

Ross-on-Wye to Hereford

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

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

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

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

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

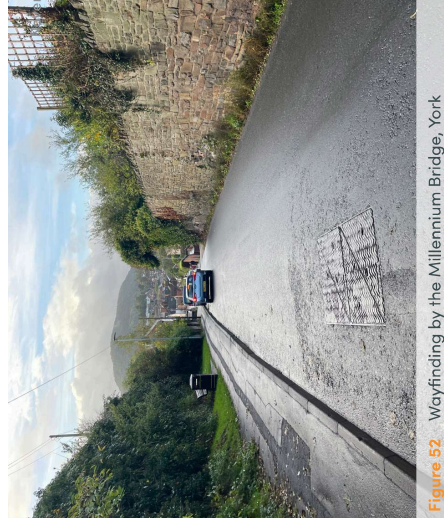


Figure 52 Wayfinding by the Millennium Bridge, York

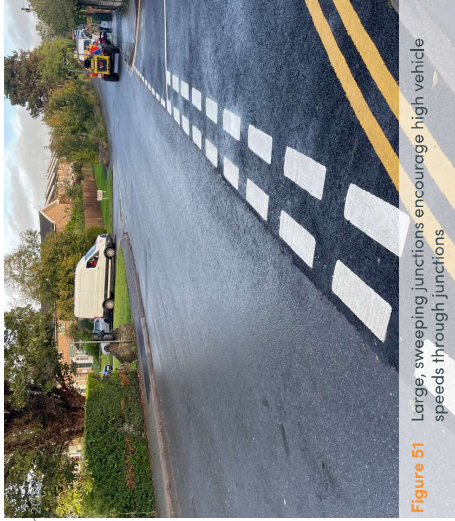


Figure 51 Large, sweeping junctions encourage high vehicle speeds through junctions



Figure 53 Brampton Road



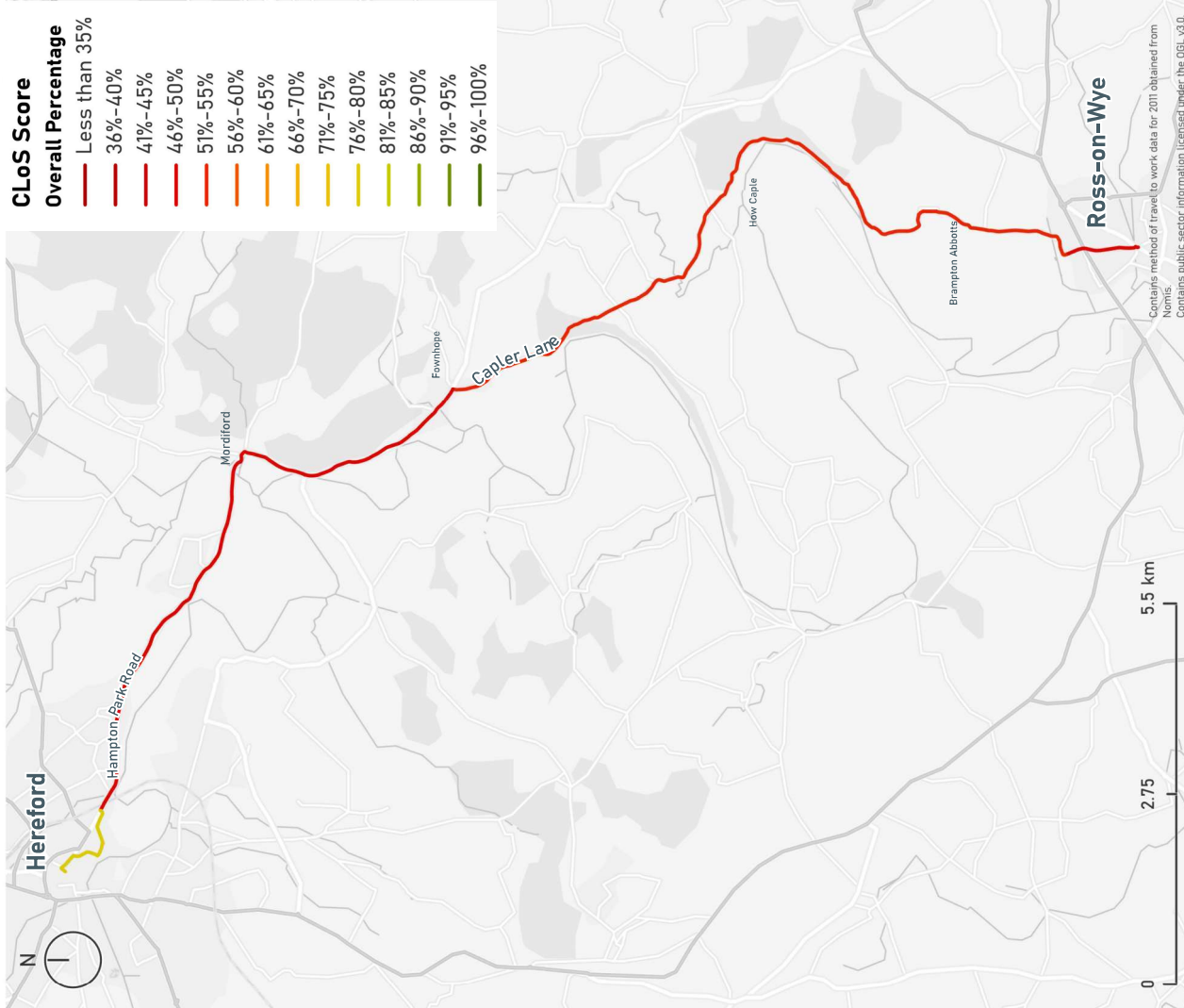
Figure 54 Crossing the A40, Ross-on-Wye

Existing conditions for cycling along the route



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

- Cohesion:** Overall, cyclists have minimal disruption to their journey, particularly along Ross Road given the route being continuous and are not required to dismount at any stage of the route. Wayfinding could be improved in rural sections of the route.
- Directness:** The route is direct, following the most straightforward path available, with minimal interruptions such as give way or stops. Cyclists face similar delays at junctions as motor vehicles. However, some sections present challenges due to gradients, potentially increasing the time, effort, and discomfort for cyclists.
- Safety:** Some sections of the route are unsafe. For example, the route follows the B4224 where the speed limit of the road is 60mph, meaning traffic speeds are likely to be in excess of 37mph. As there is no segregated facilities for cyclists, most people would not feel comfortable cycling on carriageway mixed with motor traffic. Side roads for the majority of the route are untreated with conflicting cycle and motor traffic movements.
- Comfort:** Overall, the route is mostly machine laid smooth with high grip surface provided. No cycle provision is available along the route and a lack of wayfinding signage is present, meaning people would be required to navigate the route needing to refer to maps.
- Attractiveness:** Overall, the route is generally well lit. However, Ross Road which runs adjacent to the River Wye lacks lighting and natural surveillance due to its rural nature which presents potential feelings of poor social safety, particularly at night. No cycle parking is present along the route.



