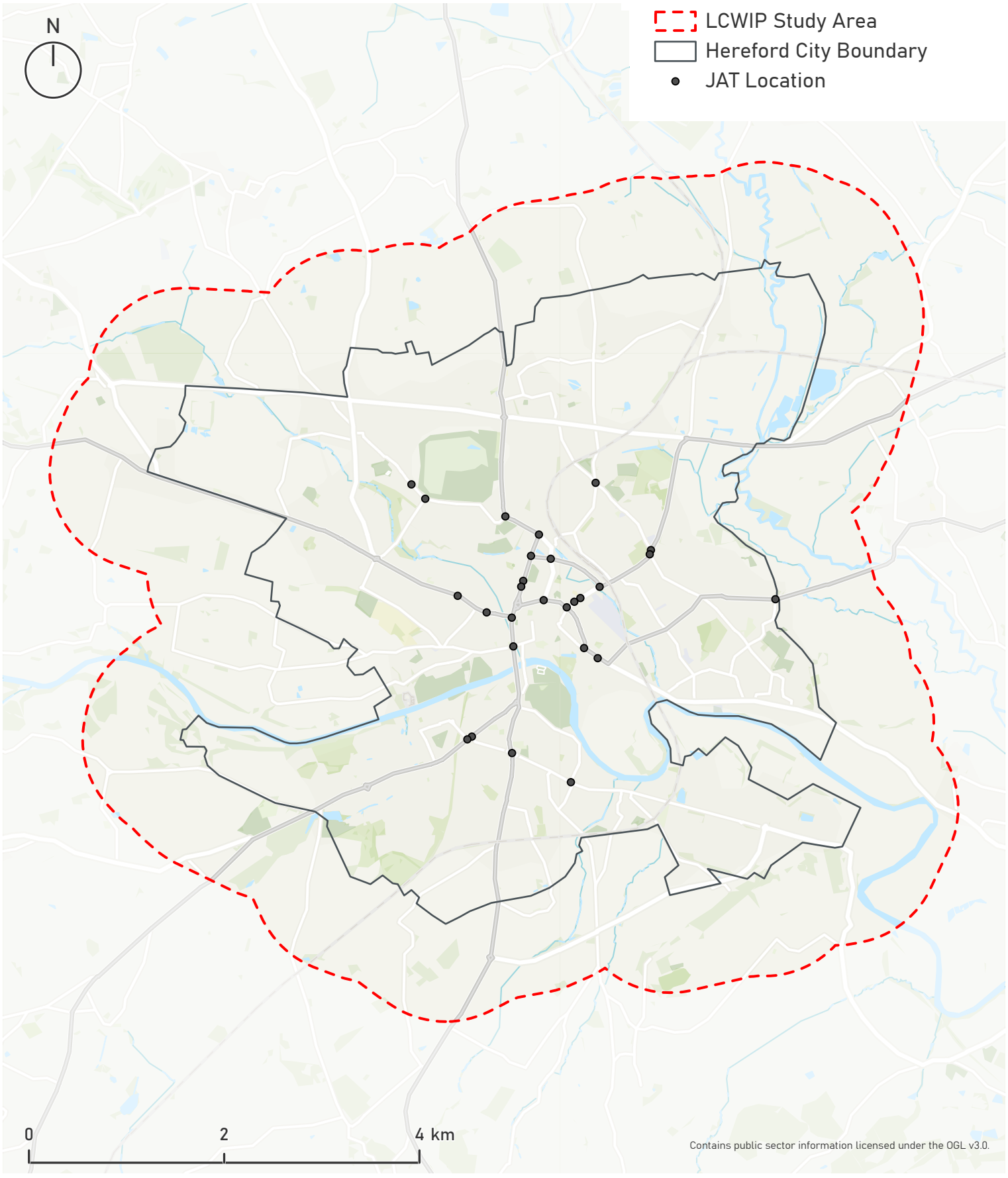


Map 59 Identified junctions for auditing across Hereford

Understanding the pedestrian experience across Hereford

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

1. **Attractiveness**: Footways across Hereford are generally well maintained, with some instances of minor littering and overgrown vegetation. Minor evidence of vandalism is noted (graffiti) and levels of traffic noise and pollution could be improved. Excessive use of guardrail or bollards are also evident across the city.

2. **Comfort**: Footways are mostly level, with some defects noted such as cracked pavers. Footway widths are generally acceptable, however near Hereford Cathedral, footway widths are sometimes less than 1.5m, which requires users to give and take frequently. Footway parking is evident in some locations, with causes difficulties for pedestrians.

3. **Directness**: Footways are provided to cater for pedestrian desire lines (i.e. adjacent to the road) and crossings where available, following desire lines and are easy, direct and comfortable without delay. Crossings are mostly single phase and where signalised crossings are in place, green man time is of sufficient length to cross comfortably.

4. **Safety**: Traffic volumes and speeds across the city are moderate to high, with pedestrians in close proximity to motor traffic. Visibility for pedestrians is typically good.

5. **Cohesion**: Dropped kerbs and tactile paving are absent for the majority of the route, posing significant safety risks for pedestrians particularly persons with vision impairments.

Understanding the cycling experience across Hereford

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

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

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

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

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

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

Auditing Results - Junction Assessment Tool

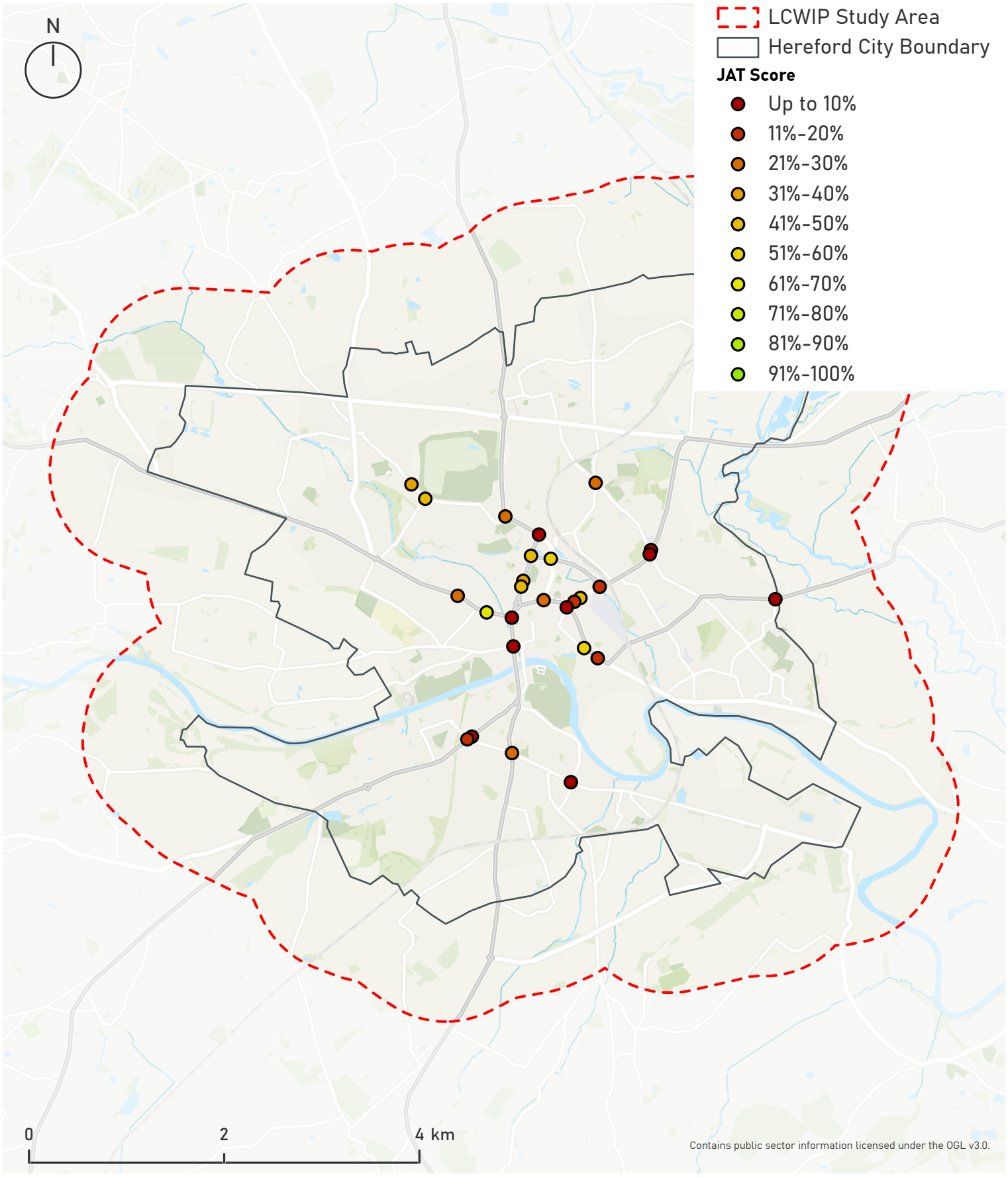
Junction No.	Junction Name	Percentage Score	No. Red Movements	Summary of design recommendations
1	Venns Lane/ College Road/ Old School Lane	28%	10	Junction design score 9 out of a possible 32 (28%). Signalised crossings are available across College Road and Venns Lane. A zebra crossings provided across 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 from of traffic. From St Owen's Street East to West, cyclists have own signal and protected infrastructure and to Mill Street, cyclists also have own signal and continue their journey on carriageway in low traffic flow on Mill Street. an ACSL and cycle lane on approach are provided on Bath Street.
27	Turner 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 60 JAT results in Hereford

Projects & prioritisation

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

Stakeholder engagement

Undertaking engagement

Why engage?

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

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

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

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

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

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

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

Figure 61 Extract from Engagement Plan

Stakeholders

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

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

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

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

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

Engagement Methods

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

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

Engagement Sessions

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

Further information concerning the reaction to proposals by stakeholder can be found on page 272.

Online Mapping Tool

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

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

Figure 62 Extract from Feedback Application set up for Stakeholder Engagement

Engagement Methods

Core narrative

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

Input to briefing notes

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

Equality Impact Assessment

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

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

Frequently Asked Questions

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

Input to text for webpage

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

Questionnaire

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

Figure 63 Extract of Frequently Asked Questions

Key Themes

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

Parish & Town councillors

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

Major Projects

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

School Liaison Officers

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

Public health

Officers from public health attended a briefing session on the LCWWIP and were highly supportive of active travel measures. Officers also explained the strong link between walking, cycling and mental/physical health and identified external stakeholders who would be interested in developing proposals when projects are further designed.

Equalities

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

Communications

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

Local Plan

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

The Garrision / Ministry of Defence

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

Emergency Services

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

Public Rights of Way

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

Road Safety

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

Economic Development

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

Neighbouring Authorities

A workshop with neighbouring local authorities was held to share Herefordshire Council's LCWWIP progress and looked to explore lessons learnt and opportunities for collaboration as cross-county projects are recognised and developed.

Accessibility Groups

An engagement session was held with Accessible Hereford to present the LCWWIP and discuss potential design recommendations which could be incorporated. The group emphasised the importance of embedding 'wheeling' within interventions, ensuring this is embedded within designs.

Young People

To gather the views from young people, engagement with Hereford Sixth Form and College was sought. The online mapping tool was circulated to all students via their weekly newsletter, calling for students to provide comments on route alignments and draw new routes if deemed necessary.

Engagement outcomes

Slow Ways

Engagement with key stakeholders identified that despite Herefordshire's extensive public rights of way network, long disance walking routes wer ommitted from the proposed route alignments.

Further engagement with councillors identified the website 'Slow Ways'. Slow Ways is a UK-based initiative aimed at creating a national network of walking routes that connect towns, cities, and villages across the country.

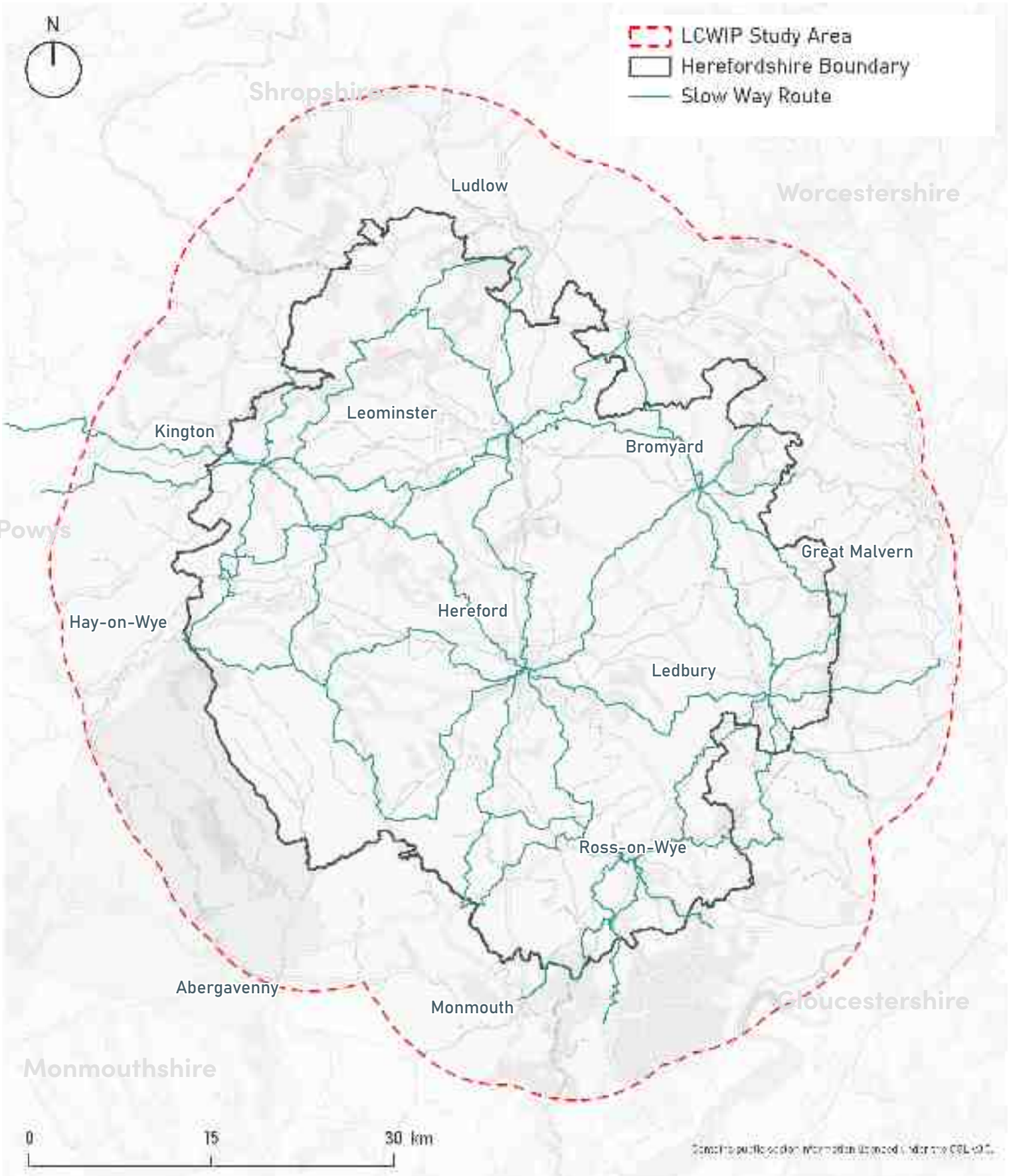
The project focuses on promoting active travel, encouraging people to walk more for leisure, health, and practical journeys. Slow Ways routes are designed to be accessible, safe, and easy to navigate, utilizing existing footpaths, rights of way, and quiet streets.

By fostering connections between communities and providing an alternative to car travel, Slow Ways supports sustainable transport, reduces carbon emissions, and enhances well-being while celebrating the beauty and heritage of the British countryside and urban landscapes.

Herefordshire has an abundance of paths and public rights of way, but many are underused or inaccessible.

Map 61 on page 275 presents all the X identified Slow Ways across the county which have at least one positive review by volunteer walkers.

Each Slow Way has been incorporated into the long list of projects identified as part of the LCWWIP.



Map 61 Slow Ways

Greenways

Many stakeholders identified that greenways across the county were missing from the online mapping tool, with many drawing these on.

