

Decision maker:	Cabinet member Infrastructure and transport
Decision date:	9 August 2019
Title of report:	Hereford Transport & South Wye Transport Packages
Report by:	Head of Infrastructure Delivery

Classification

Open

Decision type

Non-key

Wards affected

(All Wards); with particular reference to Stoney Street, Wormside, Belmont Rural, Credenhill, Three Elms, Queenswood, Holmer and Whitecross

Purpose and summary

To determine future actions regarding the Hereford Transport Package (HTP) which includes the Hereford bypass and associated active travel measures and South Wye Transport Package (SWTP) which includes the southern link road and local active travel measures.

Recommendation(s)

THAT:

- (a) having regard to the options set out at paragraph 29 below, the preferred options be determined.

Alternative options

1. A number of possible options, and the implications of each, are presented within this report to enable the preferred options to be determined. These options are as follows:
 - Option A - Pause all work on the Southern Link Road, undertake a review of the project and evidence base to determine next steps and continue work on SWTP active travel measures
 - Option B - Pause all work on the Hereford Bypass, undertake a review of the project and evidence base to determine next steps and continue work on HTP active travel measures

- Option C - Stop all work on the South Wye Transport Package
- Option D - Stop all work on the Hereford Transport Package
- Option E - Continue the delivery of the South Wye Transport Package
- Option F - Continue the delivery of the Hereford Transport Package

Key considerations

2. The approach to addressing Hereford's transport issues is important for the future of not only the city but Herefordshire, the Marches and the Midlands. The Hereford and South Wye Transport Packages have been developed over a number of years by previous administrations in response to the main transport problems in Hereford and the following transport objectives are set out in the adopted Local Transport Plan (2016-2031):
 - Enable economic growth
 - Provide a good quality transport network for all users
 - Promote healthy lifestyles
 - Make journeys easier and safer
 - Ensure access to services for those living in rural areas
3. The development of these packages has involved consideration of a range of possible options to deliver these objectives and the current package elements have been selected from this option assessment. These projects are set out within the current Herefordshire Local Transport Plan (LTP), the Local Plan Core Strategy, the Herefordshire Economic Development Strategy and the Marches Strategic Economic Plan. The Hereford Bypass, which completes a north / south connection from the A49 south to the A49 north to the west of the city is also identified as a priority scheme within the Midlands Connect regional transport strategy.
4. The current executive recognises that decisions taken in relation to major transport infrastructure schemes are important and that the impact of those decisions will last for generations to come. There is a concern that, as currently developed, the two transport packages may not be compatible with climate change challenge, carbon reduction and emerging policy, that there are other options that could deliver transport and growth objectives and these should be considered. Given these lasting impacts and the declared climate emergency, the importance of considering all of the alternative options is essential at this time. For example options to be considered may include:
 - An eastern link / river crossing
 - Electric bus fleet
 - Improved school bus services
 - Improved cycle and pedestrian provision including safer routes to school
 - Trialling of traffic signal removal
 - Ultra-light rail system
5. This report presents the immediate options available in relation to the major transport packages for Hereford, to inform a decision on the approach that the council will take.

Scheme Background:

South Wye Transport Package:

6. The need for interventions in the south wye area and the development of the South Wye Transport Package was based on a technical assessment of the problems in the south wye area supported by public consultation feedback. These can be summarised as:
 - Constraints on economic growth particularly at the Hereford Enterprise Zone (HEZ) arising from traffic levels on existing highway network
 - Car dependency for short distance trips
 - Traffic congestion and journey time unreliability
 - Traffic re-routing and rat running onto unsuitable roads
 - Poor air quality and high noise levels (in particular on Belmont Road)
 - Severance to active travel journeys and related inactivity and consequential health impacts
 - Road collisions and perception of road danger
7. Without any action of some sort to address these problems there would be a deterioration in access to the HEZ restricting future developments, continued and increased re-routing of traffic in response to congestion and additional delays and extended and unreliable journeys. Transport related severance would increase as conditions for pedestrians and cyclists would become more challenging and there would be continued road safety issues. Environmental conditions would deteriorate which would include an increase in traffic noise and a worsening of air quality.
8. The South Wye Transport Package has been developed in response to these problems and an initial Strategic Outline Business Case (SOBC) which includes the Southern Link Road and a package of active travel measures was developed which can be seen by following the link below:

