

Appendix 5 – Option C

Option	Summary and Implications
<p>Stop all work on the South Wye Transport Package</p>	<p>This option is likely to be contrary to the Council’s Budget and Policy Framework and require referral to full Council.</p> <p>The following provides a considerations and risks of this option, however if the cabinet member was minded to select this option a further key decision report would need to be prepared prior to a decision being taken.</p> <p>Considerations & Risks:</p> <p>All work on the SLR and approved package ATM schemes would cease and development of the DfT business case would cease and would not be submitted for the current project. This will impact the current funding contract in place with the Marches LEP for the project and unclaimed growth fund would return to the Marches LEP for the LEP board to determine how this funding would be spent.</p> <p>The financial impact of ceasing the work on the South Wye Transport Package will be a call on revenue reserves. Land / property already purchased will remain as capital items, all other costs will have to be funded from revenue, i.e. a transfer from an appropriate revenue reserve which will be in the region of £7.887m. This includes spend to date in 2019/2020. Any further costs will need to be fully determined and could include costs associated with the closing down of the current SWTP commission. These would be set out in a further key decision report.</p> <p>In addition the DFT / LEP may seek repayment of the £3.8m funding provided to date to HC in grants.</p> <p>A decision would be required in relation to the current procurement process for the Southern Link Road.</p> <p>The acquisition of all other land required for the scheme not already purchased which is the subject of the confirmed compulsory purchase order would not be concluded and the current confirmed CPO would lapse after three years from the confirmation of orders – March 2022.</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>

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 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 halt the delivery of the packages will signal a change in priorities, undermine confidence in the council's direction and result in greater uncertainty.

This option could adversely impact upon the bids currently being considered by central Government to Housing Infrastructure Fund and Highways England Route Investment Strategy 2 in relation to the HTP and the council's ability to deliver the HTP in line with the bids which have been submitted.