Map 12 Ross-on-Wye to Hereford City Centre cycling results

Network planning for walking, wheeling and cycling in Hereford

Hereford city

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

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

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

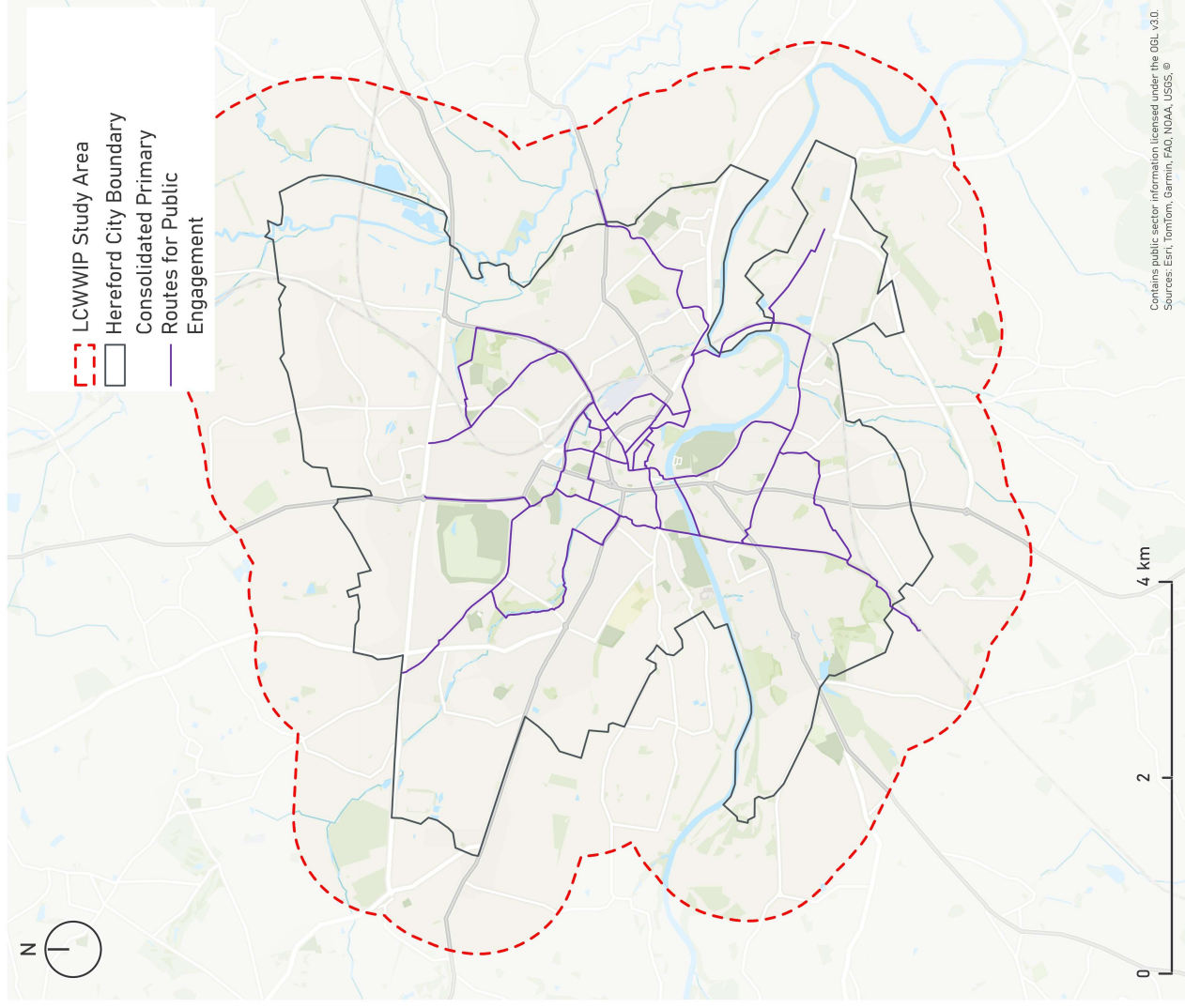
Strategic cycle network

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

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

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

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



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

Adding local knowledge

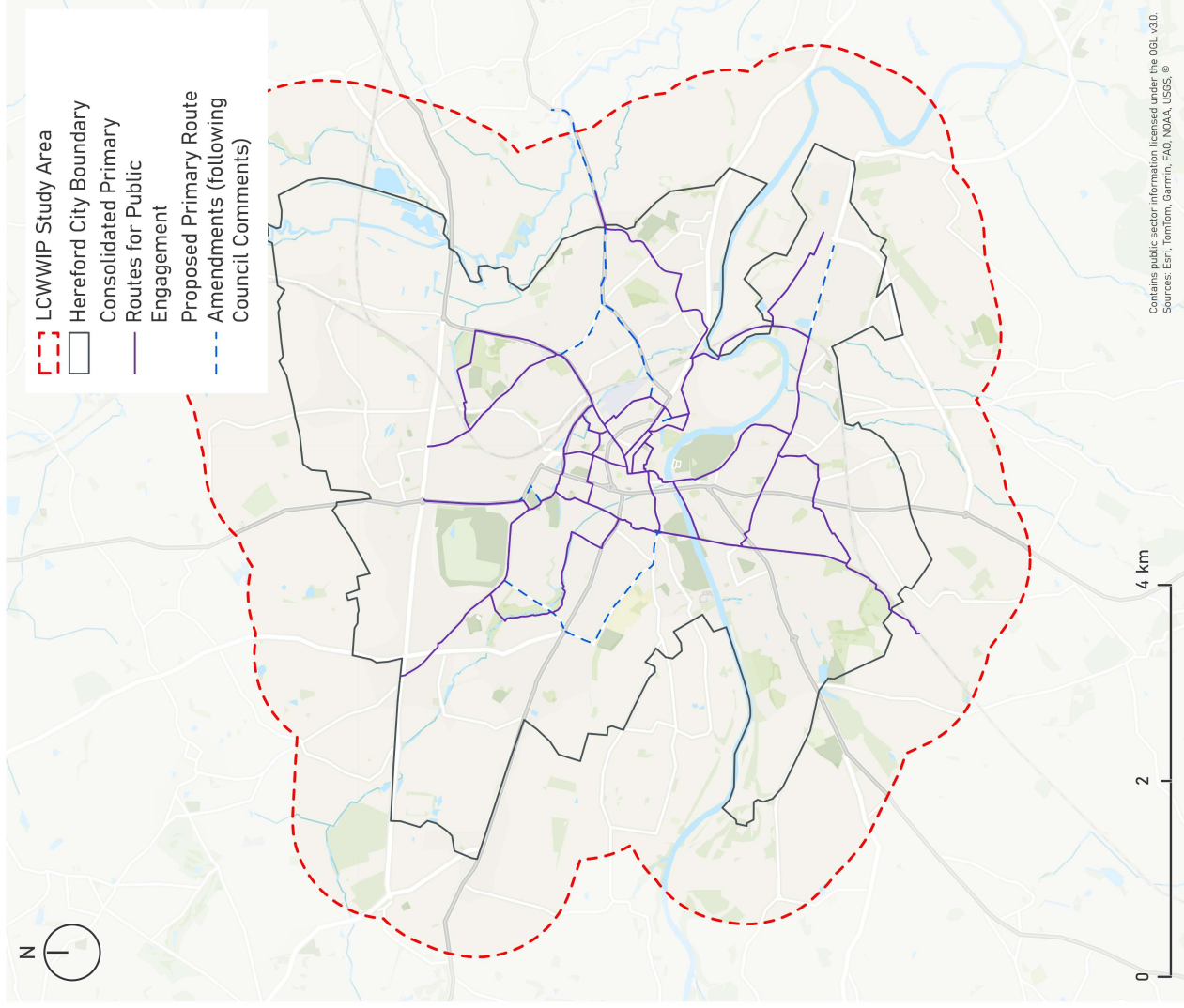
Officer Engagement

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