https://www.herefordshire.gov.uk/download/downloads/id/13070/south_wye_transport_package_strategic_outline_business_case.pdf
9. The aim of the South Wye Transport Package is to:
 - Reduce congestion and delay
 - Enable access to developments such as the HEZ
 - Reduce the growth in emissions
 - Reduce traffic noise
 - Reduce accidents and
 - Encourage physical activity
10. On the basis of the SOBC funding of £27m was secured from the Marches LEP growth fund with a commitment of local contribution of £8m from the council's local transport plan. There is an approved SWTP budget totalling £35m in the council's capital programme including £8m contribution from the Local Transport Plan budget.
11. The Marches LEP grant agreement between this council and Shropshire council requires the delivery of the Southern Link Road and a package of measures to improve travel and conditions for pedestrians, cyclists and public transport in the south wye area to deliver the outputs set out in the agreement. These include the delivery of 3.6 miles of new road and a package that will support new jobs and new homes. Grant funds are drawn down following submission of evidence of eligible expenditure.

12. The Marches LEP has indicated that it would intend to consider the reallocation of funding for the scheme in September 2019 if the council does not proceed with the Southern Link Road element of the package. This is to ensure that the Growth Fund allocated to the Marches is capable of being defrayed by March 2021. This funding could be applied to other projects in the Marches LEP area which comply with the qualifying conditions of the funding pot.
13. The case for the scheme has been further developed with the Department for Transport as the project progressed in recent years into a full final business case which would be submitted in due course to the Department for Transport. Subject to this decision the current programme would anticipate submission of the business case in early 2020. This is a revised timescale and later than anticipated.
14. Appendix 1 provides a summary of the scheme development to date.

Hereford Transport Package

15. The Hereford Transport Package has been developed following many years of transport and economic studies by previous administrations which have reviewed the main transport issues in the city and assessed a range of possible options and interventions to address these transport issues, enable planned growth to take place and provide a network for sustainable transport improvements.
16. There are significant transport issues associated with the existing network which impact on the city, constrain growth and impact on the economy of the city and county:
 - Traffic congestion, unreliable journey times and extensive queuing on the network
 - Barriers to growth constraining the delivery of the employment and housing targets, difficulty in attracting new businesses and jobs, difficulty in retaining existing business, difficulty in retaining young people in the city
 - High numbers of short distance car journeys
 - Barriers to safe walking, cycling and bus use with related health impacts, severance of communities due to intimidating busy roads difficult to cross
 - Poor network resilience associated with a single river crossing
 - Poor air quality and emissions due to high levels of congestion and heavy goods vehicles on routes adjacent to homes, schools and leisure facilities
 - High collision rates, accidents and breakdowns on city network
17. The Hereford Transport Package has been developed in response to these problems and the following objectives have been developed from an assessment of problems and consultation feedback:
 - Enable the delivery of future market and affordable housing, employment and educational development by maintaining acceptable peak hour journey times across the city
 - Enable the delivery of future housing, employment and educational development by providing attractive alternatives to the private car for journeys within the city
 - Enable the improvement of regional connectivity by achieving acceptable peak hour journey times on the A49 through the city
 - Ensure the transport network within Hereford is resilient enough to provide consistent journey times throughout the day
 - Encourage healthy lifestyles by encouraging more people to walk and cycle

