Design and Placemaking Planning Practice Guidance (ending on 10 March 2026). This includes a section on how the design of new buildings can maximise adaptation, mitigation and resilience to extreme weather and other effects of climate change.</p>
7	The Executive encourages government and other stakeholders to investigate and consider options that allow a more balanced approach to the financial products available for home buyers to allow for downstream energy cost savings to provide a more attractive purchase options carbon	Fri 19- Dec- 25	Thur 19- Feb- 25	Tue 17- Feb- 26	<p>Agree</p> <p>The Warm Homes Plan was released in January 2026. This aims to triple the number of homes with solar power by up to 3 million homes, deliver 450,000 heat pump installations, upgrade 5 million homes in total and double the amount of heat OFFICIAL demand met via heat networks by 2035. It</p>

	neutral homes for those who have income but lower equity.				states that innovative financial products will be made available via various schemes to help improve the housing stock that will include low and zero-interest loans for households irrespective of income. No further detail has been supplied.
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