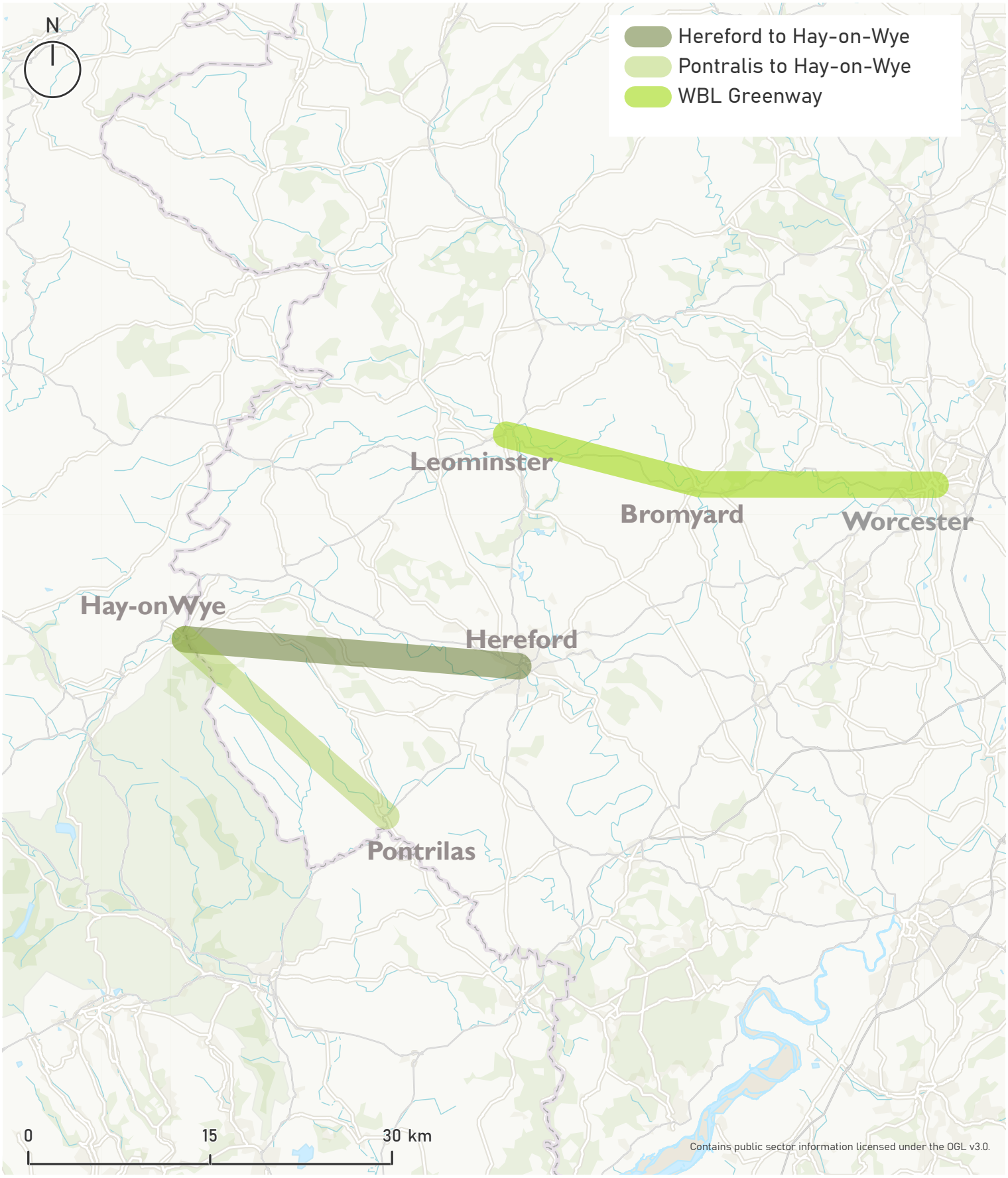
Greenways were known to the project team, with three greenway feasibility studies commissioned by Herefordshire Council in 2021 being incorporated into the policy review section on page 58.

Further technical work is required to explore the feasibility of greenways across the county. Indicative 'as the crow flies' route alignments for each of the three greenways identified by stakeholders during engagement are presented in Map 62 on page 277.

The following greenways have been included within the long list of projects identified as part of the development of this LCWWIP:

- Bromyard to Leominster Greenway
- Ledbury to Hereford Greenway
- Ross-on-Wye to Hereford Greenwa

Each greenway has been incorporated into the long list of projects as identified across the LCWWIP.



Map 62 Greenways

Route Alignment: County

As mentioned on page 270, stakeholders were able to comment on proposed route alignments and identify if any changes are required, based on local knowledge and key amenities.

The following amendments to routes have been incorporated based on local knowledge:

Leominster to Luston

Stakeholders proposed extending the existing route alignment to include connections to Berrington Hall and Croft Castle. They highlighted that both destinations attract significant numbers of tourists throughout the year but currently lack accessible options for active travel.

Kingstone to Hereford

Stakeholders identified an alternative and logical route between Kingstone and Herford city centre. This would entail creating a new path to be provided from Belmont Abbey to connect to the existing shared use path near Abbey View. The alternative route would continue through Hunderton and along the River Wye to connect to the city centre. This alternative also avoids the challenging junction between Ruckhall Lane and A465.

Hereford to Withington

Stakeholders identified the desire to create an off-road cycle lane along Ledbury Road, providing onward connectivity to Bishop's School and St Mary's School, helping to establish stronger active travel links.

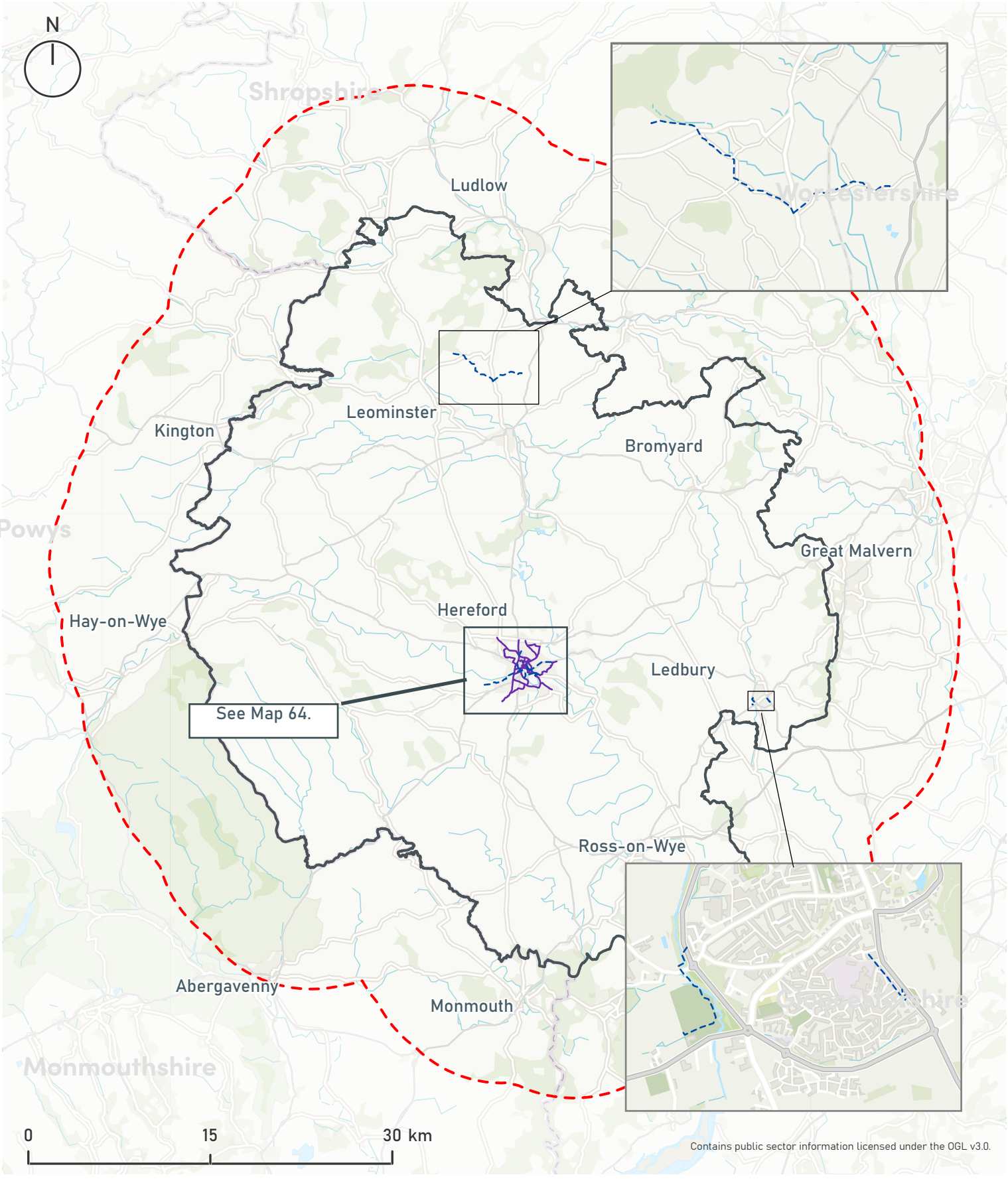
Ledbury Walking Zone

Stakeholders identified expanding the Core Walking Zone of Ledbury to recognise pedestrian connections to key destinations situated on the edge of the A49, most notably; Ledbury Football & Rugby Club and Ledbury Park.

LCWIP Study Area
Herefordshire Boundary
Consolidated Primary Routes for Public Engagement

Public Comments

Route Alignments



Map 63 Route alignment amendments: County

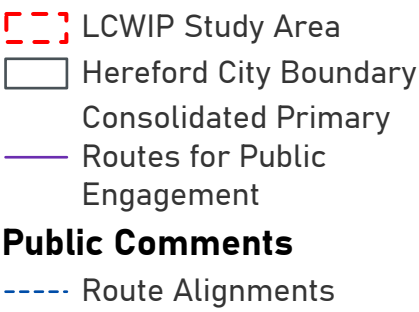
Route Alignment: City

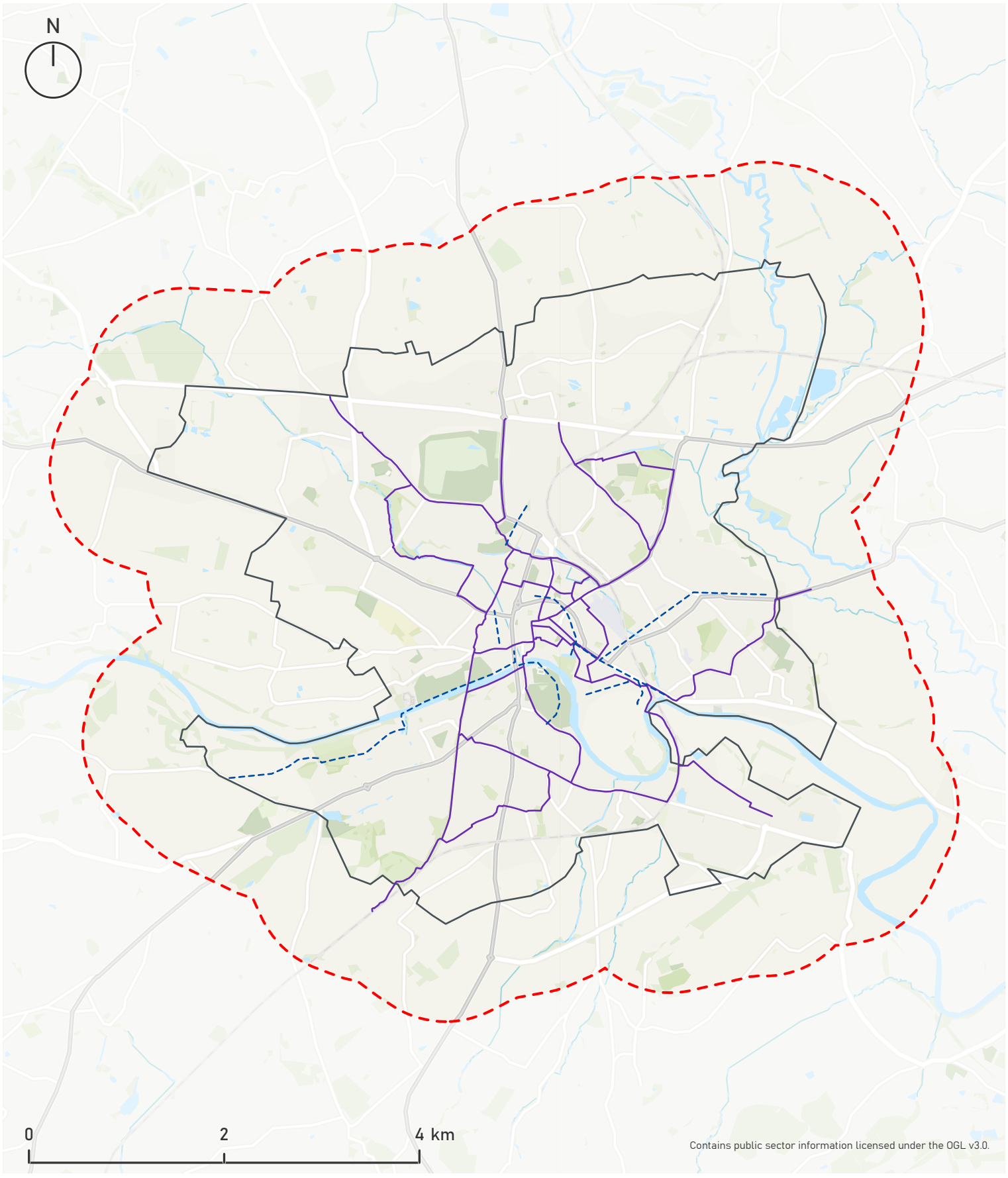
As mentioned on page 270, stakeholders were able to comment on proposed route alignments and identify if any changes are required, based on local knowledge and key amenities.

Hereford City Routes

Local knowledge from stakeholders identified several route alignment changes/considerations for the city centre. This included:

- Friars Street to be made bi-directional for cyclists
- Northerly continuation of the Great Western Way to link with Newtown Road and Burcott Road.
- Bartonsham Meadows Permissive Path
- Green Street, Bath Street, Blueschool Street to connect to the Ross-on-Wye and Credenhill routes.
- Bishops Meadow





Map 64 Route alignment amendments: City

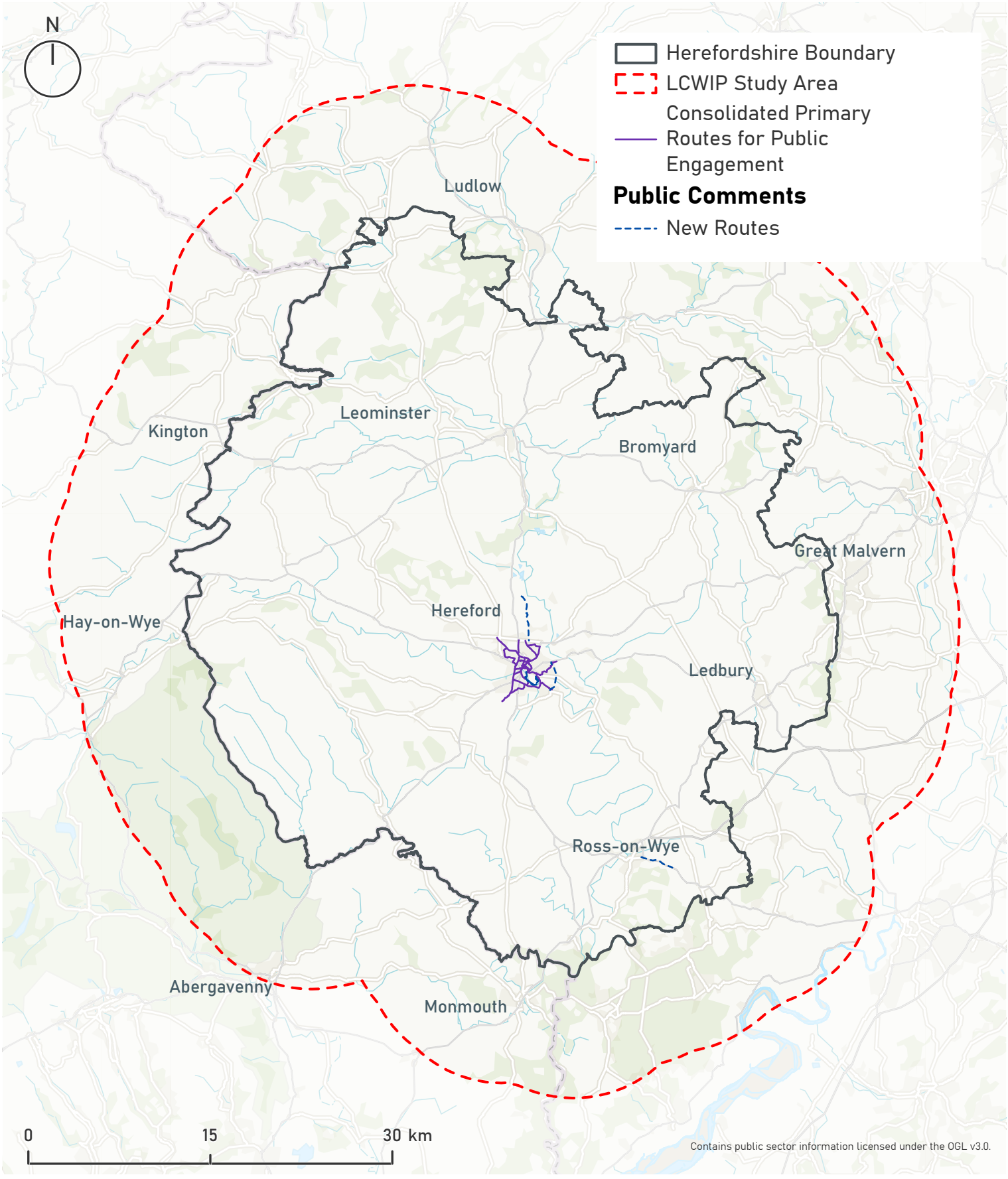
New Routes: County

As mentioned on page 270, stakeholders were also able to identify routes that they felt were missing from the proposed route alignments.