- Reduce the impacts of transport on air quality and noise within the city
 - Protect the quality of the urban realm to enhance pedestrian connectivity in the city
 - Improve road safety within the city.
18. From 2014/15 to July 2018 revenue spend totalled £5.11m on bypass route option appraisal which was funded from council revenue budgets and reserves. From August 2018 – end March 2019 capital spend on the HTP project totalled £2.908m and was funded from the HTP capital budget in the councils capital programme. The capital programme currently includes budget for 2019/20 of £3.7m which includes 18/19 carry forward. Spend to date in 2019/20 totals £673,931.
 19. A strategic outline business case has been developed and can be seen by following the link below:

https://www.herefordshire.gov.uk/download/downloads/id/13069/hereford_transport_package_strategic_outline_business_case.pdf
 20. This would be further developed into an Outline Business Case as the project progresses.
 21. Bids have already been submitted by the council for funding for the project to the Housing Infrastructure Fund and Highways England Route Investment Strategy 2 process. Central government is currently considering these bids and announcements are anticipated in the autumn. Midlands Connect has identified the Hereford bypass as a regional priority in the regional transport strategy and for the regional submission to the Department for Transport for Large Local Major road scheme funding. Development of the information required for such a bid is well advanced and Midlands Connect have indicated that they would require confirmation of whether to continue to put forward the scheme for funding by 1st October 2019. If successful, these funding bids could provide funding to deliver this £182m project over the period 2020 to 2025. There are currently no other Government funding streams identified for major road infrastructure projects.
 22. The HTP includes infrastructure identified within the Core Strategy necessary to enable the full development of the HEZ and the Strategic Urban Extension housing sites which would support the delivery of the 6,500 homes identified for Hereford during the plan period to 2032. The Core Strategy identifies that necessary infrastructure is required to deliver the 6500 new homes target set out in the adopted strategy document. Without this infrastructure in place housing growth would be constrained to the housing cap of 3250 new homes. The Core Strategy also include policy requirements for the three urban expansion sites at Holmer West, Three Elms and Lower Bullingham to make financial contributions to the delivery of the bypass and active travel measures. The Holmer West site is currently under construction for housing and a s106 planning agreement is in place which includes a phased contribution totalling £1.9m towards the Holmer west link of the bypass and a package of sustainable transport infrastructure to serve the development. Similar agreements would be negotiated for the other urban extensions as planning applications come forward.
 23. Appendix 2 provides a summary of scheme development to date.

Option Review:

24. At the March 2019 meeting of Council two motions were put forward and approved.
25. The first resolution passed was that: 'This Council declares its recognition of the climate emergency and calls on the executive to:

- Commit to an accelerated reduction of the Council's carbon emissions, with the aspirations to be carbon neutral by 2030; and to change its energy supply to 100% renewable source;
 - Produce a successor to the current Carbon Management Plan (2019-2023) within the early months of the new Council;
 - Work with partners to produce an action plan, covering all relevant council strategies, and to submit this plan via Scrutiny to Cabinet by the end of 2019;
 - Call upon our 'Re-Energise' partners to match or better the council's commitment; to publicise their response and to lead on working with the public to promote and encourage carbon reduction in all aspects of the county's life;
 - Provide the necessary resource for officers to deliver on the council's carbon reduction commitments, and to monitor and report annually on the county position and The council requests the executive to arrange a full day interactive seminar for all councillors as soon as possible to be briefed on and discuss the options that might be open to Herefordshire Council to expedite its carbon footprint reduction aspiration and improve further the natural environment of Herefordshire.'
26. The executive response to the motion concerning the climate change emergency is currently scheduled for 26 September 2019.
27. The second resolution passed was that the executive be asked to consider including in the forthcoming core strategy review a consideration of options for a route corridor for a full city ring road for Hereford to include an Eastern city bridge.
28. Following the May 2019 local elections the executive is duly considering and will respond to these motions. To support this the new cabinet has been briefed on the evidence base informing the development of the two transport packages to date and development work undertaken to date.
29. There is a view that the current transport infrastructure projects may not be compatible with the recently declared climate emergency or emerging policy and therefore the executive wishes to consider a range of options. This report presents the immediate options available in relation to the major transport packages for Hereford, to enable the cabinet member to confirm the preferred option/s.
30. The following options are presented:
- Option A - Pause all work on the Southern Link Road, undertake a review of the project and evidence base to determine next steps and continue work on SWTP active travel measures
 - Option B - Pause all work on the Hereford Bypass, undertake a review of the project and evidence base to determine next steps and continue work on HTP active travel measures
 - Option C - Stop all work on the South Wye Transport Package
 - Option D - Stop all work on the Hereford Transport Package
 - Option E - Continue the delivery of the South Wye Transport Package
 - Option F - Continue the delivery of the Hereford Transport Package
31. A description of each option with key considerations and risks for each are set out in Appendix 3 – Appendix 8 (inclusive) and the cabinet member is invited to review each to confirm the preferred options.