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

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

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



Map 14 Primary and Secondary cycle network across Hereford city

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Consolidating route alignments with complementary measures

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

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

[Map 15 on page 91](#) illustrates the refined

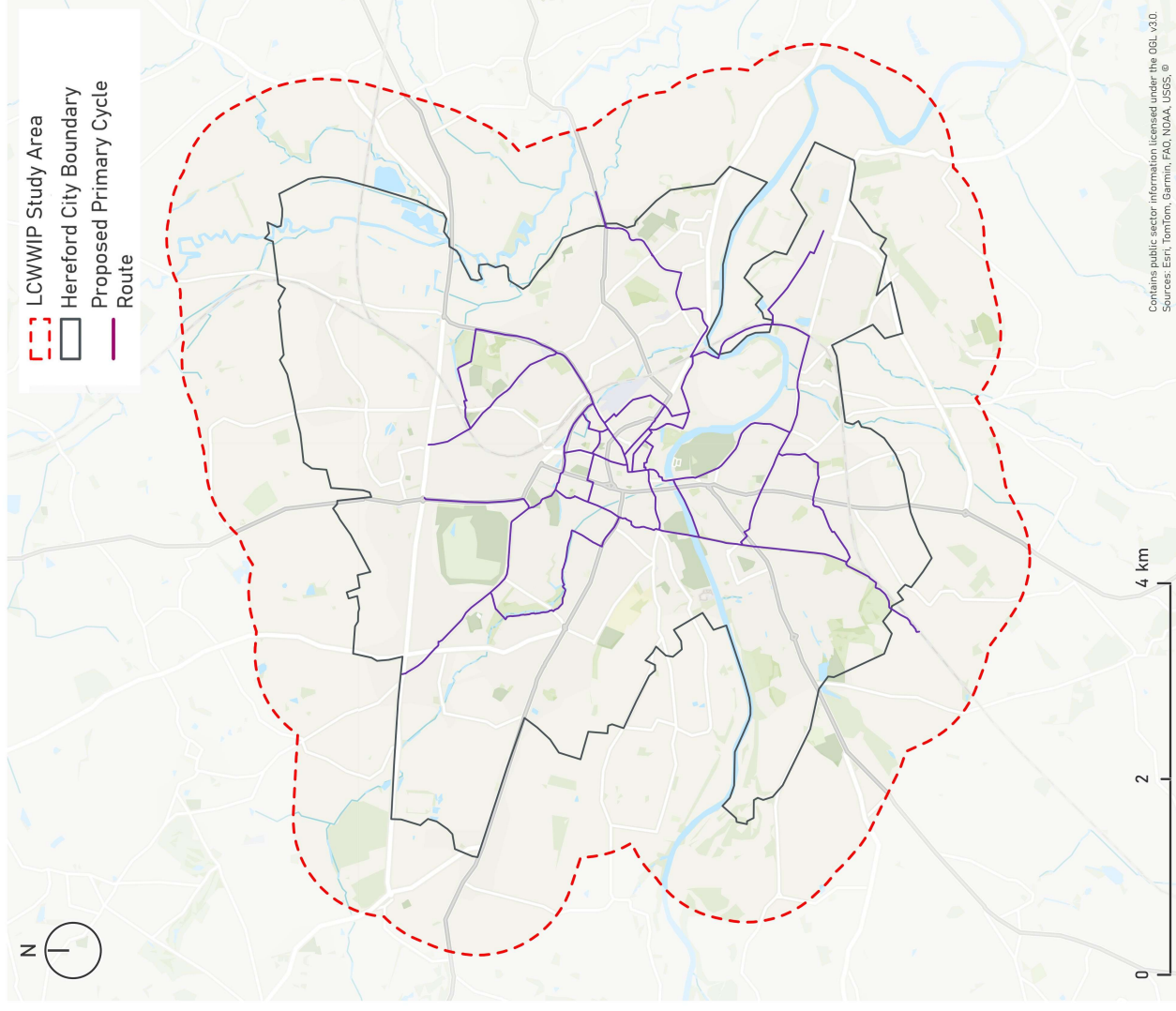
proposed primary cycle routes across the city, which were presented to key stakeholders for review and feedback.

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

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

wheeling, or cycling infrastructure along this route.