The following routes were drawn by stakeholders via the online mapping tool.

Ross-on-Wye to Weston under Penyard

Stakeholders noted that there is a footpath from the Model Farm entrance to Weston, which could potentially be widened to enable a shared use facility, removing the need for cyclist to use the highly trafficked and high speed A40.



Map 65 New routes identified through public consultation: County

New Routes: City

As mentioned on page 270, stakeholders were also able to identify routes that they felt were missing from the proposed route alignments.

The following routes were drawn by stakeholders via the online mapping tool.

Rotherwas to Tupsley

Stakeholders identified a route connecting Rotherwas Industrial Estate to the residential area of Tupsley, connected via. Holywell Gutter Lane and Hampton Dene Road as far as the Cock of Tupsley on the A438. A new pedestrian and cycle bridge would be required across the River Wye. This route would provide a north-south connection to the east of Hereford, where active travel connectivity is challenging given the severance of the A49.

Hereford to Moreton on Lugg

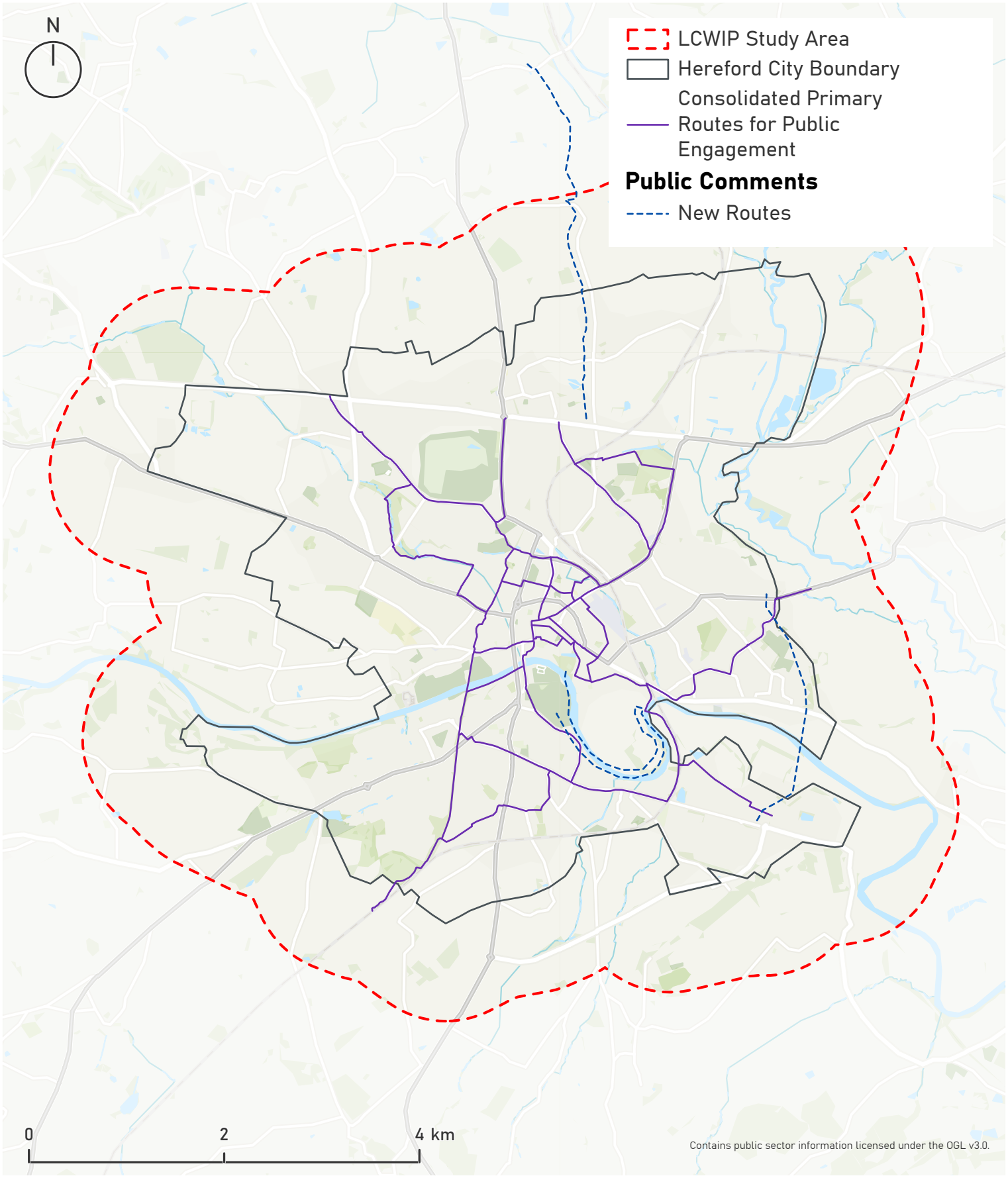
Moreton-on-Lugg is a major commuter village to the north of Hereford. The proposed new route would connect via quiet lanes, passing near Lower Lyde Farm and would require a new surfaced route from Church Road to Moreton-on-Lugg to provide a safe cycling and walking route.

Ross-on-Wye to Weston under Penyard

Stakeholders noted that there is a footpath from the Model Farm entrance to Weston, which could potentially be widened to enable a shared use facility, removing the need for cyclist to use the highly trafficked and high speed A40.

River Wye

Stakeholders expressed a desire to create a predominately leisure walking route around the River Wye. Noting investment would be required to repair paths and footbridge, the route is currently disused, but could provide an important leisure and tourist route for the city centre.



Map 66 New routes identified through public consultation: City

Individual Interventions: County

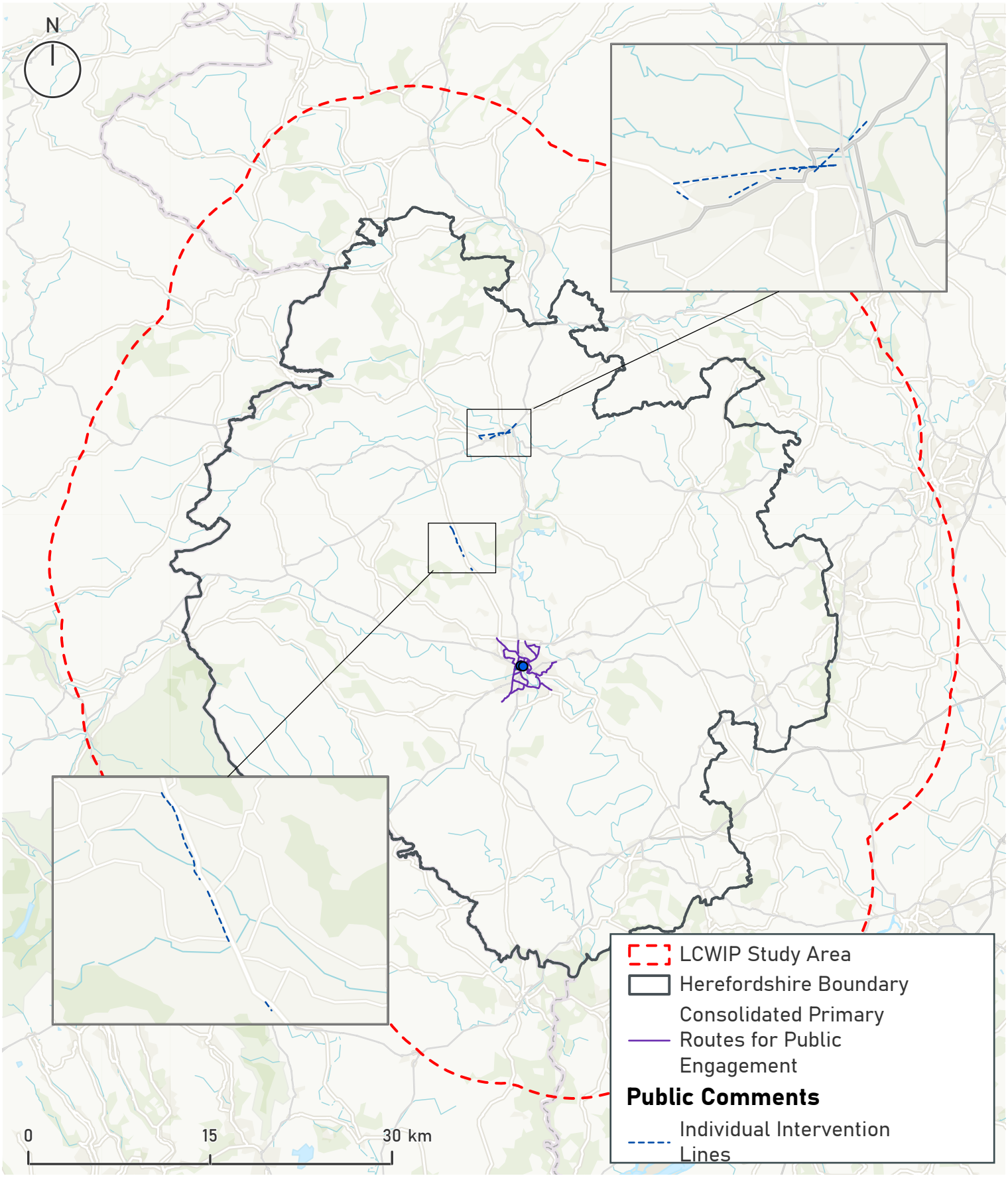
Stakeholders also identified key considerations that are required as part of the development of the LCWWIP. This included:

Canon Pyon

Stakeholders identified the desire to provide safe walking links along the A4110 to connect Canon Pyon Church of England Academy to the village centre.

Leominster

Stakeholders identified key issues for pedestrians and cyclists across the market town, highlighting the need to reduce the speed limit across the residential area to 20mph and improve the inadequate provision for cycling which is unusable and sometimes dangerous for most users.



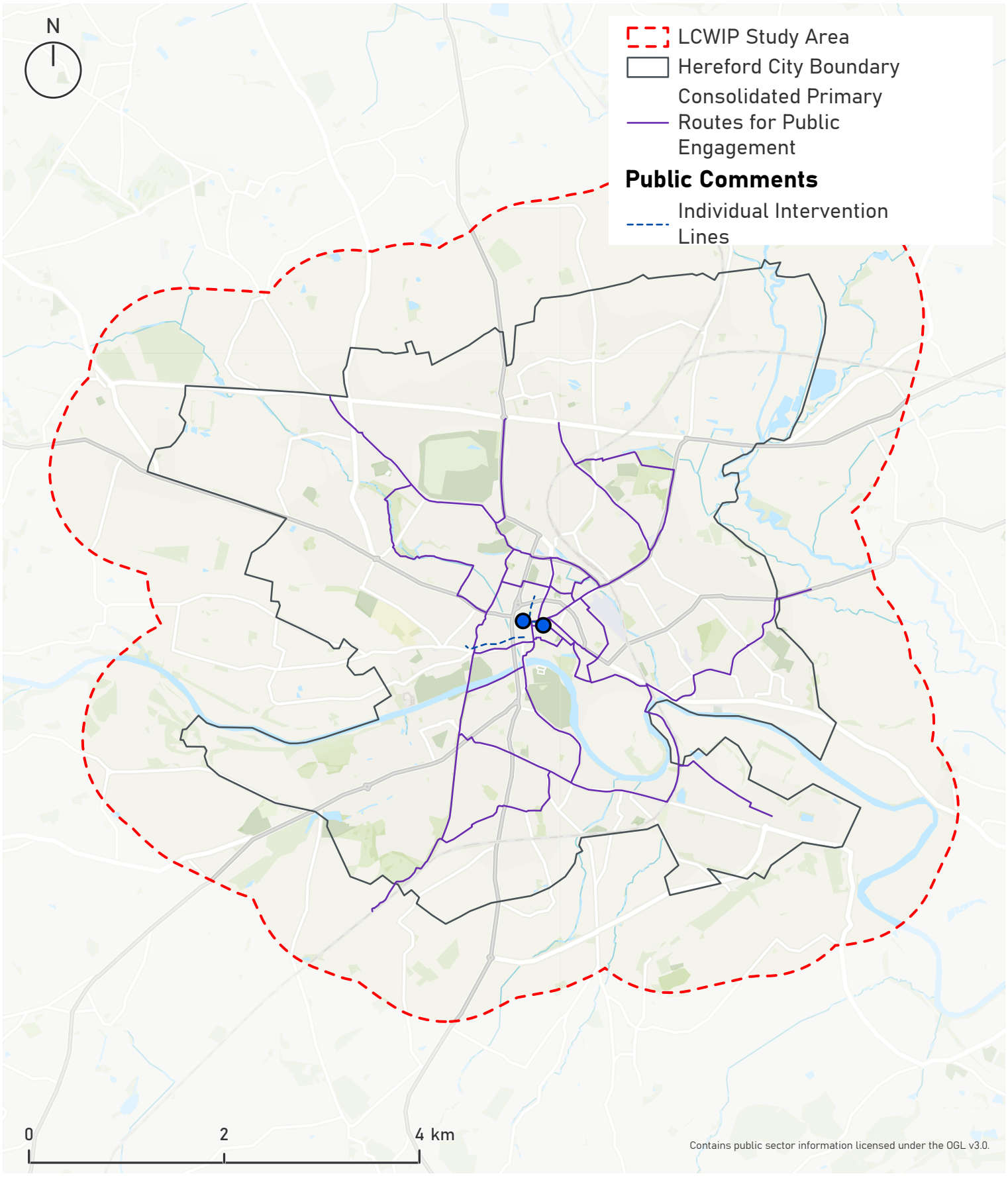
Map 67 Individual interventions identified through stakeholder engagement: County

Individual Interventions: City

Stakeholders also identified key considerations that are required as part of the development of the LCWWIP. This included:

City Centre

Stakeholders identified several changes required within the city centre to enable cycling as per the route alignments. Most notably, the need to allow bi-directional cycling along one way streets, helping to create improved permability acorss the city.