Community impact

32. The delivery of these transport packages supports the objectives of the current core strategy to meet the housing needs of the community, strengthen Hereford's role as a focus for the county through city centre expansion and regeneration and providing an alternative route for 'through' traffic and additional capacity within the existing network enabling more sustainable modes and access for new developments.
33. The packages aim to address a range of measures set out in the corporate plan including: tackling congestion, supporting cycling, bus punctuality and supporting job creation at locations such as the enterprise zone.
34. It is unclear how a decision to pause and review these packages will impact the community. This can be partly addressed by ensuring that the review clarifies the priorities it is seeking to address, and confirm how these priorities impact the community.
35. A decision to pause these projects is likely to impact individual residents and land owners that have been directly engaged in the process of land acquisition, compulsory purchase and mitigation measures. It will be important for any decision to have regard to these impacts with a view to minimising uncertainty for these important stakeholders.

Equality Duty

36. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
37. It is unclear how a decision to pause and review these packages will impact the community and those within the community with protected characteristics in terms of the Equality Act 2010.. This can be partly addressed by ensuring that the review clarifies the priorities it is seeking to address, and confirm how these priorities impact the community including those with protected characteristics.
 38. A decision to pause these projects is likely to impact individual residents and land owners including those with protected characteristics that have been directly engaged in the process of land acquisition, compulsory purchase and mitigation measures. It will be important for any decision to have regard to these impacts with a view to minimising uncertainty for these important stakeholders. An equality impact assessment (EqIA) of the Hereford Bypass short list of route options was undertaken in July 2018 which can be seen by following the link below:

<http://councillors.herefordshire.gov.uk/documents/b16362/Appendix%20%20-%20HTP%20Equality%20Impact%20Assessment%20Friday%2027-Jul-2018%2010.00%20Cabinet.pdf?T=9>

39. Further assessments will be undertaken at appropriate points following this decision.

Resource implications

South Wye Transport Package

- 40. The South Wye Transport Package (SWTP) is currently made up of four elements, these total £35m and the identified funding is a grant of £27m from growth fund via the Marches LEP Growth Fund and £8m coming from the council, utilising part of the LTP element of the capital programme. The current forecast is that the four elements could be delivered for £35m.
- 41. Spend on the SWTP project to the end of 2018/19 was £6.984m.
- 42. Spend to date on the SWTP project in 2019/20 totals £902,969.
- 43. Spend on the SWTP to date totals £7.887m to date. As at the end of March 2019 funding of £3.8m has been received from the Marches LEP and remaining grant can be drawn down following sign off of the final full business case. Remaining costs have been funded from council's capital budgets including the annual plan local transport plan budget.

Hereford Transport Package

- 44. The Hereford Transport Package (HTP) currently comprises the Hereford bypass and a package of walking, cycling, bus and public realm improvements. The current forecast cost of delivering the HTP is £182m
- 45. From 2014/15 to July 2018 revenue spend totalled £5.11m on bypass route option appraisal which was funded from council revenue budgets and reserves.
- 46. From August 2018 – end March 2019 capital spend on the HTP project totalled £2.908m on the detailed design and consultation of the bypass and package measures development and consultation and was funded from the HTP capital budget in the councils capital programme.
- 47. The capital programme currently includes budget for 2019/20 of £3.702m for development of the bypass design and planning application and consultation and development of the active travel measures. Spend to date in 2019/20 totals £673,931.
- 48. The capital programme or MTFS makes no assumptions around the costs of building the bypass or installing active travel measures, nor does it assume any council tax or business rate growth, or additional costs relating to this growth.
- 49. The financial implications of each of the options is set in the option information presented in Appendices 3 – 8 to enable the cabinet member to note as he considers each option.