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



Map 15 Primary cycle network across Hereford city

Walking, wheeling and cycling in Hereford

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

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

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

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

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



Figure 55 Narrow footways require users to give way

Figure 57 A 'disappearing' cycle track

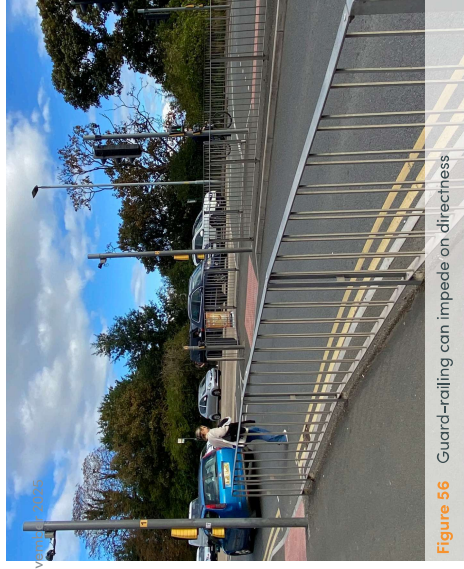
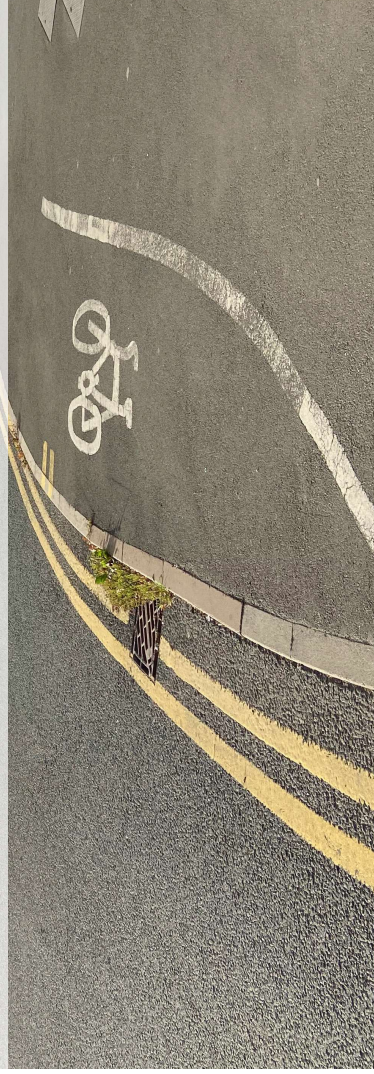


Figure 56 Guard-railing can impede on directness



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

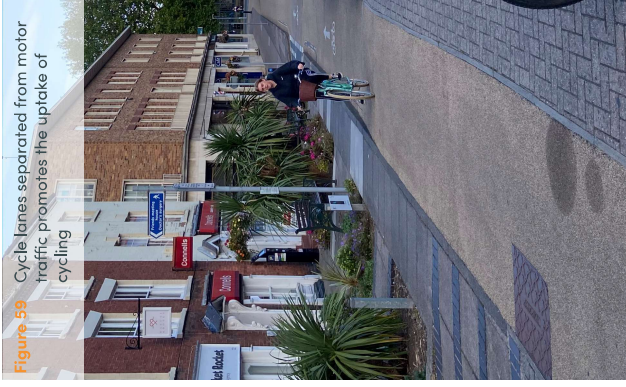


Figure 59 Cycle lanes separated from motor traffic promotes the uptake of cycling

Auditing Route Methodology

Auditing walking, wheeling and cycling routes across Hereford

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

Junction Assessment Tool (JAT) Assessments

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

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

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

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

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



Map 16 Identified junctions for auditing across Hereford

Understanding the pedestrian experience across Hereford

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

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

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

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

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

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

Understanding the cycling experience across Hereford

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

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

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

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

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

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

Auditing Results – Junction Assessment Tool

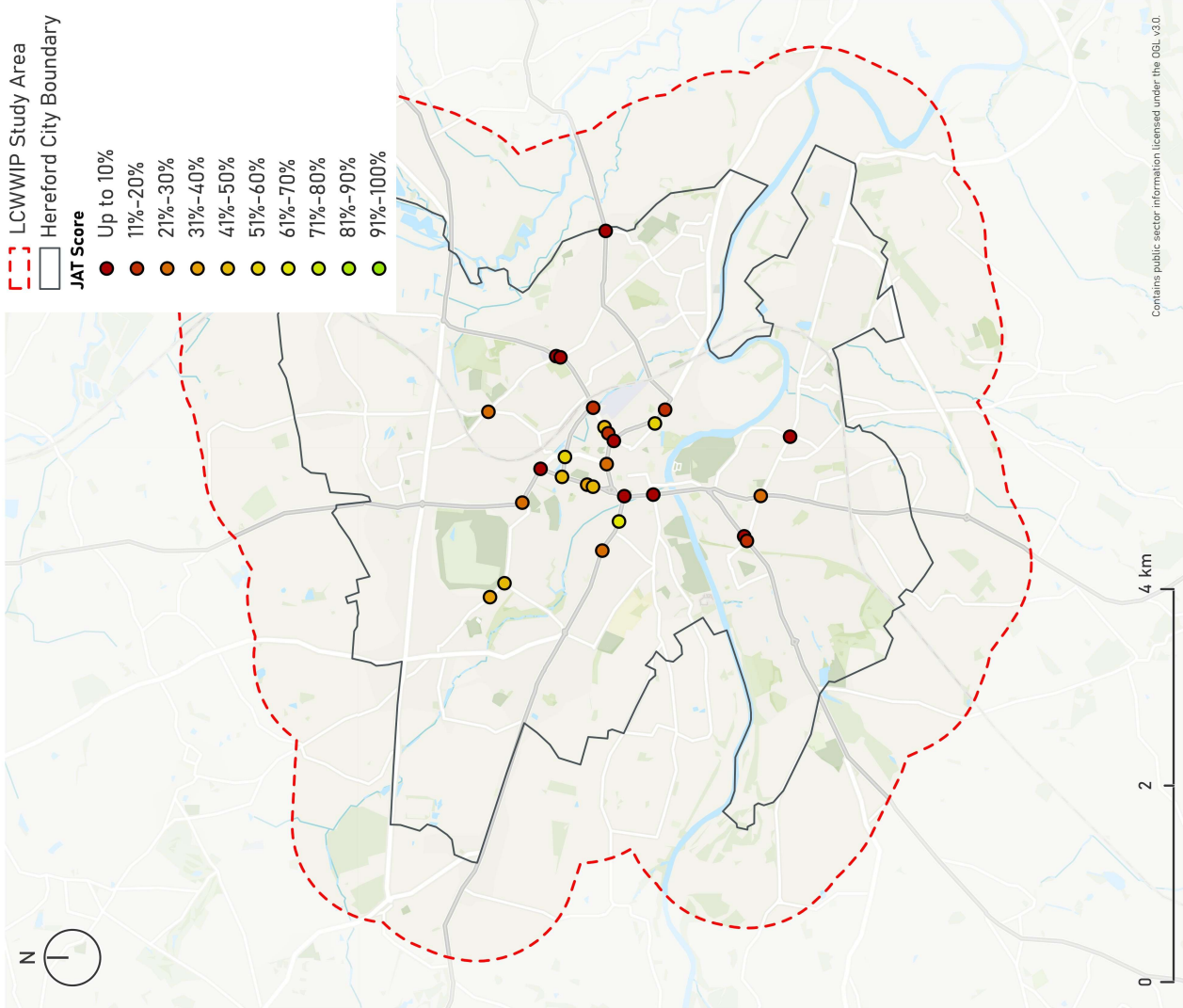
Junction No.	Junction Name	Percentage Score	No. Red Movements	Summary of design recommendations
1	Venns Lane/ College Road/ Old School Lane	28%	10	Junction design score 9 out of a possible 32 (28%). Signalised crossings are available across College Road and Venns Lane. A zebra crossings provided across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