Map 68 Individual interventions identified through stakeholder engagement: City

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

Identifying projects

Defining future projects

Intervention

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

Project

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

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

Long List

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

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

List of future projects

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00001	City Links	Aylestone Hill to Venns Lane	- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)	NOT COSTED
00002	City Links	Aylestone Hill to College Road via. Aylestone Park	- Consider removal or redesign barriers into Aylestone Park to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap and cut back on vegetation - 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	317000
00003	Hereford to Credenhill Cycle Route	Tillington Road	- Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling	57000
00004	City Links	Aylestone Hill to Hereford City Link Road / Commercial Road junction	- Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)	NOT COSTED
00005	Complementary Packages	Safer Routes to School (levelling up fund)	-Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)	NOT COSTED
00006	Hereford to Credenhill Cycle Route	Yazor Brook to Grandstand Road	- Consider lighting to avoid sense of isolation when dark and improve perceived safety - Consider providing additional rest spots beside path	33000
00007	City Links	Holme Lacy Road to A49 Ross Road	- Align with ambitions and ongoing work being completed on Holme Lacy Road as per levelling up fund proposals (i.e. Improved cycle and pedestrian amenities along Holme Lacy Road	NOT COSTED
00008	City Links	A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)	- Consider signalised crossing over Walnut Tree Avenue away from its junctions to provide pedestrian access to Our Lady's Catholic Primary School	45000
00009	City Links	Plough Lane / Whitecross Road	- Consider signalised pedestrian crossing over Whitecross Road away from its junctions to provide pedestrian access to Plough Lane. - Investigate provision of a raised table across Plough Lane. - Consider tighten junction radii to improve walkability and reduce vehicle speeds when turning	120000
00010	City Links	Widemarsh Street / Hereford City Link Road	- Consider toucan crossing over Widemarsh Street / Hereford City Link Road upgrading current pedestrian only signal crossing. This would provide access for cyclists to connect to shared use path on northern side of Hereford City Link Road and improve walkabiltiy	70000
00011	City Links	Union Walk / St Guthlac Street, Turner Street to St Owen Street (A438).	- Set out an action plan for enabling contraflow cycling along Union Walk to allow for greater permeability of the cycle network and improve pedestrian/cycle connectivity to Hereford Bus Station	78000
00012	City Links	High Town, St Peter's Street to St Peter's Square junction	- Consider placemaking and additional cycle parking provision and planting/trees on High Town - Consider extending timeframe for cycling along High Town (currently between 4:30pm and 10:30am) to establish a pedestrian and cycle zone	1500000

Table 5 List of future projects in Herefordshire (1)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00013	Complementary Packages	Quiet Routes Package (levelling up fund)	- Enable routes for cycle traffic with minimal interaction with motor traffic (assumed to be achieved through Quiet Routes package as per levelling up fund programme) and pedestrian improvements	NOT COSTED
00014	Complementary Packages	Holme Lacy Road Cycle Improvements (levelling up fund)	- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)	NOT COSTED
00015	City Links	Hunderton Road / Belmont Road	- Consider signalised crossing for pedestrians to connect Great Western Way across Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road	250000
00016	Leominster	Northolme Road / Off-road connection to Golden Post Road.	- Consider appropriate lighting and surface improvements to provide smooth journey for cyclists - Consider straight ahead cycle priority crossing on raised table across Abbottsmead Road and pedestrian improvements	81000
00017	Kingstone to Hereford Cycle Route	Ruckhall Lane to Dorchester Way	- Explore extending off carriageway walking/ cycling route from Abby View East to Ruckhall Lane, connecting to shared use path through Belmont (subject to land ownership discussions)	238000
00018	Hereford to Credenhill Cycle Route	Yazor Brook / Yazor Road junction	- Consider additional crossing time at Toucan Crossing installed between Yazor Brook and Yazor Road - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic	5000
00019	City Links - Councillor Addition	Friars Street	- Set out an action plan for enabling contraflow cycling along Friars Street to improve connectivity and provide greater permeability of the cycle network and pedestrian improvements	33000
00020	City Links	Hunderton Road to Great Western Way	- Remove or redesign barriers on Pembridge Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way - Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii	20000
00021	City Links	Widemarsh Street to New Market Street / Blue School Street (A438)	- Upgrade zebra crossing over Widemarsh Street outside St Thomas Cantilupe Street to signalised pedestrian crossing. - Investigate provision of a raised table crossing across side roads. Consider tighten junction radii / continuous crossing treatments	76000
00022	City Links	Ross Road / Holme Lacy Road / Walnut Tree Avenue	- Set out an action plan to improve this junction to enable multimodal movement, matching those being developed for Holme Lacy Road	1000000
00023	City Links	Venns Lane to Venns Lane/ Aylestone Hill junction	Package of measures along Venns Lane: - Increase frequency of crossings for pedestrians (likely to be x2 zebras) - 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	437000
00024	City Links	Grove Road / Green Street	- Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling	137000
00025	City Links	Great Western Way, Canonmoor Street to Edgar Street	- Consider removal or redesign barriers to ensure the connection onto GWW from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap	2000
00026	City Links	Great Western Way, Whitecross Road to Plough Lane / Yazor Brook link via. Shared Use Facility	- Widen existing shared use path along Whitecross Road and Plough Lane to improve the level of service for pedestrians and cycle traffic. Extend shared use path along Plough Lane to connect to Heineken and Yazor Brook	138000

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00027	City Links	Roman Road / Holmer Road junction to Holmer Road / Newtown Road junction	- 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. '- Improve crossing provision across A49 from Holmer Road to connect to Grandstand Road.	101000
00028	Hereford to Credenhill Cycle Route	The Co-Operative Food / Three Elms Road	- Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative	70000
00029	City Links	Venns Lane / Aylestone Hill (A465)	- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)	NOT COSTED
00030	City Links	A465 / Folly Lane	-Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)	NOT COSTED
00031	City Links	Walnut Tree Avenue / A465 Belmont Road	- 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 GWW.	81000
00032	Hereford to Credenhill Cycle Route	A4103 to A480	- 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	344000
00033	City Links	A465 City Link Road to Widemarsh Street	- 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	192000
00034	City Links	A465 to A49 Edgar Street	- 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	41000
00035	City Links	Great Western Way, Barton Road to A49 Victoria Street	- Investigate provision of raised table crossings of Broomy Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments	78000
00036	City Links	Monkmoor Street, Canal Road to Station Approach	- Set out an action plan for enabling contraflow cycling along Monkmoor Street - Consider signalised pedestrian crossing over Commercial Road to provide access onto Monkmoor Street	245000
00037	Ross-on-Wye to Hereford	B4224 Fownhope / Wallflower Row / Eign Road	- Investigate placemaking and consider appropriate surface treatments, centre line removal and footway widening to improve walkability and cycle accessibility	3472000
00038	Leominster to Kingsland	Rainbow Street / A44 New Street / Green Lane	- Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane	72000
00039	City Links	Grandstand Road / Highmore Street / Sidney Box Drive	- 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 - Investigate provision of a Raised table crossing across Highmoor Street.	95000
00040	City Links	Edgar Street / Blackfriars 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	120000
00041	City Links	Grove Road / St Owen's Street junction	- Investigate provision of Raised table crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments	50000

Table 6 List of future projects in Herefordshire (2)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00042	City Links	East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street	- 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	184000
00043	City Links	Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction	- 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	90000
00044	City Links	Outfall Works Road to Holme Lacy Road / The Straight Mile junction	- Consider appropriate lighting along Outfall Works Road & Canary Bridge	107000
00045	City Links	King George V Playing Fields to St Martin's Street	- 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	154000
00046	City Links	Eign Street / Grimmer Road / Whitecross Road	- Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49	10000
00047	City Links	Venns Lane / College Road	- Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability	40000
00048	City Links	Edgar Street / A465 / Prior Street	- Consider implementing a wider toucan crossing and improve access onto Prior Street	70000
00049	City Links	College Road to Venns Lane	- Consider reducing speed through and on the approach to junction through traffic calming features -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	71000
00050	City Links	Edgar Street, Blackfriars Street, Widemarsh Street, Coningsby Street to Canal Road	- Consider upgrading uncontrolled crossing to signalised crossing across Blackfriars Street to support pedestrian safety. - Explore traffic calming features to enhance cyclist safety on carriageway	85000
00051	City Links	St Martin's Street / Gwynne Street	- 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	328000
00052	City Links	Golden Post Road, Villa Street	-Provide dedicated pedestrian space to access onto Great Western Way	278000
00053	City Links	Villa Street / River route connecting to St Martin's Street	- Widen exiting shared use path to improve the level of service for pedestrians and cycle traffic	226000
00054	Ross-on-Wye Investment Plan	Ross on Wye Urban Area	- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)	500000

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00055	City Links	Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via. Westfields Football Club	- Align proposals with new development access from Chave Court Close, seeking to reduce traffic levels along Grandstand Road and potential upgrades along off-highway route through Westfields, connecting towards Heineken for pedestrians and cyclists	112000
00056	Ledbury Transport Strategy	Ledbury Urban Area	Package B as outlined within Ledbury Transport Strategy. This includes: - 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	500000
00057	Ledbury Transport Strategy	Ledbury Urban Area	Package C as outlined within Ledbury Transport Strategy. This includes: - Town Trail refurbishment, resurfacing and widening where appropriate	242000
00058	Ledbury Area Wide Improvements	Ledbury Urban Area	Area-wide pedestrian improvements across the town to enhance walking. This includes: - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles entering Ledbury (e.g. Ledbury Railway Station) - Consider frequency of controlled pedestrian crossings (e.g. along The Homend) - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points	500000
00059	Bromyard Area Wide Improvements	Bromyard Urban Area	Area-wide pedestrian improvements across the town to enhance walking. This includes: - Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas - 'Gateway Features' designed to slow down motor vehicles - Consider frequency of controlled pedestrian crossings - Consider continuous crossings, providing priority for pedestrians - Benches across the town to provide suitable resting spots - Dropped kerbs and tactile paving package to create inclusive, accessible crossing points	500000
00060	Kington Area Wide Improvements	Kington Urban Area	Area-wide pedestrian improvements across the town to enhance walking. This includes: - 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	500000

Table 7 List of future projects in Herefordshire (3)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00061	Leominster Area Wide Improvements	Leominster Urban Area	Area-wide pedestrian improvements across the town to enhance walking. This includes: - 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	500000
00062	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	Package C as outlined within Ross on Wye Movement Study: - 20mph zones: Implementation including around schools and in the town centre	86000
00063	Ross-on-Wye Area Wide Improvements	Ross-on-Wye Urban Area	Area-wide pedestrian improvements across the town to enhance walking. This includes: - 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	500000
00064	Ross-on-Wye to Hereford	Brampton Road	- Consider traffic calming feature such as build-outs, road humps, chicanes and planters along Brampton Road to create slower speed environment - Consider additional signalised crossing point(s) across Brampton Road - Investigate provision of Raised table crossings across side roads along Brampton Road. Consider tighten junction radii / continuous crossing treatments	150000
00065	City Links	Grandstand Road / Yazor Road	- Junction redesign, introducing signalised junction with Advanced Stop Lines for cyclists	250000
00066	City Links	Commercial Road / Union Walk	Reduce junction radii on Union Walk	25000
00067	City Links	Commercial Road / Monkmoor Street	- Consider improvements to pedestrian expereince through junction tightening and footway improvements.	25000
00068	City Links	Newtown Road (A49) / Edgar Street/ Farriers Way	- Consider reducing traffic speeds and reduce lane width so that other traffic cyclists can safely share the single lane entries, exits and circulatory carriageway position	500000
00069	Hereford to Credenhill Cycle Route	A480, Station Road	- Consider widening shared use path along full extent of A480 from Roundabout to avoid cycling in carriageway, potentially through investigating “behind the hedge” routes - 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	1289000
00070	City Links	Commercial Road to Bath Street	- 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	84000

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00071	Hereford to Withington	Ledbury Road (From Hampton Dene Road to Lumber Lane)	- 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	500000
00072	City Links	Edgar Street / Canonmoor Street	- Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling	1000
00073	City Links	A49 Victoria Street, St Nicholas Street to King Street/Broad Street junction	- Improve pedestrian connectivity through continuous crossings across Berrington Street	30000
00074	City Links	Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road	- 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	150000
00075	Leominster to Kingsland	Cranes Lane to Milers Close via. Kenwater	- 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	763000
00076	City Links	Blue School Street / Widemarsh Street	- Align changes with ongoing design development of corridor improvements along Blue School Street (enabled by levelling up funding) Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major changes along this corridor and at its junctions - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements - Remove right-turn slip lane; introduce controlled crossing for pedestrians	1000000
00077	City Links	Holme Lacy Road / Hinton Road junction to Hinton Road / King George V Playing Fields	Package of measures along Holme Lacy Road, aligning with levelling up fund programme: - Consider centre line removal to reduce traffic speeds along Hinton Road - Consider tightening roundabout of Hinton Road / Peregrine Close to facilitate cyclist movements - Consider appropriate parking management measures e.g. pavement parking - Investigate redesign of Hinton Road / Hinton Crescent roundabout to signalised T-junction (subject to traffic flows) - Consider appropriate surfacing treatments to provide easy access from carriageway onto shared-use path through King George V Playing Fields	NOT COSTED
00078	Kington Transport Study (In Development)	Kington Urban Area	- Implement recommendations outlined within Kington Transport Study	500000
00079	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	- Package E as outlined within Ross on Wye Movement Study: Address traffic flow and pedestrian safety on Copse Cross Street	500000
00080	City Links	Commercial Road / Hereford City Link Road / Aylestone Hill	- Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians	500000

Table 8 List of future projects in Herefordshire (4)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00081	City Links	Blue School Street / Commercial Road / Commercial Street / Union Street	- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 - Introduce controlled pedestrian crossings on all arms of junction - Narrow Blue School Street to two motor traffic lanes in both directions; take a long-term view and consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - Coordinate changes on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans	1000000
00082	Hereford to Credenhill Cycle Route	A4103 / A480 Roundabout	- Introduce signal control to the roundabout, with protected space or other suitable facilities for cycling and pedestrian improvements	2000000
00084	City Links	Widemarsh Street (from New Market Street), High Street to West Street/East Street junction	- Set out an action plan for enabling contraflow cycling along Broad Street.	34000
00085	City Links	St Peter's Square, St Owen Street to junction with Green Street / A438 Junction	- 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	150000
00086	City Links	Nelson Street, Green Lane, Halford Street, Park Street, Crozen Lane to Outfall Works Road Junction.	- 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	150000
00087	City Links	Priory Place to Newtown Road / Holmer Road junction	- 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	150000
00088	City Links	Newtown Road (A49), Holmer Road (A49) and Priory Place junction	- Consider major redesign of junction to provide segregated space for cyclists	2000000
00089	City Links	Hampton Dene Road / Ledbury Road (A438) junction	- Implement signalised pedestrian crossing over Ledbury Road to improve pedestrian connectivity	45000
00090	Kingstone to Hereford Cycle Route	Ruckhall Lane to Belmont Pool	- Junction improvement from Ruckhall Lane & A465. Implement signalised toucan crossing and shared use path along A465 to connect to Belmont Pool	500000
00091	City Links	Edgar Street / Victoria Street / Portland Street / A438	- Consider a long-term plan for a major redesign of this junction to enable growth in walking, wheeling and cycling	2000000
00092	Ledbury Market Town Investment Plan	Ledbury Urban Area	- Recommendations outlined within Ledbury Market Town Investment Plan	500000
00093	Bromyard Traffic Management Study	Bromyard Urban Area	- Recommendations outlined within Bromyard Traffic Management Study	500000
00094	Leominster to Kingsland	Milers Close to Lugg Green Road (via. Eyton)	- Traffic calming features e.g. warning signs - Implement appropriate lighting - Public realm improvements (Gateway Features) to signify entrance to Kingsland	619000

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00095	Leominster to Luston	Milers Close to Luston (Eye Lane)	- Traffic calming features to provide priority for cyclists - Public realm improvements (Gateway Features) to signify entrance to Luston	65000
00096	City Links	A49 Victoria Street / St Nicholas Street / Barton Road	- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through traffic on the A49. Protect signalised movements for cycle traffic prioritising east-west movements - Introduce controlled pedestrian crossings on all arms of junction; tighten junction radii at junction where reasonable to increase level of service for pedestrians - Remove left turn slip lane	1000000
00097	City Links	A49 Victoria Street / A438 Eign Street / Bewell Street	- Remove pedestrian underpass on A49 - Investigate providing at-grade crossings to replace underpass	200000
00098	City Links - Councillor Addition	Off-road Widemarsh Brook rail line	- 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	239000
00099	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	- Package A - New pedestrian crossings in the town (Hildersley, Archenfield Road and Wilton Road) 3 crossings	135000
00100	Ross-on-Wye to Hereford	Brampton Road to Common Hill Lane	- Consider implementing closely spaced (100mm) threaded rod bars for cattle grids	90000
00101	Ledbury Transport Strategy	Ledbury Urban Area	- Recommendations outlined within Ledbury Transport Study package A: Widening narrow footbridge on Town Trail over Orchard Lane	100000
00102	Bromyard Market Town Investment Plans	Bromyard Urban Area	- Recommendations outlined within Market Town Investment Plan, notably Bromyard Greenway restoration	NOT COSTED
00103	Kington Economic Investment Plan	Kington Urban Area	- Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)	500000
00104	Leominster Market Town Investment Plans	Leominster Urban Area	- Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub & Greenway Development)	NOT COSTED
00105	Ross-on-Wye Investment Plan	Ross-on-Wye Urban Area	- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brampton & Sellack Cycleway/Cycle network development)	NOT COSTED
00106	Kingstone to Hereford Cycle Route	Kingstone to Ruckhall Lane	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhall Lane	1010000
00107	City Links - Councillor Addition	B4399 Straight Mile roundabout to Hampton Dene Road via. Holywell Gutter Lane	- 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 Gutter Road	299000
00108	Hereford to Withington	St Peters Field	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along road linking into Withington	29000
00109	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	- Recommendations outlined within Ross on Wye Movement Study: Package B New A449 crossing to enhance connectivity north of the town	120000
00110	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	- 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	508000
00111	Leominster to Luston (Councillor Addition)	Eye Lane to Berrington Hall	- Traffic calming features to provide priority for cyclists	52000
00112	Hereford to Credenhill Cycle Route	Bridleway from Station Road to Roman Road	- Implement smooth surfacing along Bridleway to provide a sealed surface to enable cycling to take place all-year round - Implement appropriate lighting	543000