Legal implications

Authority to make this decision

- 50. The options covering this decision are different types of decisions.
- 51. Options A, B E and F are executive decisions these are not key decisions, although taken by a cabinet member, because the result of a pause does not result in the council incurring expenditure which is significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.

51. Pausing either or both schemes will not result in a payment of expenditure over £500,000. The pause does not constitute a trigger for claw back of the grant monies. The grant so far totalling £3.8m paid by the LEP, was paid to the council, in arrears for the stages of the scheme certified as allowable expenditure in accordance with the grant conditions. The remaining LEP grant is ring-fenced for Herefordshire but is not guaranteed and is conditional upon certain criteria. In the monitoring officers opinion a pause is also not significant having regard to the strategic nature of the decision or in regard to the impact of a pause on the amenity of the community or quality of service provided. Although further decisions to enable the next stages continuing either or both schemes might be key decisions. The decision at the present time to continue in itself is not key as it is not a different decision to those already taken.
52. Option C and D are decisions contrary to the council's existing policy framework. For SWTP these are the Core Strategy and Local Transport Plan and for the HTP, the Core Strategy and Local Transport Plan. It is also contrary to or not wholly in accordance with the budget approved by council. As a result a cabinet member or cabinet cannot take this decision and this decision may only be taken by council, unless it is an urgent decision, which this is not.

Power to make this decision

53. The council as the highway authority can promote and deliver the schemes following the appropriate procedures laid down in the relevant statutory legislation. There is no statutory requirement to do so. This is a discretionary power. Options A, B, C and E do not change at this stage the exercise of this power. However options E and F are contrary to the Core Strategy and Local Transport Plan which may have implications for other housing and development within the Herefordshire as the policies could be challenged.

Other legal implications

Land issues

54. The compulsory purchase order (CPO) for the SWTP was confirmed in March 2019 pursuant to the Acquisition of Land Act 1981 for the Southern Link Road (SLR) along with the side roads order being made pursuant to the Highways Act 1980;
55. The CPO provides the council with the authority to progress with the purchase of land required for the SWTP but steps have not yet been taken to do so. Compulsory purchase only affects the SWTP SLR. The CPO in place allows the Council to compulsory purchase all land that falls within the CPO corridor for the purposes of building out the road if the general vesting declaration is executed. Once executed, the Council are required to acquire the land within the statutory timeframe of three months from the execution date. The general vesting declaration has to be executed within three years of the date of confirmation of the CPO (March 2022) otherwise the CPO lapses.
56. The Council have in the alternative, negotiated option agreements with all the landowners which, if completed will allow the Council to purchase the land if the general vesting declaration is executed. These option agreements have not yet been completed and are unlikely to do so if Option A or Option C for the SWTP are resolved.
57. Planning permission for the SLR road scheme has been gained and implemented in accordance with the Town and Country Planning Act 1990. Planning has not been secured for the HTP.

58. Where there is planning blight, the property/landowner can serve a blight notice which requires the authority to purchase the affected land at the market value ignoring the effect of the highway project that is proposed on the value of the land. Once planning blight occurs, the affected landowner can bring forward the acquisition of their interest in the blighted land within a timeframe that suits the landowner rather than the project programme of the Council.
59. Blight Notices could be served by claimant landowners whose land falls within the HTP (i) the Relief Road Corridor (shown in Figure 4.2 of the Core Strategy) and or (ii) the Red Route. For SWTP SLR the same applies to the land that falls within the confines of the CPO corridor. If blight notices are received the council assesses them and either accepts or rejects.
60. It is highlighted that pursuant to Section 41 of the Highways Act 1980, there are statutory obligations on the council as the highway authority for the administrative area of Herefordshire to maintain the highway maintainable at the public expense. Given the usage of annual plan monies to fund these road scheme the maintenance of the highway may be impacted. Any impact will be set out in the relevant project decision report.