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

Junction No.	Junction Name	Percentage Score	No. Red Movements	Summary of design recommendations
14	Commercial Road/Bath Road/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 the 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	Crane Lane/ Green Lane	56%	2	Junction design score 10 out of a possible 18 (56%). Dropped kerbs are provided on Crane Lane and Green Lane East, but no tactile paving is provided on Crane 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 Crane Lane.
30	St Peters Field/A4103/ Ramblers Park	13%	14	Junction design score 4 out of a possible 32 (13%). No crossing provision is available on any arm of the junction. Cyclists are required to cycle on carriageway in assumed heavy traffic flow on all arms of the junction, with the exception of St Peters Field and Ramblers Park which are assumed to have low traffic flows.



Map 17 JAT results in Hereford

Projects & prioritisation

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

Identifying projects

Defining future projects

Intervention

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

Project

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

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

Long List

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

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



List of future projects

ID	Route #	Alignment	Summary of design recommendations
00001	City Links	Aylestone Hill to Venns Lane	- Enable a route for cycle traffic and improve walkability (assumed to be achieved through levelling up fund programme)
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 - Consider potential modal filter on Tillington Road to create a low-traffic environment for walking and cycling
00003	Hereford to Credenhill Cycle Route	Tillington Road	- Enable a route for cycle traffic and improve walkability through junction improvements (assumed to align with levelling up fund programme)
00004	City Links	Aylestone Hill to Hereford City Link Road / Commercial Road junction	- Enable route for cycle traffic and improve walkability to/from schools (assumed to be achieved through Safer Routes to School programme)
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)
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
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)
00008	City Links	A49 Ross Road to A465 Belmont Road (Walnut Tree Avenue)	- Consider signalled crossing over Walnut Tree Avenue away from its junctions to provide pedestrian access to Our Lady's Catholic Primary School
00009	City Links	Plough Lane / Whitecross Road	- Consider signalled 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
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 wal
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
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
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
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)
00015	City Links	Hunderton Road / Belmont Road	- Consider signalled crossing for pedestrians to connect Great Western Way across Hunderton Road to Walnut Tree Avenue as well providing improved pedestrian accessibility to bus stop provision along Hunderton Road

Table 2 List of future projects in Herefordshire (1)

ID	Route #	Alignment	Summary of design recommendations
00016	Leominster	Northolme Road / Off-road connection to Galden 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
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)
00018	Hereford to Credenhill Cycle Route	Yazor Brook / Yazor Road junction	- Consider additional crossing time at Toucan Road - Crossing installed between Yazor Brook and Yazor Road - Widen existing shared use path to improve the level of service for pedestrians and cycle traffic
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
00020	City Links	Hunderton Road to Great Western Way	- Remove or redesign barriers on Penbridge Close to ensure the route is accessible to pedestrians and cyclists with a minimum 1.5m gap to connect to Great Western Way - Establish appropriate side road entry treatment onto Hunderton Road i.e. continuous crossings and tighten junction radii
00021	City Links	Widemarsh Street to New Market Street / Blue School Street (A438)	- 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
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 - 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
00023	City Links	Venns Lane to Venns Lane/ Aylestone Hill Junction	- Traffic calming features to provide priority for cyclists and pedestrians across side roads - Provide lighting along the route - Review car parking, exploring opportunities for formalisation and/or restrictions
00024	City Links	Grove Road / Green Street	- Investigate making Green Street one-way for motor traffic to allow footway widening, whilst retaining two-way for cycling
00025	City Links	Great Western Way, Canonmoor Street to Edgar Street	- Consider removal or redesign barriers to ensure the connection onto GWM from Canonmoor Street is accessible to pedestrians and cyclists with a minimum 1.5m gap
00026	City Links	Great Western Way, Whitecross Road to Plough Lane / Yazor Brook link via Shared Use Facility	- Widen existing shared use path along Whitecross Road and Plough Lane to improve the level of service for pedestrians and cycle traffic. Extend shared use path along Plough Lane to connect to Heineken and Yazor Brook
00027	City Links	Roman Road / Holmer Road / 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.
00028	Hereford to Credenhill Cycle Route	The Co-Operative Food / Three Elms Road	- Improve crossing provision across A49 from Holmer Road to connect to Grandstand Road. - Consider signalised toucan crossing across Three Elms Road, connecting to the service road adjacent to The Co-Operative
00029	City Links	Venns Lane / Aylestone Hill (A465)	- Align improvements with ongoing design development along Aylestone Hill (enabled by levelling up funding)
00030	City Links	A465 / Folly Lane	- Align improvements with ongoing design development along Aylestone Hill (enabled by levelling up funding)