Table 9 List of future projects in Herefordshire (5)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00113	Slow Ways	Hereford to Ross on Wye Slow Way Route (2)	Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	9023000
00114	Slow Ways	Hereford to Ledbury Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	9138000
00115	Slow Ways	Leominster to Bromyard Slow Way Route (4)	Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	7951000
00116	Hereford to Withington	Lumber Lane to A4103 Junction	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Lumber Lane	313000
00117	City Links - Councillor Addition	River Wye	- Consider repairs along route for improved walkability and cycle accessibility - Tie in with Project Wyeside to help make it safer and more accessible for people walking, wheeling and cycling. This includes creating a ramp leading onto the GWW to connect the south and northside pathways.	2078000
00118	Slow Ways	Hereford to Leominster Slow Way Route (4)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	9569000
00119	Bromyard to Leominster Greenway Feasibility Study	Worcester, Bromyard, Leominster	- Implement the Worcester, Bromyard, Leominster Greenway, converting the historic rail line between Bromyard and Leominster to a new multi-use track, or 'greenway'	10016000
00120	Golden Valley Greenway Implementation	Pontrilas to Hay-on-Wye	- Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontrilas rail line into a new active travel route or 'greenway'	8571000
00121	Slow Ways	Hereford to Bromyard Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	8446000
00122	Slow Ways	Bromyard to Ledbury Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	7939000
00123	Hereford to Withington	A4103 Junction	- Consider incorporating cycle movement across junction to Withington via. Dedicated cycle signs or cycle priority. - Highway maintenance of existing modal filter positioned on Ramblers Court	500000
00124	City Links - Councillor Addition	Bartonsham Meadows Permissive Path	- Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all	149000
00125	Hay-on-Wye to Hereford Greenway Feasibility Study	Hay-on-Wye to Hereford	- Implement the Hay-on-Wye to Hereford Greenway, converting the historic Hereford to Hay-on-Wye rail line to a new multi-use track, or 'greenway'	9245000
00126	City Links	Great Western Way	- Resurfacing of route where required	340000

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00127	Slow Ways	Hereford to Ewyas Harold Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00128	Slow Ways	Hereford to Orcop Hill Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00129	Slow Ways	Kington to Leominster Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00130	Slow Ways	Weobley to Leominster Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00131	Slow Ways	Leominster to Tenbury Wells Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00132	Slow Ways	Leominster to Ludlow Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00133	Slow Ways	Hundred House to Kington Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00134	Slow Ways	Orcop Hill to Ross on Wye Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00135	Slow Ways	Ross on Wye to Ledbury Slow Way Route (4)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00136	Slow Ways	Ross on Wye to Newent Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED

Table 10 List of future projects in Herefordshire (6)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00137	Slow Ways	Bromyard to Knightwick Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00138	Slow Ways	Hereford to Peterchurch Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00139	Slow Ways	Hereford to Weobley Slow Way Route (3)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00140	Slow Ways	Wigmore to Leominster Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00141	Slow Ways	Hay-on-Wye to Kington Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00142	Slow Ways	Kington to Presteigne Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00143	Slow Ways	Kington to Weobley Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00144	Slow Ways	Kington to Wigmore Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00145	Slow Ways	Llandrindod Wells to Kington Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00146	Slow Ways	Coleford to Ross on Wye Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00147	Slow Ways	Monmouth to Ross on Wye Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00148	Slow Ways	Ross on Wye to Mitcheldean Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00149	Slow Ways	Skenfrith to Ross on Wye Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00150	Slow Ways	Ledbury to Malvern Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00151	Slow Ways	Ledbury to Newent Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00152	Slow Ways	Ledbury to Staunton Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00153	Slow Ways	Ledbury to Upton upon Severn Slow Way Route (3)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00154	Slow Ways	Bromyard to Clifton upon Teme Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00155	Slow Ways	Bromyard to Malvern Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00156	Slow Ways	Tenbury Wells to Bromyard Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED

Table 11 List of future projects in Herefordshire (7)

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00157	Slow Ways	Hay-on-Wye to Peterchurch Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives	NOT COSTED
00158	Slow Ways	Hay-on-Wye to Weobley Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00159	Slow Ways	Peterchurch to Weobley Slow Way Route	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00160	Slow Ways	Skenfrith to Orcop Hill Slow Way Route (1)	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00161	Moreton on Lugg to Hereford City - Councillor Addition	Moreton on Lugg to Hereford City via. Quietway	- Route avoids dangerous roads. There is one section between the Moreton sewage works and Lower Lyde Farm that crosses an arable field that is not fit for cycling at the moment. Resurfacing and quiet lane principles required.	942000
00162	Parish Councillor Additions	A4110 - Bush Inn	- To Link CP9/Wyche Way LD Path to Bush Inn. Allow safe circular walking route for residents. Footway creation.	NOT COSTED
00163	Parish Councillor Additions	A4110 - Bush Bank Service Station to Canon Pyon Primary School	- Provide safe walking links to allow circular routes connecting CP9, CP10, CP11 and CP30. Footway creation.	NOT COSTED
00164	Parish Councillor Additions	A4110 - Canon Pyon Primary School to Tennis Court	Create safe circular route linking U93401 with CP16, as well as safe walking route connecting Village School with the village of Canon Pyon. Footway creation.	NOT COSTED
00165	Parish Councillor Additions	A4110 / Wellington Lane	- Provide safe circular route linking U93413 with CP1. Footway creation.	NOT COSTED
00166	Parish Councillor Additions	Ross-on-Wye to Weston under Penyard	- There is a footpath from the Model Farm entrance to Weston. If this could be widened to make it dual use, that would remove the need for cyclist to use the very dangerous A40. Conversion of footpath to shared use facility.	540000
00167	Parish Councillor Additions	Ginhall Lane	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ginhall Lane	155000
00168	Slow Ways	Peterchurch to Ewyas Harold (2)	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00169	Slow Ways	Wigmore to Ludlow (2)	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	NOT COSTED

ID	Route #	Alignment	Summary of design recommendations	Budget (£)
00170	Slow Ways	Bromyard to Kinghtwick	Mixture of on-road and off-carriageway improvements for walking route. Recommendations include: - Highway maintenance, providing a smooth, sealed surface and lighting / vegetation maintenance - Improved wayfinding and signage	NOT COSTED
00171	Hereford to Credenhill	Grandstand Road from Sandown Drive to Sidney Box Drive	Consider light segregation along Grandstand Road through the use of wands to physically separate cyclists from motor traffic.	184000
00172	City Links	Penhaligion Way to Westfields Football Club	Additional wayfinding and signage along route to provide greater connectivity to existing cycle infrastructure e.g. Great Western Way	4000
00173	City Links	Old School Lane	Minor resurfacing of Old School Lane to provide smoother journey for cycliing on carriageway. Extend 20mph speed limit to junction with Roman Road.	2000
00174	City Links	Commercial Road to Union Walk	- Consider priority to pedestrians across side roads through raised table crossings - Review car parking along Commercial Road, exploring opportunities for rationalisation - Tie into Aylestone Hill levelling up fund Proposals	34000
00175	City Links	Commercial Street from Bath Street to St Petrers Street	- Allow contraflow cycling on entry from Bath Street onto Commercial Street.	22000
00176	City Links	St Owen Street from Turner Street to Green Street	Consider light segregation through the use of wands to physically separate cyclists from motor traffic. Consider footway management measures to reduce pavement parking.	38000
00177	City Links	Skylon View	Consider additional signage and wayfinding along Skylon View to provide onward connectivity to existing infrastructure e.g. Holme Lacy Road.	60000
00178	City Links	Belmont Pool to Treago Grove	Remove kissing gates along Belmont Pool shared use path to provide greater connectivity for cyclists	1000

Table 12 List of future projects in Herefordshire (8)

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

Prioritising projects

Why prioritise projects?

Overview of proposed approach

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

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

A schedule of proposed interventions and projects was shown in Table 5 on page 294 in the context of relevant local, regional and national policies and outcomes. This was undertaken in line with national guidance.

This emerging list of prioritised interventions and projects should be treated as 'live'. Our recommendations for prioritising projects are intended to be dynamic over the lifespan of the LCWWIP, as circumstances change, and more information becomes available. We recommend that Herefordshire Council periodically revisit the list of interventions/projects, and their prioritisation, to review progress, identify additional schemes if necessary or re-prioritise projects based on new information (for example, new funding sources).

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

'Rural' projects in market towns and other areas: Creating a framework to identify and prioritise projects beyond Hereford is essential due to the significant demand disparity between Hereford and rural areas. Failing to consider this difference could skew prioritisation, neglecting rural routes in favour of high-demand routes within the city. A dedicated list for rural projects helps mitigate this bias, ensuring that improvements across the county are recognised.

'Urban' projects in and around the city of Hereford: A framework to prioritise interventions within Hereford. A dedicated list for Hereford interventions helps to target funding opportunities for the city whilst making sure rural interventions are still recognised.

The prioritisation factors used for each list of projects is summarised on the following pages. Further detail on each of the prioritisation factors, including scoring criteria, is provided in the subsequent sections of this chapter.

Prioritisation factors

Factor	Explanation	Rural?	Urban?
Demand	Meeting or exceeding propensity to walk, wheel and cycle	■	■
Timescales	Speed of delivery on the ground	■	■
Complexity	Design 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 13 Prioritisation factors

Factors to help prioritise - Urban & Rural

Demand	This factor has been included in the prioritisation to ensure that LCWWIP-led active travel demand is factored into the prioritisation. Projects with a higher level of demand identified through the LCWWIP analysis are scored more highly for this factor. 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.	High (3): The project demonstrates a relatively high level of identified demand, for different trip types (commuting, leisure and everyday trips) Medium (2): The project demonstrates a medium level of identified demand for different trip types; the project is likely to enable fewer types of trips (e.g. high demand for commuting but lower demand for leisure trips or everyday trips) Low (1): The project demonstrates a medium or lower level of identified demand; the project is likely to enable substantially fewer types of trips (e.g. medium demand for commuting and lower demand for leisure trips or everyday trips)
Timescale	This factor recommends a timescale for delivery. It would generally be correlated to design complexity of interventions needed to enable walking, wheeling or cycling. For example, a less complicated scheme with low levels of complexity would generally be considered to have short-timescales for its delivery.	High (3) – High level of certainty that project could be progressed within the next 1-2 years. Medium (2) – Reasonable level of certainty that project could be progressed within the next 2-5 years, however there is likely to be some complexity Low (1) – Projects requiring extensive planning, coordination and resources which result in longer-term implementation timescales exceeding 10 years. None (0) – Project cannot be delivered within these timescales.

Complexity

Complexity is a qualitative measure of the level of uncertainty in project delivery on the ground.

For identified interventions / projects, there will be qualitative differences in the scale of challenges, obstacles, and constraints regarding their design and delivery (e.g. political support; availability of funding; ecological risk; design constraints).

This factor considers the relative complexity of interventions / projects.

High (3): Projects that have a low level of design complexity and a low level of uncertainty in terms of its design, cost and deliverability

Medium (2): Projects that have a medium level of design complexity and medium level of uncertainty in terms of design, cost and deliverability

Low (1): Projects that have a higher level of design complexity or higher level of uncertainty in terms of their design, cost and deliverability

Budget allowance

High-level budget allowances havee been developed for identified projects.

Projects with higher budget allowances will generally include more expensive, complicated interventions; projects with lower budget allowances will generally include cheaper, less complicated interventions.

High (3): Projects that are less complicated and/or likely to require a lower budget

Medium (2): Projects that are likely to require a medium-level budget

Low (1): Projects that are more complicated and/or likely to require a higher budget

Factors to help prioritise - Urban & Rural

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

Factors to help prioritise - Urban

Proximity to development site	It is important that the LCWWIP network provides new connections or improves existing connections to new development sites in the district and borough. It is also recognised that s106 is currently a main source of future funding across the county. This factor therefore scores projects based on whether they improve access by walking, wheeling and cycling to, from or through new development sites.	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. 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. Low Proximity (1): The project is not located close to a new development site.
Alignment with existing active travel infrastructure or third-party projects	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. 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.	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 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 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

Factors to help prioritise - Rural

Integration with existing public rights of way	"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. 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.	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. Medium (2): Projects face manageable challenges and obstacles related to; current low usage of public right of way, ecological concerns or design challenges. 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.
Integration with Market Town Investment Plans	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.	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. Medium (2): Projects moderately align with the vision and objectives of the market town. Low (1): The project does not integrate or align with the Market Town Investment Plan.
Multi-Modal Integration	This is an assessment of how well the routes connect with other modes of transport across rural areas. This is important given the considerable distances required in rural areas, meaning walking and cycling considerable distances is not necessarily feasible. This factor would seek to take this into account by understanding the connections with bus, rail, park & ride and horse riding, ensuring that routes provide a seamless journey.	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. 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. 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.

Prioritised list of projects in the city of Hereford

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
1	1	Aylestone Hill to College Road via. Aylestone Park				
2	1	Aylestone Hill to Venns Lane		✓	✓	
3	3	Aylestone Hill to Hereford City Link Road / Commercial Road junction	✓	✓	✓	
4	3	Tillington Road	✓	✓	✓	
5	3	Yazor Brook to Grandstand Road		✓	✓	
6	3	Safer Routes to School (levelling up fund)				
7	7	A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)		✓		✓
8	7	High Town, St Peter's Street to St Peter's Square junction				
9	7	Holme Lacy Road to A49 Ross Road	✓	✓	✓	✓

Table 14 List of prioritised projects in the city of Hereford (1)

Summary of design recommendations
- Consider removal or redesign barriers into Aylestone Park to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap and cut back on vegetation - Consider recommendations along A465 Aylestone Hill as per levelling up fund programme (Continuation of cycle track into Aylestone Park). - Consider lighting along route through Aylestone Park
- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)
- Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)
- Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling
- Consider lighting to avoid sense of isolation when dark and improve perceived safety - Consider providing additional rest spots beside path
-Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)
- Consider signalised crossing on Walnut Tree Avenue to provide pedestrian access to Our Lady's Catholic Primary School
- Consider placemaking and additional cycle parking provision and planting/trees on High Town - Consider extending timeframe for cycling along High Town (currently between 4:30pm and 10:30am) to establish a pedestrian and cycle zone
- Align with ambitions and ongoing work being completed on Holme Lacy Road as per levelling up fund proposals (i.e. Improved cycle and pedestrian amenities along Holme Lacy Road

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
10	7	Plough Lane / Whitecross Road		✓	✓	✓
11	7	Union Walk / St Guthlac Street, Turner Street to St Owen Street (A438).	✓	✓	✓	✓
12	7	Widemarsh Street / Hereford City Link Road	✓			✓
13	7	Quiet Routes Package (levelling up fund)				
14	7	Holme Lacy Road Cycle Improvements (levelling up fund)				
15	15	Friars Street				
16	15	Hunderton Road / Belmont Road	✓			✓
17	15	Northolme Road / Off-road connection to Golden Post Road.		✓	✓	
18	15	Yazor Brook / Yazor Road junction		✓	✓	
19	20	A465 / Folly Lane	✓	✓	✓	
20	20	A465 City Link Road to Widemarsh Street	✓	✓	✓	
21	20	A465 to A49 Edgar Street	✓		✓	

Table 15 List of prioritised projects in the city of Hereford (2)

Summary of design recommendations
- Consider pedestrian signal crossing across Whitecross Road - Investigate provision of a raised crossing across Plough Lane. Consider tighten junction radii to improve walkability and reduce vehicle speeds when turning
- Set out an action plan for enabling contraflow cycling along Union Walk to allow for greater permeability of the cycle network and improve pedestrian/cycle connectivity to Hereford Bus Station
- Consider toucan crossing on Widemarsh Street / Hereford City Link Road upgrading current pedestrian only signal crossing. This would provide access for cyclists to connect to shared use path on northern side of Hereford City Link Road and improve walkabiltiy
- Enable routes for cycle traffic with minimal interaction with motor traffic (assumed to be achieved through Quiet Routes package as per levelling up fund programme) and pedestrian improvements
- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)
- Set out an action plan for enabling contraflow cycling along Friars Street to improve connectivity and provide greater permeability of the cycle network and pedestrian improvements
- Consider signalised crossing for pedestrians to connect Great Western Way via. Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road
- Consider appropriate lighting and surface improvements to provide smooth journey for cyclists - Consider straight ahead cycle priority crossing across Abbottsmead Road and pedestrian improvements
- Consider additional crossing time at Toucan Crossing installed between Yazor Brook and Yazor Road - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic
-Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)
- Consider extending shared use path along City Link Road on either side of the carriageway to improve walkability and cycle accessibility - Upgrade signalised crossing to Toucan Crossing to facilitate north-south movement across City Link Road
- Consider extending shared use path along City Link Road on either side of the carriageway improve cycle accessibility and walkability

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
22	20	Great Western Way, Barton Road to A49 Victoria Street	✓	✓	✓	✓
23	20	Great Western Way, Canonmoor Street to Edgar Street		✓	✓	✓
24	20	Great Western Way, Eign Street to Plough Lane / Yazor Brook link			✓	✓
25	20	Grove Road / Green Street		✓	✓	
26	20	Hunderton Road to Great Western Way	✓	✓	✓	✓
27	20	Roman Road / Holmer Road junction to Holmer Road / Newtown Road junction				
28	20	Ross Road / Holme Lacy Road / Walnut Tree Avenue	✓	✓	✓	✓
29	20	The Co-Operative Food / Three Elms Road				
30	20	Venns Lane / Aylestone Hill (A465)	✓	✓	✓	

Table 16 List of prioritised projects in the city of Hereford (3)

