

## Appendix 3 – Option A

Option	Summary and Implications
<p>Pause all work on the Southern Link Road, undertake a review of the project to determine next steps and continue work on SWTP active travel measures</p>	<p><b>Scope of work:</b></p> <p>Pause current SWTP delivery programme.</p> <p>Develop a scope for a detailed technical review of the evidence base developed for the SWTP to date. This could comprise a review of the original problem identification undertaken, a detailed review of the project objectives developed and the option assessment work completed.</p> <p>Initially a budget of £50,000 is estimated to enable the scope of such a commission to be developed and costed. This cost would be funded from the council's annual plan local transport plan budget.</p> <p>Once a scope and review cost has been developed and estimated a further report would be presented to enable further governance decision to be taken to commission the review and confirm how review will be funded.</p> <p>There is currently no funding to develop and deliver the approved SWTP package of active travel measures. Funding of these schemes could involve a reallocation from the capital programme subject to an appropriate governance decision or negotiation with the Marches LEP to allocate growth fund to the delivery of these active travel measures.</p> <p>A further key decision report will be required to set out the delivery and cost of this package of ATM projects to enable a decision to progress and fund these projects.</p> <p><b>Consideration &amp; Risks:</b></p> <p>The SWTP is identified in both the adopted Local Transport Plan and Core Strategy. It forms part of the council's policy framework and there is a risk that not progressing undermines/conflicts with adopted policy.</p> <p>The HTP and SWTP include the infrastructure needs for Hereford identified within the Core Strategy as being necessary to enable the full development of the HEZ and the Strategic Urban Extension housing sites and total housing number identified for Hereford during the plan period. Not progressing these packages could restrict or delay the development on the HEZ and prevent or delay the delivery of housing and other developments identified for Hereford in the core strategy. A delay in delivering housing in Hereford could</p>

also reduce the housing land supply for the county and restrict the council's ability to resist unplanned housing developments and undermine the plan led approach.

The council has engaged a wide range of stakeholders and partners in progressing its transport strategy and the SWTP project. This comprises residents and businesses, organisations looking to invest in the city and wider county, statutory bodies responsible for associated infrastructure and regulation and potential funding bodies. There is a risk that a decision to pause and review the packages will result in uncertainty which could be detrimental to the reputation of the council.

Business case development would pause and would not be submitted unless a decision is taken to proceed after a pause. This will impact the current funding agreement in place with the Marches LEP for the project and forecast spend profile. The last date the council can seek a draw down from the LEP growth fund is March 2021. This funding is not guaranteed and subject to qualifying conditions including submission of full business case. A pause which results in a significant programme change and completion date after March 2021 will affect the ability to use the existing funding agreements. The remaining unclaimed growth fund would then be a matter for the Marches LEP board to determine how this funding would be spent. The Marches LEP have indicated that it will need to consider the reallocation of funds to other projects in September this year in the event that the southern link road is not proceeding.

If paused, it is not known what the position of the DFT and Marches LEP will be. They would have to review and there is the potential for the project to become partially unfunded. The council could be required to identify a further source of funding. Also if the scheme proceeds following a period for review, schemes costs are likely to have increased as a result of inflation and remobilisation costs.

A decision would be required in relation to the current procurement process for the Southern Link Road. If a decision is taken to proceed after a pause it is likely that a new procurement would commence and construction would commence to a revised programme. Additional costs may be associated with this procurement process.. It is likely that this revised programme would require a refresh of some ecological surveys and licences which may no longer be valid, this depending on the length of the pause.

The acquisition of all land required for the scheme that has not already been purchased, which is the subject of the

	<p>confirmed compulsory purchase order, would not be concluded at this time but could be acquired using existing CPO powers up until March 2022. If the CPO is not implemented by that date it would lapse. A pause may cause the land owners affected by the CPO process to take action. Funding of any costs associated with such action would need to be subject to further governance decisions.</p> <p>The decision to pause the works would need to be reviewed on a regular basis. If the outcome of such a review is to cease then all capitalised costs will need to be funded from an appropriate revenue reserve.</p>
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