Risk management

61. The decision to pause and review or stop these projects would raise a number of risks. The scale of these risks reflects the relatively advanced stage of the projects and the activities which have already been undertaken and/or are already in progress.

Risk	Mitigation
<p>Policy on land use, transport, housing and economy.</p> <p>These package schemes are identified in both the adopted Local Transport Plan and Core Strategy. These strategies form part of the council's policy framework and there is a risk that not progressing these packages 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 numbers of 6,500 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</p>	<p>The scope of the review will need to identify potential impacts on the council's policy framework. This may require the commencement of a review of these associated policies. A review of the Core Strategy is scheduled to commence this year.</p>

Risk	Mitigation
unplanned housing developments and undermine the plan led approach.	
<p>Reputation.</p> <p>The council has engaged a wide range of stakeholders and partners in progressing its transport strategy and these specific packages. 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 signal a change in priorities, undermine confidence in the council's direction and result in greater uncertainty.</p>	<p>A clear communications strategy will be required to explain the purpose of any review, implications for specific stakeholders (such as landowners affected by the road scheme elements of the packages) and a likely timescale within which the review should be completed and the outcome known.</p>
<p>Financial.</p> <p>Total funding for the packages has not yet been secured. Good progress has been made in pursuing external funding for both packages. A decision to pause and review the packages at this stage might result in allocated funding being withdrawn (SWTP LEP funding) and / or these bids (HTP) being rejected or downgraded by the respective funding body.</p>	<p>Specific communications required with funding bodies to clarify any risks associated with a delay in the council progressing bids, seeking a hold on current bids or the consequences of resubmitting bids in the event that current bids are formally withdrawn.</p>
<p>Financial</p> <p>Changes in the funding profile, in particular the profile of the funds required from council elements, such as LTP, will have a consequential impact on the works and services that are also planned to be funded by those elements. In the event that the entire LTP element for the SWTP were to be required to support any option in a single year, or over a two year period, then given the extent to which LTP capital supports the delivery of highway maintenance activities, this would put the council's ability to meet its duty to maintain its highway asset in jeopardy. In the least, it will bring to a halt the improvement in overall road condition that has been achieved to date, and without mitigation will most likely lead to a decline in the overall condition of the highway asset. If</p>	<p>The consequential impacts of changes to funding profiles, by source, will be assessed for all options and the financial plans for mitigation developed. Those plans will be made on the basis that as a minimum, duty will be met. Such mitigation may require exploration of other funding sources to support the funding profile required by any option.</p>

Risk	Mitigation
the council is unable to meet its duty to maintain the highway asset then it risks exposure to an escalation in demand on its revenue budgets, particularly as a result of third party claims. If highway condition is allowed to decline, then this may also lead to an increase in demand on revenue budgets as a consequence of an escalation in the need to react to safety defects.	
<p>Project risks.</p> <p>There are a number of project specific risks recognising that both projects are at advanced stages of development. Each project was being managed in the context of a project risk register and these will be updated to clarify the risk of pausing and reviewing each project.</p>	Review and update project risk registers.

Consultees

62. Both HTP and SWTP have had several consultations to date. These are summarised in the tables below;
63. South Wye Transport Package (SWTP)

South Wye Transport Package webpage	https://www.herefordshire.gov.uk/info/200196/roads/252/hereford_2020/5
South Wye Transport Package Consultation 1 July 2014 to 8 August 2014	Options developed for the SWTP. These options included improvements to encourage sustainable travel and also presented four route options for the Southern Link Road.
Consultation Report	http://councillors.herefordshire.gov.uk/documents/s50021854/Appendix%203%20-%20South%20Wye%20Transport%20Package%20-%20Public%20Consultation.pdf
Cabinet Decision report	http://councillors.herefordshire.gov.uk/documents/s50021851/South Wye Transport Package.pdf
South Wye Transport Package Active Travel 14 September 2016 to 25 October 2016	Possible active travel improvements to complement the SLR
Consultation Report	http://councillors.herefordshire.gov.uk/documents/s50065495/Appendix%201%20for%20South%20Wye%20Transport%20Package%20-%20Active%20Travel%20Measures.pdf