Summary of design recommendations
- Investigate provision of raised crossings of Broomy Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments
- Consider removal or redesign barriers to ensure the connection onto GWW from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap
- Widen existing shared use path to improve the level of service for pedestrians and cycle traffic. Extend shared use path to connect to Heineken and Yazor Brook
- Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling
- Remove or redesign barriers on Pembridge Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way - Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii
- Set out an action plan for enabling contraflow cycling along Holmer Road service road, providing linear route following the highly trafficked A49 to allow for greater permeability of the cycle network and pedestrian improvements
- Set out an action plan to improve this junction to enable multimodal movement, matching those being developed for Holme Lacy Road
- Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative
- Align changes with ongoing design development of corridor improvements along Aylestone Hill (enabled by levelling up funding)

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
31	20	Venns Lane to Venns Lane/ Aylestone Hill junction	✓	✓	✓	
32	20	Walnut Tree Avenue / A465 Belmont Road	✓			✓
33	20	Widemarsh Street to New Market Street / Blue School Street (A438)	✓	✓	✓	
34	36	Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction	✓			
35	36	College Road to Venns Lane	✓	✓	✓	
36	36	East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street		✓	✓	✓
37	36	Edgar Street / A465 / Prior Street	✓	✓	✓	✓
38	36	Edgar Street / Blackfriars Street	✓			✓
39	36	Edgar Street, Blackfriars Street, Widemarsh Street, Coningsby Street to Canal Road	✓	✓	✓	✓
40	36	Eign Street / Grimmer Road / Whitecross Road			✓	✓

Table 17 List of prioritised projects in the city of Hereford (4)

Summary of design recommendations
Package of measures along Venns Lane: - Increase frequency of crossings for pedestrians - Explore footway widening along route, particularly outside Primary School - Traffic calming features to provide priority for cyclists and pedestrians across side roads - Provide lighting along the route - Review car parking, exploring opportunities for formalisation and/or restrictions
- Consider upgrading uncontrolled crossing on Belmont Road to signalised crossing - Investigate provision of a raised crossing across Highmoor Street. Consider tighten junction radii / continuous crossing treatments
- Upgrade zebra crossing outside St Thomas Cantilupe Street to signalised pedestrian crossing - Investigate provision of a raised crossing across side roads. Consider tighten junction radii / continuous crossing treatments
- Consider upgrading zebra crossing on Broad Street to a cycle priority / parallel crossing. This would provide cycle access into Hereford Cathedral - Set out an action plan for enabling contraflow cycling on Broad Street / High Street to allow for greater permeability of the cycle network
- Consider reducing speed through and on the approach to junction through traffic calming features -Consider continuous footway or raised crossing across College Road onto Venns Lane. Consider tighten junction radii to slow vehicle turning speeds and reduce crossing distance to improve walkability
- Investigate provision of raised crossings across side roads from St Ethelbert Street and Cantilupe Street. Consider tighten junction radii / continuous crossing treatments - Set out an action plan for enabling contraflow cycling along East Street through enforcing access-only order for motor vehicles
- Consider a wider toucan crossing and improve access onto Prior Street
- Consider replacing stagger toucan crossing with a single stage crossing to access Edgar Street and Blackfriars Street shared use facility for improved walkability and cycle access
- Consider upgrading uncontrolled crossing to signalised crossing to support pedestrian safety - Explore traffic calming features to enhance cyclist safety on carriageway
- Consider upgrading signalised crossing on Grimmer Road outside of Sainsburys to Toucan Crossing, implementing shared use path to connect across Grimmer Road to GWW - Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
41	36	Golden Post Road, Villa Street	✓			
42	36	Grandstand Road / Highmore Street / Sidney Box Drive		✓	✓	✓
43	36	Grove Road / St Owen's Street junction				
44	36	King George V Playing Fields to St Martin's Street		✓	✓	
45	36	Monkmoor Street, Canal Road to Station Approach		✓	✓	✓
46	36	Outfall Works Road to Holme Lacy Road / The Straight Mile junction		✓	✓	
47	36	Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via. Westfields Football Club				
48	36	St Martin's Street / Gwynne Street		✓	✓	✓
49	36	Venns Lane / College Road	✓			✓
50	36	Villa Street / River route connecting to St Martin's Street			✓	

Table 18 List of prioritised projects in the city of Hereford (5)

Summary of design recommendations
-Provide dedicated pedestrian space to access onto Great Western Way
- Consider signalised crossing across Grandstand Road onto Highmore Street as well connecting to bus stop provision on Grandstand Road - Consider dropped kerbs and tactile paving on pedestrian desire line to access bus stop - Investigate provision of a raised crossing across Highmoor Street. Consider tighten junction radii / continuous crossing treatments
- Investigate provision of raised crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments
- Consider widening shared-use path width to desirable widths of 3-5m for pedestrians and cyclists - Remove or redesign existing bollards on link between King George V Playing Field at St Martin's Street to ensure route is accessible to all with a minimum 1.5m gap - Surface improvement with camber and side drains, including marked painted cycle symbols
- Set out an action plan for enabling contraflow cycling along Monkmoor Street - Implement signalised crossing on Commercial Road to provide access onto Monkmoor Street
- Consider appropriate lighting along Outfall Works Road & Canary Bridge - Consider placemaking or public realm improvements to increase social safety and attractiveness for walking and cycling
- Align proposals with new development access from Chave Court Close, seeking to reduce traffic levels along Grandstand Road and potential upgrades along off-highway route through Westfields, connecting towards Heineken for pedestrians and cyclists
- Explore reducing carriageway width - Set out an action plan for enabling contraflow cycling along Gwynne Street - Consider upgrading current pedestrian crossing located on St Martin's Street to Toucan Crossing to provide connectivity across to River Shared Use Paths
- Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability
- Widen exiting shared use path to improve the level of service for pedestrians and cycle traffic

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
51	56	A49 Victoria Street, St Nicholas Street to King Street/Broad Street junction	✓	✓	✓	✓
52	56	Commercial Road / Monkmoor Street		✓		✓
53	56	Commercial Road / Union Walk	✓	✓	✓	✓
54	56	Commercial Road to Bath Street	✓	✓	✓	
55	56	Edgar Street / Canonmoor Street		✓	✓	✓
56	56	Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road	✓	✓	✓	✓
57	56	Grandstand Road / Yazor Road		✓	✓	✓
58	56	Newtown Road (A49) / Edgar Street/ Farriers Way	✓			✓
59	56	Ledbury Road (From Hampton Dene Road to Lumber Lane)	✓	✓	✓	✓

Table 19 List of prioritised projects in the city of Hereford (6)

Summary of design recommendations
- Improve pedestrian connectivity through continuous crossings across Berrington Street
- Consider improvements to pedestrian footways on Commercial Road, widening where appropriate and improving condition of footway across Monkmoor Street
- Consider footway widening and reducing junction radii on Union Walk
- Consider priority to pedestrians across side roads through continuous crossings - Review car parking along Commercial Road, exploring opportunities for rationalisation - Tie into Aylestone Hill levelling up fund Proposals
- Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
- Junction redesign, introducing signalised junction with Advanced Stop Lines for cyclists - Consider footway widening and tighten junction radii on Yazor Road to improve walkability
- 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
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
60	76	Blue School Street / Commercial Road / Commercial Street / Union Street	✓	✓	✓	✓
61	76	Blue School Street / Widemarsh Street	✓	✓	✓	✓
62	76	Commercial Road / Hereford City Link Road / Aylestone Hill	✓	✓	✓	✓
63	76	Edgar Street / Victoria Street / Portland Street / A438	✓	✓	✓	✓
64	76	Hampton Dene Road / Ledbury Road (A438) junction				
65	76	Holme Lacy Road / Hinton Road junction to Hinton Road / King George V Playing Fields		✓	✓	✓

Table 20 List of prioritised projects in the city of Hereford (7)

Summary of design recommendations
- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 - Introduce controlled pedestrian crossings on all arms of junction - Narrow Blue School Street to two motor traffic lanes in both directions; take a long-term view and consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - Coordinate changes on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans
- Align changes with ongoing design development of corridor improvements along Blue School Street (enabled by levelling up funding) Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major changes along this corridor and at its junctions - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements - Remove right-turn slip lane; introduce controlled crossing for pedestrians
- Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians
- Consider a long-term plan for a major redesign of this junction to enable growth in walking, wheeling and cycling
- Implement signalised crossing on Ledbury Road to improve pedestrian connectivity
Package of measures along Holme Lacy Road, aligning with levelling up fund programme: - Consider centre line removal to reduce traffic speeds along Hinton Road - Consider tightening roundabout of Hinton Road / Peregrine Close to facilitate cyclist movements - Consider appropriate parking management measures e.g. pavement parking - Investigate redesign of Hinton Road / Hinton Crescent roundabout to signalised T-junction (subject to traffic flows) - Consider appropriate surfacing treatments to provide easy access from carriageway onto shared-use path through King George V Playing Fields

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
66	76	Nelson Street, Green Lane, Halford Street, Park Street, Crozen Lane to Outfall Works Road Junction.		✓	✓	✓
67	76	Newtown Road (A49), Holmer Road (A49) and Priory Place junction	✓	✓	✓	✓
68	76	Priory Place to Newtown Road / Holmer Road junction	✓	✓	✓	✓
69	76	St Peter's Square, St Owen Street to junction with Green Street / A438 Junction	✓	✓	✓	✓
70	76	Widemarsh Street (from New Market Street), High Street to West Street/East Street junction			✓	✓
71	92	A49 Victoria Street / St Nicholas Street / Barton Road	✓	✓	✓	✓
72	92	A49 Victoria Street / A438 Eign Street / Bewell Street	✓			✓
73	92	Off-road Widemarsh Brook rail line			✓	

Table 21 List of prioritised projects in the city of Hereford (8)

Summary of design recommendations
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
- Consider major redesign of junction to provide segregated space for cyclists
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
- Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic
Upgrade priority feature on Hinton Road to incorporate cycle bypass
- Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through traffic on the A49. Protect signalised movements for cycle traffic prioritising east-west movements - Introduce controlled pedestrian crossings on all arms of junction; tighten junction radii at junction where reasonable to increase level of service for pedestrians - Remove left turn slip lane
- Remove pedestrian underpass on A49 - Investigate providing at-grade crossings to replace underpass
- Consider reopening redundant rail line to provide a continuation of the GWW to link it with Newtown Road and on to Burcott Road and the employment sites in that area

Prioritised list of projects in market towns and other areas

Rank	Overall Rank	Alignment	Reduce Speed Limits	Highway Maintenance	Wayfinding & Signage	Dropped Kerbs / Tactile Paving Package
1	15	Ruckhall Lane to Dorchester Way		✓	✓	
2	20	A4103 to A480		✓		
3	36	B4224 Fownhope / Wallflower Row / Eign Road	✓	✓	✓	
4	36	Rainbow Street / A44 New Street / Green Lane	✓			✓
5	36	Ross on Wye Urban Area	✓	✓	✓	✓
6	56	A480, Station Road			✓	✓
7	56	Brampton Road	✓	✓	✓	
8	56	Cranes Lane to Milers Close via. Kenwater		✓	✓	
9	56	Ledbury Urban Area	✓	✓	✓	✓
10	56	Ledbury Urban Area	✓	✓	✓	✓

Table 22 List of prioritised projects in market towns and other areas (1)

Summary of design recommendations
- Explore extending off carriageway walking/cycling route from Abby View East to Ruckhall Lane, connecting to shared use path through Belmont (subject to land ownership discussions)
- Improve surfacing along shared use path and remove white line segregation - Cut back and maintain vegetation, exploring opportunities for widening shared use path - Investigate provision of raised crossings across side roads. Consider tighten junction radii / continuous crossing treatments
- Investigate placemaking and consider appropriate surface treatments, centre line removal and footway widening to improve walkability and cycle accessibility
- Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane
- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)
- Consider widening shared use path along full extent of A480 from Roundabout to avoid cycling in carriageway, potentially through investigating “behind the hedge” routes - Consider appropriate toucan crossing near Stirling Lines to facilitate safe crossing from shared use path to base - Consider lighting along full route to avoid sense of isolation
- Consider traffic calming feature such as build-outs, road humps, chicanes and planters along Brampton Road to create slower speed environment - Consider additional signalised crossing point(s) across Brampton Road - Investigate provision of raised crossings across side roads along Brampton Road. Consider tighten junction radii / continuous crossing treatments
- Widen shared-use path to 3m if feasible, providing traffic free route across residential area - Resurfacing of off-carriageway route across River Kenwater, which is currently loose material
Package B as outlined within Ledbury Transport Strategy. This includes: - Real time information especially by the Market House, War Memorial and railway station - Upgrading of PT facilities within the town centre to include shelters, kerbing etc. - Widened footway to increase public space around Market House including additional parking capacity - Implement Bye Street / Town Trail Crossing
Package C as outlined within Ledbury Transport Strategy. This includes: - Town Trail refurbishment, resurfacing and widening where appropriate

11	56	Ledbury Urban Area	✓	✓	✓	✓
12	56	Bromyard Urban Area	✓	✓	✓	✓
13	56	Kington Urban Area	✓	✓	✓	✓
14	56	Leominster Urban Area	✓	✓	✓	✓
15	56	Ross-on-Wye Urban Area	✓	✓	✓	✓
16	56	Ross-on-Wye Urban Area	✓			
17	76	A4103 / A480 Roundabout	✓	✓		
18	76	Ruckhall Lane to Belmont Pool	✓	✓		
19	76	Kington Urban Area	✓	✓	✓	✓
20	76	Ross-on-Wye Urban Area	✓	✓		

Table 23 List of prioritised projects in market towns and other areas (2)

Area-wide pedestrian improvements across the town to enhance walking. This includes:
- Consider removal of guard railings, replaced with public realm improvements such as green infrastructure and rest areas
- 'Gateway Features' designed to slow down motor vehicles entering Ledbury (e.g. Ledbury Railway Station)
- Consider frequency of controlled pedestrian crossings (e.g. along The Homend)
- Consider continuous crossings, providing priority for pedestrians
- Benches across the town to provide suitable resting spots
- Dropped kerbs and tactile paving package to create inclusive, accessible crossing points

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- 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
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- 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

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Package C as outlined within Ross on Wye Movement Study:
- 20mph zones: Implementation including around schools and in the town centre

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- Introduce signal control to the roundabout, with protected space or other suitable facilities for cycling and pedestrian improvements

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- Junction improvement from Ruckhall Lane & A465. Implement signalised toucan crossing and shared use path along A465 to connect to Belmont Pool

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- Implement recommendations outlined within Kington Transport Study

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- Package E as outlined within Ross on Wye Movement Study: Address traffic flow and pedestrian safety on Copse Cross Street

21	76	Roman Road (from Tillington Road to Stretton Sugwas)		✓	✓		
22	92	Brampton Road to Common Hill Lane	✓	✓	✓		
23	92	Milers Close to Lugg Green Road (via. Eyton)	✓	✓	✓		
24	92	Milers Close to Luston (Eye Lane)	✓	✓	✓		
25	92	Ledbury Urban Area	✓	✓	✓	✓	
26	92	Bromyard Urban Area	✓	✓	✓	✓	
27	92	Ross-on-Wye Urban Area	✓				
28	101	Kingstone to Ruckhall Lane	✓	✓	✓		
29	101	Ledbury Urban Area	✓	✓	✓	✓	
30	101	Bromyard Urban Area	✓	✓	✓	✓	
31	101	Kington Urban Area	✓	✓	✓	✓	
32	101	Leominster Urban Area	✓	✓	✓	✓	
33	101	Ross-on-Wye Urban Area	✓	✓	✓	✓	
34	101	St Peters Field					
35	109	Bridleway from Station Road to Roman Road		✓	✓		
36	109	Eye Lane to Berrington Hall	✓	✓	✓		
37	109	Hereford to Ledbury Slow Way Route		✓	✓	✓	
38	109	Hereford to Ross on Wye Slow Way Route		✓	✓	✓	
39	109	Leominster to Bromyard Slow Way Route		✓	✓	✓	

Table 24 List of prioritised projects in market towns and other areas (3)

- Interventions to improve pedestrian movement and cycle traffic across all side road junctions for shared use facility
- Consider implementing closely spaced (100mm) threaded rod bars for cattle grids
- Traffic calming features e.g. warning signs - Implement appropriate lighting - Public realm improvements (Gateway Features) to signify entrance to Kingsland
- Traffic calming features to provide priority for cyclists - Public realm improvements (Gateway Features) to signify entrance to Luston
- Recommendations outlined within Ledbury Market Town Investment Plan
- Recommendations outlined within Bromyard Traffic Management Study
- Package A - New pedestrian crossings in the town (Hildersley, Archenfield Road and Wilton Road)
- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhall Lane
- Recommendations outlined within Ledbury Transport Study package A: Widening narrow footbridge on Town Trail over Orchard Lane
- Recommendations outlined within Market Town Investment Plan, notably Bromyard Greenway restoration
- Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)
- Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub & Greenway Development)
- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brampton & Sellack Cycleway/ Cycle network development)
- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along road linking into Withington
- Implement smooth surfacing along Bridleway to provide a sealed surface to enable cycling to take place all-year round - Implement appropriate lighting
- Traffic calming features to provide priority for cyclists
Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives

40	109	Ross-on-Wye Urban Area	✓				
41	109	Ross-on-Wye Urban Area					
42	109	Lumber Lane to A4103 Junction	✓	✓	✓		
43	117	Bromyard to Ledbury Slow Way Route		✓	✓	✓	
44	117	Bromyard to Leominster			✓		
45	117	Hereford to Bromyard Slow Way Route		✓	✓	✓	
46	117	Hereford to Leominster Slow Way Route		✓	✓	✓	
47	117	Pontrilas to Hay-on-Wye			✓		
48	117	River Wye					
49	117	A4103 Junction	✓	✓			
50	124	Bartonsham Meadows Permissive Path					
51	124	Bromyad to Knightwick Slow Way Route		✓	✓	✓	
52	124	Great Western Way			✓		
53	124	Hay-on-Wye to Hereford			✓		
54	124	Hereford to Ewyas Harold Slow Way Route		✓	✓	✓	
55	124	Hereford to Orcop Hill Slow Way Route		✓	✓	✓	
56	124	Hundred House to Kington Slow Way Route		✓	✓	✓	
57	124	Kington to Leominster Slow Way Route		✓	✓	✓	

Table 25 List of prioritised projects in market towns and other areas (4)

- Recommendations outlined within Ross on Wye Movement Study: Package B New A449 crossing to enhance connectivity north of the town
- Recommendations outlined within Ross on Wye Movement Study: Package F Enhanced riverside walking routes need to be explored with partners and establishment of land ownership/opportunities
- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Lumber Lane
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Implement the Worcester, Bromyard, Leominster Greenway, converting the historic rail line between Bromyard and Leominster to a new multi-use track, or 'greenway'
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontrilas rail line into a new active travel route or 'greenway'
- Consider repairs along route for improved walkability and cycle accessibility
- Consider incorporating cycle movement across junction to Withington via. Dedicated cycle signs or cycle priority. - Highway maintenance of existing modal filter positioned on Ramblers Court
- Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Resurfacing of route where required
- Implement the Hay-on-Wye to Hereford Greenway, converting the historic Hereford to Hay-on-Wye rail line to a new multi-use track, or 'greenway'
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
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- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives

58	124	Leominster to Ludlow Slow Way Route	✓	✓	✓
59	124	Leominster to Tenbury Wells Slow Way Route	✓	✓	✓
60	124	Orcop Hill to Ross on Wye Slow Way Route	✓	✓	✓
61	124	Ross on Wye to Ledbury Slow Way Route	✓	✓	✓
62	124	Ross on Wye to Newent Slow Way Route	✓	✓	✓
63	124	Weobley to Leominster Slow Way Route	✓	✓	✓
64	138	Bromyard to Clifton upon Teme Slow Way Route	✓	✓	✓
65	138	Bromyard to Malvern Slow Way Route	✓	✓	✓
66	138	Coleford to Ross on Wye Slow Way Route	✓	✓	✓
67	138	Hay-on-Wye to Kington Slow Way Route	✓	✓	✓
68	138	Hay-on-Wye to Peterchurch Slow Way Route	✓	✓	✓
69	138	Hay-on-Wye to Weobley Slow Way Route	✓	✓	✓
70	138	Hereford to Peterchurch Slow Way Route	✓	✓	✓
71	138	Hereford to Weobley Slow Way Route	✓	✓	✓
72	138	Kington to Presteigne Slow Way Route	✓	✓	✓
73	138	Kington to Weobley Slow Way Route	✓	✓	✓

Table 26 List of prioritised projects in market towns and other areas (5)

- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
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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
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- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
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

74	138	Kington to Wigmore Slow Way Route	✓	✓	✓
75	138	Ledbury to Malvern Slow Way Route	✓	✓	✓
76	138	Ledbury to Newent Slow Way Route	✓	✓	✓
77	138	Ledbury to Staunton Slow Way Route	✓	✓	✓
78	138	Ledbury to Upton upon Severn Slow Way Route	✓	✓	✓
79	138	Llandrindod Wells to Kington Slow Way Route	✓	✓	✓
80	138	Monmouth to Ross on Wye Slow Way Route	✓	✓	✓
81	138	Peterchurch to Weobley Slow Way Route	✓	✓	✓
82	138	Ross on Wye to Mitcheldean Slow Way Route	✓	✓	✓
83	138	Skenfrith to Ross on Wye Slow Way Route	✓	✓	✓
84	138	Tenbury Wells to Bromyard Slow Way Route	✓	✓	✓
	138	Wigmore to Leominster Slow Way Route	✓	✓	✓

Table 27 List of prioritised projects in market towns and other areas (6)

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
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
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- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
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
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
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

Integration & application

This chapter will set out recommended behaviour change interventions to be brought forward across the county.

Behaviour change

Introducing behaviour change

It is important to establish the scale of local ambition for fostering a culture of active travel, learn lessons from existing behaviour change activities, and in doing so, to take appropriate actions to enable growth in everyday active travel.

Deciding and delivering

Current levels of walking and wheeling can vary depending on the local context and the level of service for pedestrians provided by streets, footways, crossings, and other transport infrastructure.

Current levels of cycling in towns and villages in the county are generally quite low. This is because existing transport infrastructure tends to exclude most people from being able to cycle.

Of more use than getting a detailed picture ofcurrent levels of active travel is instead to establish the level of ambition for growth. It is important to evaluate and communicate the linkage between strategic goals which local growth in active travel can contribute to. Health and wellbeing action plans, economic plans, and transport plans (such as local cycling walking infrastructure plans) will provide a snapshot of the level of local ambition for growing active travel. These can be used to determine short-term and medium-term goals.

Governance and funding

Having established ambition it is important to set goals with clear outputs and outcomes. These will help all supportive parties to align to these goalsand adapt their relevant governance to support them.

What are the local outcomes?

Capturing clear outcomes incorporating a range of themes associated with local economy, climate and health can help identify packages of interventions appropriate for the local context.

Monitoring and evaluating

Requesting appropriate levels of data collection to monitor success can be built into contracts for delivery. This could include simple headcount data from events, surveys or feedback from participants of active travel interventions, lessons learnt to improve future performance. Usually of more value is monitoring of the growth in active travel and complex evaluation of residual barriers and obstacles to inclusive walking, wheeling and cycling.

Publicising local precedents, getting positive local media coverage and sharing of experiences between organisations will provide positive contributions.

Packages of behaviour change activities can be developed and delivered for different types of places:

Urban centre with mode shift potential

Market Towns with tourism

Smaller places with increasing ambition

Table 28 Packaging behaviour change activities for different kinds of places in Herefordshire

Urban centre with mode shift potential

The urban centre with ambition will already have active groups and communities who are seeking growth in active travel, typically linked to climate, health, and stronger local economies.

Building collective capability

Ambitious urban centres often have well-established capability provisions. The focus should shift toward expanding existing capabilities to engage a broader audience, leveraging their combined resources, knowledge, and skills for collective community action, particularly in the context of enhancing opportunities like infrastructure development.

Leveraging existing resources

Harness the ambition and capability of urban centres to expand their reach and elevate their ambitions while building consensus. The community likely possesses a deep understanding of the specific journeys and locations that need improvement in terms of active travel. By capitalising on local insights, the urban centre can prioritise projects that have the greatest potential impact and require less work to get off the ground. The focus should be on providing additional resources and collaborating, to enhance what already exists, minimizing the need to develop new capabilities or consensus.

Safe and accessible infrastructure

In areas with existing ambition, there is a greater potential for ambitious infrastructure plans to succeed, as the risk of failed consultation or opposition is reduced. The focus should be to collaborate closely to help implement the Local Cycling, Walking and Wheeling Infrastructure Plan (LCWWIP). Use this progress as an example to inspire other areas or towns that are only starting their active travel journey.

Continuous dialogue and adaptation

In these communities, the drive for greater ambition is strong. Leverage this motivation and view it as an opportunity for further progress rather than a negative force. A motivated community might challenge local policies, providing a chance to find common ground and achieve shared goals.

Interventions are described in Table 5 on page 294

Interventions for urban centre with mode shift potential

Active travel hub	Opportunity	With existing ambition and capability and funding from the Levelling Up Fund, Hereford's Transport Hub can serve as a central point for organising and coordinating active travel initiatives hosting resources and coordinating other activities. Alongside providing a visible physical location, the transport hub will need to encourage and support the local network of community organisations and relevant groups to enhance the impact and spread of active travel promotion across the area.
Cycle Training and Improving Cycling Skills	Capability	Provide training for individuals, encouraging them to become more confident and skilled cyclists. This intervention can be tailored to target underrepresented communities for example by providing access to cycle training specifically for women or in partnership with local organisations.
Inclusive Led Rides	Capability	Support regular, simple guided rides, catering to less confident riders. This can work through volunteers where seasoned cyclists mentor newcomers, and can often work in partnership with other organisations or with themes (e.g. mental health support; women's group etc).
Cycle Loans	Opportunity	Cycle loans can be facilitated through hubs or 'bicycle libraries' at workplaces, schools or community centres. Including non-standard cycles (e.g., low step through, small frame sizes, trikes) will cater for a wider audience. Given local topography and distances, including electric cycles within the fleet is likely to be highly popular and provide important benefits.
Cycle Share Scheme Opportunities	Opportunity	Utilising the existing and successful beryl bikes initiative to provide opportunities to cycle across the city centre.
Inclusive Walks	Capability	Establish a range of led walks / walking groups in partnership with local community with a particular focus on inclusivity for those with specific mobility requirements. This intervention is aimed at enhancing the capability of vulnerable groups by identifying and providing suitable routes that cater to their unique needs and preferences.
Community Route Mapping	Capability	Create accessible maps highlighting walking, wheeling, and cycling routes, enriching the confidence and inclusivity of these interventions. To improve the inclusivity of mapping, ensure that maps offer route suitability information for a variety of users, including those with limited mobility. Engage community organizations and diverse user groups during the map's development process to think about relevant content and design. Consider various map access and sharing methods (e.g. online, paper).
Bike Repairs	Opportunity	For those who already own bicycles, increasing access to cycle repair opportunities can be motivational and overcome safety and financial barriers. Interventions such as subsidised pop-up cycle repairs at busy locations (schools, workplaces) or at a hub can bring a repair opportunity to people. Discounts or vouchers for residents at local cycle repair organisations can stimulate local business as well as supporting cycling.
Cycle to Work Incentives	Motivation	Encourage local businesses to offer cycle-to-work incentives for their employees, such as bike parking, access to the Cycle to Work scheme and discounts on bicycle equipment. This is also an opportunity for businesses to contribute to a healthier, more sustainable community, and this can motivate individuals to cycle to work.
Rewards Points Program	Motivation	Launching a programme that encourages individuals to accumulate points by walking or cycling can involve local businesses and organisations. Exchanging points for entries to a prize draw or discounts at local shops or services provides an incentive for people to choose active travel methods and "buy local," bolstering the local economy.
In-Person Events	Motivation	Walking or cycling festivals and events can be used to bring the engaged community together, celebrating achievements or building the profile of new or existing campaigns. Working with existing events or using cross-cutting themes (e.g. health events, summer festivities) to attract an audience who would not attend a specific cycling, wheeling or walking event. For example, while environmental benefits are clear outcomes of active travel behaviour, personal health and wellbeing improvements can be more motivating for some people.

Table 29 Interventions for urban centres with mode shift potential

Market towns with tourism

In market towns with a focus on tourism, growing access to active travel for residents and tourists is important. Collaboration with local businesses can deliver opportunities for active travel visitors as well as benefitting local residents.

Collaboration with the town's politicians and communities can help deliver an inclusive place to live, work and spend time, as part of the town's character and culture to inclusivity and accessibility,.

Community centric approach

Collaborate closely with the local community to select interventions that align with the town's cultural significance and harness economic opportunities.

Tailor the active travel strategy to create a unique experience that appeals to tourists.

Inspiring ambition and motivation

Show how embracing active travel will transform the town into a more vibrant, sustainable, and connected community.

Encourage residents and tourists to be part of this positive change, fuelling their motivation to explore the town on foot or by bike and be a part of its exciting transformation.

Leveraging limited resources

Encourage residents to actively participate in shaping the tourist experience and innovations to allow local people to benefit more fully from visitor amenities.

Choose interventions that not only encourage active travel but also transform the town into an inviting and unique destination.

Continuous dialogue and adaptation

Foster an open and mutually beneficial dialogue between local businesses and residents.

Encourage ongoing communication to adapt and evolve strategies that benefit both the community, local enterprises and visitors.

Interventions are described in Table 5 on page 294

Interventions for market towns with tourism

An active travel hub	Opportunity	An active travel hub in key tourist areas can provide maps, walking and cycling route information, and suggestions for exploring the town as well as other activities. Ensure these hubs also benefit local businesses and residents.
Bike Loans	Opportunity	Explore where bike loan schemes could work for both tourists and residents. Partnership with local rental businesses to explore where subsidised rental for local people during off-peak seasons may be viable, or where commercial bike shops or rentals can also be a hub for longer term community loans, saving on overheads. This can be inclusive of disabled people, for example by extending offers such as Living Option's existing work on countryside mobility.
Signage	Opportunity	Develop clear and informative signage throughout the town that guides both tourists and residents to key attractions, cycle routes, and pedestrian-friendly paths. These signs not only enhance the experience for tourists but also help residents discover new routes, encouraging active travel and exploration.
Multi-Modal Integration	Opportunity	Provide secure bike parking at bus stops and train stations in market towns such as at Ledbury Train Station to encourage multi-modal journeys.
Incentives for partnering	Motivation	Partner with local businesses to create active travel packages that entice tourists to explore the town by foot or bike. Local attractions can offer a discount or benefit to those who arrive by walking, wheeling or cycling. Provide information on the positive impacts of low-impact tourism on local communities and the environment.
Cycle Training and Improving Cycling Skills	Capability	Partner with local schools and community groups to deliver cycle training programs, such as Bikeability, targeting both children and adults in Herefordshire's market town
Walking Groups	Capability	Organise walking groups to build confidence in navigating local routes. This could be combined with walks utilisng the extensive public rights of way network across the county.
Health Care	Capability	Work with local health services to promote the physical and mental health benefits of active travel, with specific examples of how walking or cycling can reduce healthcare costs and improve quality of life in rural settings.
Cycle to Work Incentives	Motivation	Encourage local businesses to offer cycle-to-work incentives for their employees, such as bike parking, access to the Cycle to Work scheme and discounts on bicycle equipment. This is also an opportunity for businesses to contribute to a healthier, more sustainable community, and this can motivate individuals to cycle to work.
Walking and Cycling Festivals	Motivation	Organise annual walking and cycling festivals that can bring tourists and residents together to explore the town's beauty and culture.
Outdoor Art Installations	Motivation	Commission local artists or collaborate with businesses to create outdoor art installations along key walking and cycling routes. This enhances the town's aesthetic appeal and encourages interaction between tourists and the local arts community.
Historical and or Cultural Route Promotion	Motivation	Map existing cycling and walking routes allowing tourists to explore the natural beauty while promoting eco-conscious travel. Design routes that showcase local flora and fauna and include educational signposts. Towns can create self-guided historical, nature and cultural walking and cycling tours or train local guides and enthusiasts to lead cultural and historical tours. This intervention can motivate residents and visitors to explore the town and surroundings while learning about its heritage, creating a strong motivation to engage in active travel.
Local Champions	Motivation	Recruit and support local active travel ambassadors to inspire others and share success stories about walking and cycling in Herefordshire's rural market towns.

Table 30 Interventions for market towns with tourism

Smaller places with increasing ambition

Small settlements across Herefordshire require a well-structured strategy that focuses on gradual yet consistent progress towards building capability, opportunity and motivation. The emphasis should be on incremental changes and community building through walking, wheeling and cycling.

Community centric approach

Collaborate with residents to start creating common interest and goals. Identify common themes that may increase gradually in ambition. For example, the first step might be simply to create groups to discuss or explore active travel opportunities without having an end project in mind, or bring the theme into any existing local conversations on related topics such as increasing physical activity or reducing social isolation.

Building collective capability

In the absence of an existing foundation, focus on establishing capability provision. It might be necessary to work with the community to establish a delivery mechanism through volunteers or with the help of specialist organisations.

Where local capability and audiences are small, delivery of more specialised interventions can be done through pop-up opportunities or a multi-location, mobile active travel hub. In areas where there is a less well-established network of active travel activity, an officer working across various locations can help establish various delivery mechanisms.

Creating safe and accessible infrastructure

Start with small-scale or temporary projects that the community can support and maintain. Learn from larger towns' experiences, challenges and successes to ensure effective implementation.