ID	Route #	Alignment	Summary of design recommendations
00031	City Links	Walnut Tree Avenue / A465 Belmont Road	- 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.
00032	Hereford to Crudenhill 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
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
00034	City Links	A465 to A49 Edgar Street	- Upgrade signalised crossing to Toucan Crossing to facilitate north-south movement across City Link Road - Consider converting footway to shared use path along City Link Road to establish connectivity either side of the carriageway to improve walkability and cycle accessibility
00035	City Links	Great Western Way, Barton Road to A49 Victoria Street	- Investigate provision of raised table crossings of Broomy Hill / Barton Road. Consider tighten junction radii / continuous crossing treatments
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
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
00038	Lemminster to Kingsland	Rainbow Street / A44 New Street / Green Lane	- Consider signalised toucan crossing across A44 from Rainbow Street to Green Lane
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
00040	City Links	Edgar Street / Blackfriars Street	- Investigate provision of a Raised table crossing across Highmoor Street. - Consider replacing stagger toucan crossing with a single stage toucan crossing to access Edgar Street and Blackfriars Street shared use facility for improved walkability and cycle access
00041	City Links	Grove Road / St Owen's Street junction	- Investigate provision of Raised table crossings across St Owen's Street. Consider tighten junction radii / continuous crossing treatments
00042	City Links	East Street, St Ethelbert Street, Cantilupe Street, Mill Street, Nelson Street	- Investigate provision of Raised table crossings across side roads from St Ethelbert Street and Cantilupe Street. Consider tighten junction radii / continuous crossing treatments - Set out an action plan for enabling contraflow cycling along East Street through enforcing access-only order for motor vehicles
00043	City Links	Broad Street, Church Street, Hereford Cathedral, Castle Street, Ferrers Street to East Street junction	- Consider upgrading zebra crossing over Broad Street to a cycle priority / parallel crossing. This would provide cycle access into Hereford Cathedral. - Set out an action plan for enabling contraflow cycling on Broad Street / High Street to allow for greater permeability of the cycle network.

Table 3 List of future projects in Herefordshire (2)

ID	Route #	Alignment	Summary of design recommendations
00044	City Links	Outfall Works Road to Helme Lucy Road / The Straight Mile junction	- Consider appropriate lighting along Outfall Works Road & Canary Bridge - Explore opportunities for improved provision for pedestrian connections to Canary Bridge.
00045	City Links	King George V Playing Fields to St Martin's Street	- Consider footway widening and resurfacing shared-use path width to desirable widths of 3-5m for pedestrians and cyclists - Remove or redesign existing bollards on link between King George V Playing Field at St Martin's Street to ensure route is accessible to all with a minimum 1.5m gap - Surface improvement with camber and side drains, including marked painted cycle symbols - Visibility improvements in consideration of pedestrians and cyclists routing through St Martin's Car Park
00046	City Links	Eign Street / Grimmer Road / Whitecross Road	- Tighten junction radii and raised entry treatments on approach to junction to slow vehicle speeds at conflict point on A49
00047	City Links	Venns Lane / College Road	- Consider signalised crossing with separate cycle stage parallel to provide east-west connectivity and improve walkability
00048	City Links	Edgar Street / A465 / Prior Street	- Consider implementing a wider toucan crossing and improve access onto Prior Street
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
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.
00051	City Links	St Martin's Street / Gwynne Street	- Explore traffic calming features to enhance cyclist safety on carriageway - Explore reducing carriageway width and enable footway widening - Set out an action plan for enabling contraflow cycling along Gwynne Street - Consider upgrading current pedestrian crossing located over St Martin's Street to Toucan Crossing to provide connectivity across to River Shared Use Paths
00052	City Links	Golden Post Road, Villa Street	- Provide dedicated pedestrian space to access onto Great Western Way
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
00054	Ross-on-Wye Investment Plan	Rose on Wye Urban Area	- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. High Street pedestrianisation)
00055	City Links	Sidney Box Drive, Grandstand Road, Millbrook Street and Prior Street to A49 via, Westfields Football Club	- 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

ID	Route #	Alignment	Summary of design recommendations
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 Package C as outlined within Ledbury Transport Strategy. This includes: - Town Trail refurbishment, resurfacing and widening where appropriate
00057	Ledbury Transport Strategy	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
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
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
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

Table 4 List of future projects in Herefordshire (3)

ID	Route #	Alignment	Summary of design recommendations
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 Package C as outlined within Ross on Wye Movement Study: - 20mph zones: Implementation including around schools and in the town centre
00062	Ross-on-Wye Movement Study	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
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
00064	Ross-on-Wye to Hereford	Brampton Road	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
00065	City Links	Grandstand Road / Vazor Road	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
00066	City Links	Commercial Road / Union Walk	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
00067	City Links	Commercial Road / Monkmoor Street	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
00068	City Links	Newtown Road (A49) / Edgar Street/ Farriers Way	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
00069	Hereford to Credehill Cycle Route	A480, Station Road	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

ID	Route #	Alignment	Summary of design recommendations
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) - Measures along streets which seek to reduce vehicle speeds and tighten junction radii to slow vehicle turning speeds and improve walkability and cycle potential - Consider area wide measures to reduce overall motor traffic volumes to allow for most people to feel comfortable cycling on carriageway mixed with motor traffic - Review and action policies that enable removal of street clutter to maintain suitable widths for walking and cycling - Improve pedestrian connectivity through continuous crossings across Barrington Street - 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 - Widon 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 - Align improvements with ongoing design development of corridor improvements along Blue School Street (enabled by levelling up funding) - Consider bus lanes in both directions along the A438 to enable quick and reliable bus journeys; consider these lanes as 'mobility lanes' for sustainable transport - consider this holistically with major improvements along this corridor and at its junctions - Reduce turning motor traffic movements in order to retain reasonable levels of capacity for motorised through-traffic on the A438 Protect signalised movements for cycle traffic prioritising north-south movements - Remove right-turn slip lane; introduce controlled crossing for pedestrians - Package of measures along Holme 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
00071	Hereford to Withington	Ledbury Road (From Hampton Dene Road to Lumber Lane)	
00072	City Links	Edgar Street / Canonmoor Street	
00073	City Links	A49 Victoria Street, St Nicholas Street to King Street/Broad Street Junction	
00074	City Links	Eign Road, Hampton Park Road, St Margaret's Road, Vineyard Road, Old Eign Hill, Hampton Dene Road to A438 Ledbury Road	
00075	Leominster to Kingland	Cranes Lane to Millers Close via Kenwater	
00076	City Links	Blue School Street / Widemarsh Street	
00077	City Links	Holme Lacy Road / Hinton Road Junction to Hinton Road / King George V Playing Fields	

Table 5 List of future projects in Herefordshire (4)