Cabinet Decision report	http://councillors.herefordshire.gov.uk/documents/s50065494/South%20Wye%20Transport%20Package%20-%20Active%20Travel%20Measures%20main%20report.pdf
Appendix 2 to the Cabinet Decision report	http://councillors.herefordshire.gov.uk/documents/s50065496/Appendix%20%20for%20South%20Wye%20Transport%20Package%20-%20Active%20Travel%20Measures.pdf

64. Hereford Transport Package (HTP)

Hereford Transport Package Webpage	https://www.herefordshire.gov.uk/info/200196/roads/252/hereford_2020/4
Phase 1 Consultation 4 April 2017 to 22 May 2017	Introduce the HTP, consult on transport problems in Hereford, issues and constraints within the bypass corridor and ideas for walking, cycling and bus improvements
Consultation report	http://councillors.herefordshire.gov.uk/documents/s50053658/Appendix%201%20for%20HTP%20Options%20Consultation%20Phase%202.pdf
Cabinet Decision report	http://councillors.herefordshire.gov.uk/documents/s50053659/Hereford%20Transport%20Package%20HTP%20Options%20Consultation%20Phase%202.pdf
Phase 2 Consultation 6 February 2018 to 20 March 2018	Seven possible bypass routes and walking, cycling, bus and public realm improvements.
Consultation report	http://councillors.herefordshire.gov.uk/documents/s50058868/Appendix%201%20-%20Phase%202%20Consultation%20Report.pdf
Cabinet Decision report	http://councillors.herefordshire.gov.uk/documents/s50058782/Hereford%20Transport%20Package%20HTP%20main%20report.pdf
Walking, cycling, bus and public space improvements consultation 29 January - 11 March 2019	Walking, cycling, bus and public space improvements were developed further informed by the Phase 2 consultation feedback. Asked for views on these developed proposals and what would encourage people to walk, cycle or use the bus more often.
Consultation report	In preparation. The consultation materials are available on the council's web site here: https://www.herefordshire.gov.uk/consultations/article/10115/hereford_transport_package_-

66. There is strong feeling and opinion about the projects and over recent weeks, the council has received correspondence expressing concerns both for and against the packages.
67. In advance of this decision, residents, landowners and stakeholders included on the council's database of those potentially affected by this decision or who have previously been identified in having an interest or asked to be kept updated regarding the schemes were informed. This included key funding bodies of DfT, MHCLG, Homes England, Highways England, Midlands Connect and the Marches LEP.
68. All affected local ward members below have been asked to comment and five representations were received. These are set out in Appendix 9. The following members were asked for comment:

Cllr Christy Bolderson

Cllr David Hitchiner

Cllr Tracy Bowes

Cllr Bob Matthews

Cllr Graham Andrews

Cllr Pauline Crockett

Cllr Mark Millmore

Cllr Dave Boulter

Appendices

Appendix 1 South Wye Transport Package Scheme Development

Appendix 2 – Hereford Transport Package Scheme Development

Appendix 3 – Option A: Pause all work on the Southern Link Road, undertake a review of the project and evidence base to determine next steps and continue work on SWTP active travel measures

Appendix 4 – Option B: Pause all work on the Hereford Bypass, undertake a review of the project and evidence base to determine next steps and continue work on HTP active travel measures

Appendix 5 – Option C: Stop all work on the South Wye Transport Package

Appendix 6 – Option D: Stop all work on the Hereford Transport Package

Appendix 7 – Option E: Continue the delivery of the South Wye Transport Package

Appendix 8 – Option F: Continue the delivery of the Hereford Transport Package

Appendix 9 - Responses received from affected local ward members

Background papers

None