Interventions are described in Table 5 on page 294

Interventions for smaller settlements with increasing ambition

Street repurposing	Opportunity	There are free promotional schemes that can be helpful to provide a framework to encourage community led street closures, such as Playing Out which focuses on space for children and young people, or Street Party which aims at small community activities. Councils or parish authorities can take the lead by promoting or inviting certain types of temporary closures.
Inclusive walks	Capability	Where a community might have more interest in small-scale social activities, inclusive walks can be away to start conversations about how people get about. This intervention is aimed at enhancing the capability of vulnerable groups by identifying and providing suitable routes that cater to their unique needs and preferences. It may also galvanise wider local interest in further interventions.
Localised Information	Capability	Create pocket-sized maps and brochures, easily available at local shops or community centers, detailing safe walking/cycling routes and tips for beginners.
Decluttering Footpaths	Opportunity	Eliminating obstacles and hazards such as bollards or awkward sign location can build local conversations around safer and more accessible pathways for pedestrians, in particular those with mobility needs. This effort simultaneously improves the aesthetic appeal of the area, making it more welcoming.
Local Loop / Dog Walker Friendly Routes	Opportunity	Designating routes designed to accommodate short local walks. These routes are thoughtfully designed to cater to local people and pet owners, offering an enjoyable and safe environment for recreational activities and normalising walking and wheeling.
Quiet Ways	Opportunity	Advocate for "quiet lanes" or "slow roads" where motor vehicles are encouraged to reduce speed, giving pedestrians and cyclists a safer environment.
Shared community spaces	Opportunity	Explore creating a central community hub where locals can gather bikes or walking gear to use when traveling to nearby towns for larger services or events. If possible, explore community-run schemes where shared bicycles are available for local residents.
Sociability and In-Person Events	Motivation	Working within existing events where there may not be sufficient local interest to run a specific cycling, wheeling or walking event. Consider how an existing event could be made more "active travel friendly," for example, incorporating cycle parking, highlighting walking access or using a temporary road closure to give a taste of a different use of the public space.
Incentivisation	Motivation	Offer small rewards for active travel participation e.g. if there's a local café, offer a "coffee voucher" for anyone who walks or cycles to the venue.

Table 31 Interventions for smaller settlements with increasing ambition

This chapter will set out the necessary projects required across Herefordshire to develop a coherent active travel network.

Developing a prioritised network

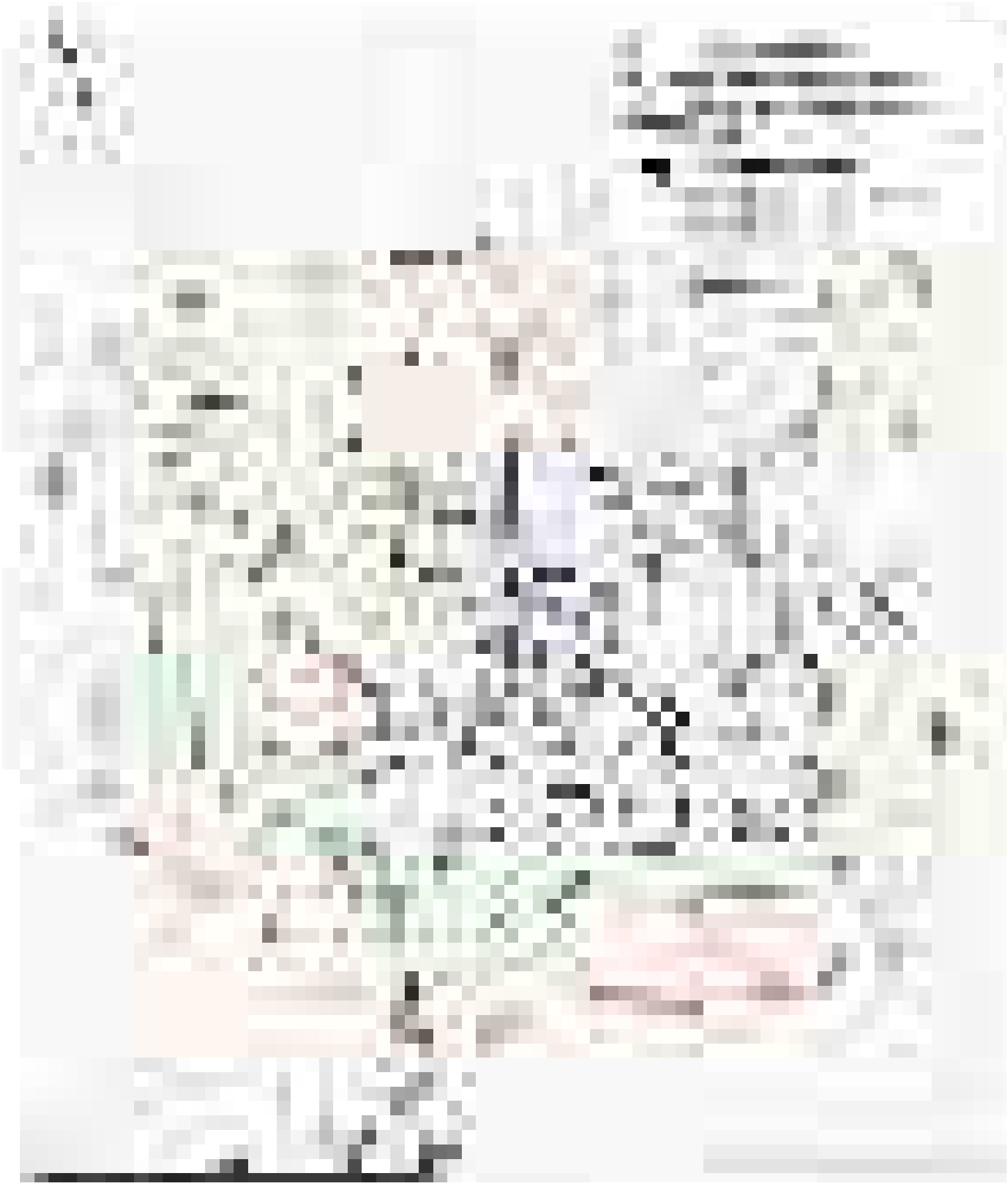
A prioritised active travel network

Hereford City

Following the identification of a long list of potential projects, further work has been carried out to develop a well-structured and integrated first-phase cycling network for Hereford.

Map 69 on page 363 illustrates the recommended core network for walking, wheeling, and cycling across the city. This network has been designed to prioritise key areas, ensuring that investment is directed towards the most impact improvements.

The map highlights the projects that should be prioritised to establish a coherent and accessible active travel network while also integrating with the city's existing infrastructure.



Map 69 Prioritised network for Hereford City

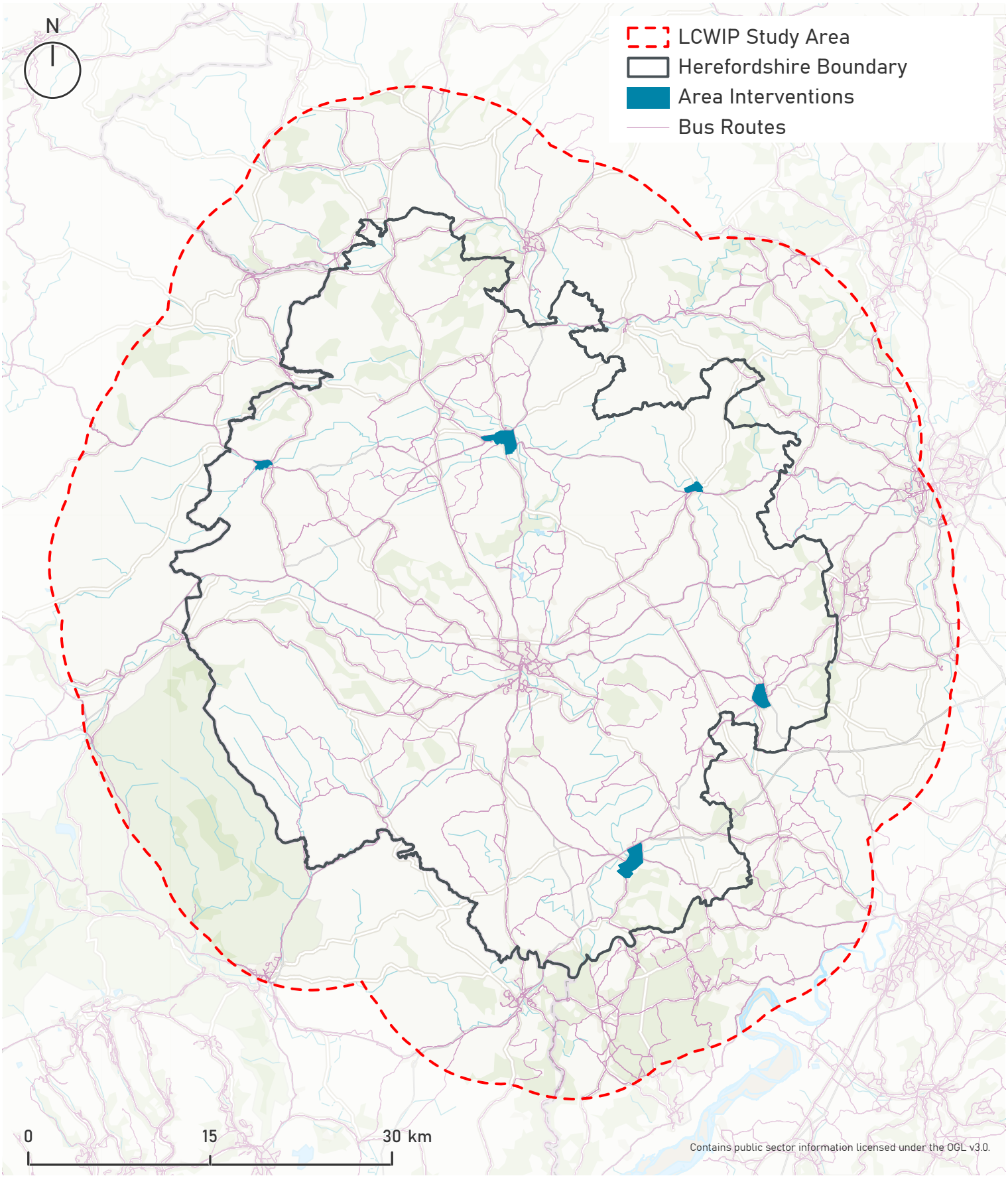
Herefordshire County

Creating a coherent active travel network across the county is challenging due to the distances between villages, market towns, and Hereford city. Establishing a fully connected strategic cycle network requires significant investment and road space reallocation.

As a result, the first iteration of the LCWIP focuses on walking and cycling improvements within the market towns. These improvements aim to enhance local active travel options, reducing reliance on short car trips where the potential for mode shift is highest.

Map 70 on page 365 highlights the prioritised projects across the county's market towns. To complement these active travel improvements,

Map 70 also illustrates the public transport connections across the county. Enhancing public transport connectivity, alongside active travel improvements in market towns, can help establish a sustainable transport network, further reducing dependence on private car journeys for longer trips across the county.



Map 70 Route alignment amendments

This chapter will summarise the potential funding routes Herefordshire Council could explore in taking forward LCWWIP projects.

Funding

Funding sources

Introduction

There will be a need to consider what potential funding sources and financial instruments could support the design development and delivery of future projects. Any approach to seeking funding should anticipate the need to demonstrate how proposals align with requirements of any funding organisation, such as the need to demonstrate value for money for any public investment, or the need to demonstrate how individual projects contribute to strategic goals and outcomes.

The next few pages present a high-level view of potential funding sources and financial instruments. The focus is on how to meet the cost of capital projects, which typically form the largest cost commitment and often represent an upfront challenge to project delivery.

At this point without a detailed assessment of capital costs, many forms of funding sources can be considered. However, the level of investment required would have implications for funding source eligibility.

A starting point

This section presents a very high-level, initial scoping exercise. It is not exhaustive and further work would need to be undertaken to develop this thinking as project definition and project governance are strengthened, and the roadmap of future projects develops over time.

Alignment with active travel funding

High numbers of people travelling by walking, wheeling and cycling is a central theme of the government's Gear Change in local transport.

Substantial increases in pedestrian footfall and cycle traffic is possible. In spite of a long term decline, cycle traffic is growing in towns and cities where infrastructure is put in place to enable it.

Improving levels of walking, wheeling, cycling and public transport will improve connectivity and access in local areas. The cost and benefit of achieving this is quantifiable, and is likely to deliver reasonable value for money where there is high propensity to walk or cycle.

Despite their strategic importance in keeping people healthy and local economies active, walking and cycling projects suffer from insufficient and inconsistent investment. This may mean that infrastructure delivery may be unable to achieve the full social, economic, health and environmental potential that investment in these modes offers.

With funding potentially available through the government's cycling walking investment strategy (CWIS), this is an opportunity to unlock this potential and deliver more routes for walking and cycling, while reducing the need to depend on cars and vans.

The relevance of, and access to, funds from Active Travel England should be considered as part of developing a pipeline of funding for future projects arising from this LCWIP.

Revenue Implications

This section does not specifically consider how the long-term financial sustainability of future projects could be met, for example how recurring expenditure for maintenance and operations could be paid for (though some funding sources identified here could be considered applicable to meet these costs). Maintenance and operational costs would need to be considered as projects progress and when more detail on these costs is available.

Funding infrastructure

There are a number of funding sources used to fund street and highway infrastructure projects:

1. Funding is raised through general taxation and public borrowing. This includes transport related taxation such as vehicle excise duty (VED) and fuel duty or other forms of taxation not linked to transport such as income tax, corporation tax, and value added tax (VAT). The exchequer will allocate a proportion of the revenue collected to government departments for expenditure on programmes, which support policy e.g. active travel projects are supported by the DfT directly or indirectly through associated organisations such as Active Travel England (ATE) or the Ministry of Housing, Communities & Local Government (MHCLG).

2. Revenue raised through transport infrastructure users (direct beneficiaries), such as fares and tolls.

3. Non-fare funding, covering third party contributions (indirect beneficiaries) such as the sale of land, the tax of land / property value increases and the tax from the development and sale / rental of new housing or business accommodation in areas which benefit from the infrastructure improvements. This includes developer contributions (Section 106 and Community Infrastructure Levy (CIL))

4. To finance a project, a government or public body may provide a grant – a non-repayable fund. Public sector grants promote policy and applicants must meet certain eligibility criteria. They are finite in size and often available only for a certain time period and are often competitively sought after and so require a strong case for investment to be demonstrated.

5. Infrastructure projects can also involve private sector financing. Private sector investment can take the form of equity (capital held by a company or organisation), or debt. There are many considerations involved in the decision making of different funding sources; the suitability of funding sources and instruments can be guided by a range of factors including the project's objectives, geography of expected influence/impact, size of project/programme, attitude to risk and the potential return on investment. Further work would need to be undertaken at a later stage when there is more certainty about projects' overall feasibility, costs, and potential revenue generating opportunities. The rest of this section focuses primarily on develop contributions.

Developer Contributions

Any new developments that are within or near to the scope of this LCWIP should be reviewed for opportunities to make funding contributions towards the design development or delivery of active travel projects contained within this LCWIP.

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a footways, footpaths, cycle paths, junctions, or crossing improvements, if it can be evidenced that the development would place a strain on existing capacity.

Section 106 funding is typically spent within the immediate vicinity of a new development, and the timing of the funding is dependent on when development comes forward.

Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL).

The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than Section 106 schemes, with the criteria typically set at local authority level and requiring community support.

Other sources of funding

Funding via direct beneficiaries	Road user charging including moving traffic offences
	Congestion charging
	Parking charges
	Workplace parking levy (WPL)
Funding via indirect beneficiaries	Business rates retention (BRR)
	Developer contributions including community infrastructure levy (CIL) and planning obligations (commonly referred to as 'Section 106' or 'S106')
	Land / Property Value Uplift
	Tax Increment Finance (TIF)
Project Finance	
Public-Private Partnerships (PPP)	

This page provides information for a number of different funding sources which may be suitable to support the masterplan's outcomes.

Table 32 Non-governmental potential sources of funding

Government funding sources	Active Travel England (ATE) / Active Travel Fund (ATF)
	National roads fund, Department for Transport, comprising large local majors (LLM) fund, major road network (MRN) programme, road investment strategy (RIS)
	Designated funds (National Highways)
	Local growth fund (LGF)
	Levelling up fund (LUF)
	Integrated transport block (ITB) and highways maintenance block (HMB) funding
	City regional sustainable transport settlements (CRSTS 1 +2)
	Housing infrastructure fund (HIF)
	Relevant local enterprise partnership (if available)
	County council capital programme (if available)
	Rural prosperity fund (via DEFRA)
	Public works loan board (PWLB)
	UK infrastructure bank (UKIB)
	Cycle rail fund (if available)
	National Lottery heritage fund (DDCMS)
	Thriving communities fund (e.g. for active travel social prescribing)
	Train operating companies (if available)
	Future high streets fund (if available)
	UK Local Transport Fund

Table 33 Governmental potential sources of funding

Suggested next steps

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