ID	Route #	Alignment	Summary of design recommendations
00078	Kington Transport Study (In Development)	Kington Urban Area	- Implement recommendations outlined within Kington Transport Study
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 Copes Cross Street
00080	City Links	Commercial Road / Hereford City Link Road / Aylestone Hill	- Consider removal of staggered crossing and redesign a straight-ahead crossing for pedestrians
00081	City Links	Blue School Street / Commercial Road / Commercial Street / Union Street	- 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 improvements on Union Street with city centre traffic circulation plans; reversing the flow of general traffic on Union Street could be explored to support traffic circulation plans
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 - Set out an action plan for enabling contraflow cycling along Broad Street, Street Junction
00084	City Links	Widemarsh Street (from Newmarket Street), High Street to West Street/East Street Junction	
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
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
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
00088	City Links	Newtown Road (A449), Holmer Road (A449) and Priory Place Junction	- Consider major redesign of junction to provide segregated space for cyclists
00089	City Links	Hampton Dene Road / Ledbury Road (A438) junction	- Implement signalised pedestrian crossing over Ledbury Road to improve pedestrian connectivity
00090	Kingstone to Hereford Cycle Route	Ruckhall Lane to Blimont Pool	- Junction improvement from Ruckhall Lane & A445. Implement signalised toucan crossing and shared use path along A445 to connect to Blimont Pool

ID	Route #	Alignment	Summary of design recommendations
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
00092	Ledbury Market Town Investment Plan	Ledbury Urban Area	- Recommendations outlined within Ledbury Market Town Investment Plan
00093	Bromyard Traffic Management Study	Bromyard Urban Area	- Recommendations outlined within Bromyard Traffic Management Study
00094	Leominster to Kingsland	Milers Close to Lugg Green Road (via, Elyon)	- Traffic calming features top, warning signs - Implement appropriate lighting - Public realm improvements (Gateway Features) to signify entrance to Kingsland
00095	Leominster to Luston	Milers Close to Luston (Eye Lane)	- Traffic calming features to provide priority for cyclists - Public realm improvements (Gateway Features) to signify entrance to Luston
00096	City Links	A49 Victoria Street / St Nicholas Street / Barton Road	- 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
00097	City Links	A49 Victoria Street / A438 Eign Street / Bewell Street	- Introduce controlled pedestrian crossings on all arms of junction; lighten junction radii at junction where reasonable to increase level of service for pedestrians - Remove left turn slip lane - Remove pedestrian underpass on A49
00098	City Links - Councillor Addition	Off-road Widemarch Brook rail line	- 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
00099	Ross-on-Wye Movement Study	Ross-on-Wye Urban Area	- Package A - New pedestrian crossings in the town (Hildersley, Archfield Road and Wilton Road) 3 crossings
00100	Ross-on-Wye to Hereford	Brampton Road to Common Hill Lane	- Consider implementing closely spaced (100mm) threaded rod bars for cattle grids
00101	Ledbury Transport Strategy	Ledbury Urban Area	- Recommendations outlined within Ledbury Transport Study package A; Widening narrow footbridge on Town Trail over Orchard Lane
00102	Bromyard Market Town Investment Plans	Bromyard Urban Area	- Recommendations outlined within Market Town Investment Plan, notably exploring viability of Bromyard Greenway restoration, subject to land ownership agreement and engagement
00103	Kington Economic Investment Plan	Kington Urban Area	- Recommendations outlined within Kington Economic Investment Plan (i.e. Kington High Street improvements)
00104	Leominster Market Town Investment Plans	Leominster Urban Area	- Recommendations outlined within Market Town Investment Plan (i.e. Mobility Hub & exploring greenway viability, subject to land ownership agreement and engagement
00105	Ross-on-Wye Investment Plan	Ross-on-Wye Urban Area	- Recommendations outlined within Ross-on-Wye Investment Plan (i.e. Brompton & Sallack Cycleway/Cycle network development)
00106	Kington to Hereford Cycle Route	Kington to Ruckhall Lane	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ruckhall Lane

Table 6 List of future projects in Herefordshire (5)

ID	Route #	Alignment	Summary of design recommendations
00107	City Links - Councillor Addition	B4399 Straight Mile roundabout to Hampton Dene Road via, Holywell 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
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
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
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
00111	Leominster to Luston (Councillor Addition)	Eye Lane to Barrington Hall	- Traffic calming features to provide priority for cyclists
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
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
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
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
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
00117	City Links - Councillor Addition	River Wye	- Consider repairs along route for improved walkability and cycle accessibility - Tie in with Project Wyaside and Hereford Rugby Club to help make it safer and more accessible for people walking, wheeling and cycling. This includes creating a ramp leading onto the GWW to connect the south and northside pathways.
00118	Slow Ways	Hereford to Leominster Slow Way Route (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
00119	Bromyard to Leominster Greenway Feasibility Study	Worcester, Bromyard, Leominster	- Consider the viability of the Worcester, Bromyard, Leominster Greenway, subject to land ownership agreement
00120	Golden Valley Greenway Implementation	Pont-llias to Hay-on-Wye	- Implement the Golden Valley Greenway, converting the historic Hay-on-Wye to Pontllilar rail line into a new active travel route or "greenway"

ID	Route #	Alignment	Summary of design recommendations
00121	Slow Ways	Hereford to Bromyard Slow Way Route (1)	- 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
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
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 - Consider resurfacing of route, providing machine laid surfacing to enable accessible path for all
00124	City Links - Councillor Addition	Bartonsham Meadows Permissive Path	- Consider viability and feasibility of Greenway proposals, subject to land ownership agreement and engagement
00125	Hay-on-Wye to Hereford Greenway Feasibility Study	Hay-on-Wye to Hereford	- Resurfacing of route where required
00126	City Links	Great Western Way	- 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
00127	Slow Ways	Hereford to Ewyas Harold Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00128	Slow Ways	Hereford to Orcep Hill Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00129	Slow Ways	Kington to Leominster Slow Way Route (1)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00130	Slow Ways	Weobley to Leominster Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00131	Slow Ways	Leominster to Tenbury Wells Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00132	Slow Ways	Leominster to Ludlow Slow Way Route (2)	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00133	Slow Ways	Hundred House to Kington Slow Way Route	- Mixture of on-road and off-carriageway improvements for walking route. Route requires surface improvements, providing a smooth, laid surface throughout to increase accessibility, including the removal of stiles along the route with metal swing gates or other inclusive alternatives
00134	Slow Ways	Orcep Hill to Boss 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

Table 7

List of future projects in Herefordshire (6)

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

ID	Route #	Alignment	Summary of design recommendations
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
00146	Slow Ways	Colford 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
00147	Slow Ways	Mormouth 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
00148	Slow Ways	Ross on Wye to Micheldean 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
00149	Slow Ways	Stenfrith 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
00150	Slow Ways	Leathbury 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
00151	Slow Ways	Leathbury 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
00152	Slow Ways	Leathbury 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
00153	Slow Ways	Leathbury 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
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
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

Table 8 List of future projects in Herefordshire (7)

ID	Route #	Alignment	Summary of design recommendations
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
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
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
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
00160	Slow Ways	Stenfrith to Orcoz 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
00161	Moreton on Lugg to Hereford City - Councillor Addition	Moreton on Lugg to Hereford 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. - To Link CP9/Wyche Way LD Path to Bush Inn. Allow safe circular walking route for residents. Footway creation.
00162	Parish Councillor Additions	A4110 - Bush Inn	- Provide safe walking links to allow circular routes connecting CP9, CP10, CP11 and CP20. Footway creation.
00163	Parish Councillor Additions	A4110 - Bush Bank Service Station to Canon Pyon Primary School	Create safe circular route linking U92401 with CP16, as well as safe walking route connecting Village School with the village of Canon Pyon. Footway creation.
00164	Parish Councillor Additions	A4110 - Canon Pyon Primary School to Tennis Court	- Provide safe circular route linking U92413 with CP1, Footway creation.
00165	Parish Councillor Additions	A4110 / Wellington Lane	- There is a footpath from the Mole 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.
00166	Parish Councillor Additions	Ross-on-Wye to Weston under Penyard	- Reduce through traffic volumes if required to adopt Quiet Lane Principles (if identified as a problem) along Ginhall Lane
00167	Parish Councillor Additions	Ginhall Lane	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
00168	Slow Ways	Peterchurch to Ewys Harold (2)	Mixture of on-road and off-carriageway improvements for walking route.

ID	Route #	Alignment	Summary of design recommendations
00169	Slow Ways	Wignore 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
00170	Slow Ways	Bromyard to Knightwick	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
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.
00172	City Links	Penhaligon Way to Westfields Football Club	Additional wayfinding and signage along route to provide greater connectivity to existing cycle infrastructure e.g. Great Western Way
00173	City Links	Old School Lane	Minor resurfacing of Old School Lane to provide smoother journey for cycling on carriageway. Extend 20mph speed limit to junction with Roman Road.
00174	City Links	Commercial Road to Union Walk	- Consider priority to pedestrians across side roads through raised table crossings - Review car parking along Commercial Road, exploring opportunities for rationalisation - Tie into Aylestone Hill levelling up fund Proposals - Allow contraflow cycling on entry from Bath Street onto Commercial Street.
00175	City Links	Commercial Street from Bath Street to St Peters Street	Consider light segregation through the use of wands to physically separate cyclists from motor traffic.
00176	City Links	St Owen Street from Turner Street to Green Street	
00177	City Links	Skylon View	Consider footway management measures to reduce pavement parking. Consider additional signage and wayfinding along Skylon View to provide onward connectivity to existing infrastructure e.g. Holme Lacy Road.
00178	City Links	Belmont Pool to Treaga Grove	Remove kissing gates along Belmont Pool shared use path to provide greater connectivity for cyclists
00179	Hereford Road A438	Tarrington to Hopfield Meadow	Maintain vegetation and enhance the gateway feature at the entrance to Tarrington to signal improvements in driver behaviour.
00180	Mordford Village	Mordford Village	- Introduce traffic calming features in Mordford to reduce vehicular speeds. - Extend pedestrian footway.
00181	Leominster Industrial Estate	Leominster Industrial Estate	Introduce traffic calming features and additional signage to indicate route through industrial estate for cyclists.
00182	Comberton Village	B4362	Introduce traffic calming features through Comberton Village
00183	Ledbury Rugby Football Club	Ross Road	Maintain vegetation on footway along A449 and introduce traffic calming features to reduce vehicular speeds on approach to roundabout.
00184	River Leaden walking and cycling route	River Leaden from A449 to A438	Consider footway widening and explore opportunities for segregated cycle infrastructure to enable safer routes from Ledbury Cricket Club and Ledbury Rugby Football Club. Resurfacing of route and provide connection from A449 for cyclists.

Table 9 List of future projects in Herefordshire (8)

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

ID	Route #	Alignment	Summary of design recommendations
00208	Bromyard High Street	High Street	Improve crossing provision across Bromyard High Street
00209	Ledbury Market House	Market House	Improve crossing provision in proximity to Market House
00210	Leominster Worcester Road	Worcester Road	Improve crossing provision to access Leominster Railway Station
00211	Leominster Ryelands Road	Ryelands Road to South Street	Align actions with Local Transport Plan proposals
00212	Colwall Station	Colwall	Improve pedestrian and cycle access to Colwall Railway Station
00213	Archenfield Road Crossing	Archenfield Road	Align with safer routes to school principles outlined within LTP
00214	Kington Primary School	Mill Street	Improve pedestrian and cyclist environment near primary school, considering improved crossing points and reduced vehicle speeds.
00215	A445	Between Goose Pool and Belmont	Explore viability of reducing speed limit along A445 to improve connections to Belmont.
00216	Northolme Road / Southolme Road / A445	Northolme Road / Southolme Road / A445	Consider long-term plan for a major redesign of this junction to enable growth in walking and cycling.
00217	The Southend	From Worcester Road to Leason Way	Consider reducing speed limit and traffic calming measures along The Southend, with a particular focus near John Massfield High School.
00218	Breinton Road	Upper Breinton to Hereford City Centre	Consider vegetation maintenance along Bridleway between Westfaling Street and Upper Breinton

Table 10 List of future projects in Herefordshire (9)

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

Prioritising projects

Prioritisation

Overview

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

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

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

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

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

'Rural' projects in market towns and other areas:

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

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

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

Prioritisation factors

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

Table 11 Prioritisation factors

Factors to help prioritise – Urban & Rural

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 have been developed for identified projects. Projects with higher budget allowances will generally include more expensive, complicated interventions. Projects with lower budget allowances will generally include cheaper, less complicated interventions. High (3): Projects that are less complicated and/or likely to require a lower budget Medium (2): Projects that are likely to require a medium-level budget Low (1): Projects that are more complicated and/or likely to require a higher budget	

Factors to help prioritise – Urban & Rural

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

Factors to help prioritise – Urban

Proximity to development site	It is important that the LCWIP network provides new connections or improves existing connections to new development sites in the district and borough. It is also recognised that developer money 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, wheeling and cycling considerable distances is not necessarily feasible. This factor would seek to take this into account by understanding the connections with bus, rail, park & ride and horse riding, ensuring that routes provide a seamless journey.	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.

