

## **Supplement 2 to the agenda**

### **Connected Communities Scrutiny Committee**

Wednesday 15 April 2026, 2.00 pm

Conference Room 1 - Herefordshire Council, Plough Lane Offices, Hereford, HR4 0LE

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**Title: Hereford Western Bypass Phase One – Assessment Criteria**

**Meeting: Connected Communities Scrutiny Committee**

**Meeting date: Wednesday 15 April 2026**

**Report by: Delivery Director - Infrastructure, Statutory Scrutiny Officer**

**Classification**

Open

**Report purpose**

1. To provide information to the committee regarding the criteria to be used to assess the full business case for phase 1 of the Hereford Western Bypass.

**Background**

2. Connected Communities Scrutiny Committee has agreed to scrutinise both the full business case for phase 1 of the Hereford Western Bypass. It will do this at its meeting on 23 June 2026. It has also agreed to review the criteria by which the full business case will be assessed. This report supports the review of the criteria.

**Meeting objectives**

3. To review the set of criteria which will be used to assess the Full Business Case for Phase One and set out the requirements which need to be in place to assist Cabinet in considering their decision to release funding, appoint the preferred contractor and begin construction.
4. To provide feedback to Cabinet on the suitability of the criteria to be used.

**Report information**

5. [The New Road Strategy for Hereford](#) was approved by Cabinet in March 2024. The strategy includes the Hereford Western Bypass which consists of two phases, the first phase being a link between the A49/B4399 junction and the A465 (formerly called the Southern Link Road) and the second phase the continuation of the road to a junction with the A49 to the north of the city.
6. [The Local Transport Plan 5](#) was adopted by Council in November 2025. The plan highlights the importance of the bypass to the overall transport strategy and specifically references the development of the Phase One business case.

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Further information on the subject of this report is available from  
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7. Phase One of the Hereford Western Bypass provides much need improved access to the Hereford Enterprise Zone from the South-West of the County and further afield into South Wales. The proposed route would remove significant numbers of vehicles from Belmont Road, Walnut Tree Avenue and Holme Lacy Road, and from some of the more rural roads that are currently used as a short cut between the two routes, which are not suited to the levels of traffic currently utilising them.
8. Phase One also anchors and facilitates the wider Hereford Western Bypass, which will bring significant benefits to the City, County and wider region, enabling ambitions for housing and employment growth to be realised.
9. Phase One has [planning consent](#) (Planning Number P151314/F) and is programmed to begin construction in December 2026.
10. At its meeting of 17 July 2025, Cabinet approved the '[Procurement Strategy for the Hereford Western Bypass -Phase 1](#)' which resulted in a competitive tender process being undertaken in late 2025. John Graham Limited was awarded the pre-construction services contract in March to finalise the design, costs, planning conditions, ecology surveys, utility diversions and other work required before construction can begin. They were also appointed as the preferred construction contractor, although the final decision to award the construction contract will be made by Cabinet in July after consideration of the Full Business Case.
11. A Full Business Case for Phase One is being produced and will be published in June 2026 ahead of Cabinet's decision. The Full Business Case will be compliant with the government's Green Book standards used for assessing and comparing major transport infrastructure schemes. It will set out key information about how the scheme aligns with national and local policies as well as provide a value for money assessment.
12. The council has allocated and authorised spend of £10.3m within its capital programme for the development of the scheme to construction acquisition of land and associated costs. A further £35m of funding, to undertake the construction of the scheme has also been included within the Council's capital programme. Cabinet will need to consider the outcomes from the Full Business Case ahead of making the decision to release the £35m construction budget and to award the construction contract, Cabinet. There are a number of key matters
13. Cabinet will need to consider before having the assurance required to make the decision. These key matters for consideration can be summarised under the following five headings
  - a. Technical
  - b. Planning
  - c. Environmental
  - d. Commercial
  - e. Financial
14. Appendix 1 sets out a table with 21 specific assessment criteria or requirements that are proposed to be evaluated against. Each criteria or requirement has also been considered for its linkage to the Local Transport Plan 5 strategy:
  - a. Supporting a thriving and prosperous economy
  - b. Enabling healthy choices to improve wellbeing
  - c. Tackling climate change and protecting and enhancing the natural and built environment
  - d. Improving accessibility and inclusivity

15. The Full Business Case will be provided to Cabinet prior to the decision to proceed with the construction of Phase One. This will be supplemented with a report that assesses the business case against the specific assessment criteria and if the requirements have been met. The recommendation to Cabinet will be informed by this assessment against the criteria.
16. The proposal considers the criteria used to assess the decision to move to the construction stages of Phase One. Phase One will reduce traffic on Walnut Tree Avenue, Holme Lacy Road and on a section of the Belmont Road bringing improvements to these communities.
17. The proposals would directly impact those who own land along the route. This comprises of seven different landowners. The Council Plan 2024 to 2028 notes that 'We will create the conditions to deliver sustainable growth across the county; attracting inward investment, building business confidence, creating jobs, enabling housing development and provide the right infrastructure'. The 2026/27 Delivery plan has the objective to expand and maintain the transport infrastructure network in a sustainable way and improve connectivity across the county; and continue the construction of Phase One and the development of Phase Two of the Hereford Western Bypass
18. The Western bypass is outlined as being the cornerstone of the LTP 5 strategy.

### **Consultees**

19. None identified

### **Appendices**

Appendix 1: Appendix 1 – Assessment Criteria and Requirements

### **Background papers and resources**

[Procurement Strategy for the Hereford Western Bypass -Phase 1 ref: 10762](#)

[Hereford Western Bypass Phase One Land Acquisition CPO ref: 10964](#)



## Appendix 1 – Assessment Criteria and Requirements

### LTP Strategy

- \* Economy – Supporting a thriving and prosperous economy
- \* Health – Enabling healthy choices to improve wellbeing
- \* Climate change – Tackling climate change and protecting and enhancing the natural and built environment
- \* Access – Improving accessibility and inclusivity

Key Matters	Components	Assessment Criteria and Requirements	Economy	Health	Climate Change	Access
Technical	Strategic and Local fit	Demonstratable community benefits including alignment with national and local policies	X	X	X	X
	Traffic outcomes	Modelling results demonstrate improved journey times	X		X	X
	Safety outcomes	Modelling results demonstrate no overall reduction in safety		X		X
	Network Rail and National Highways Approvals	Clear demonstration that approvals have been obtained or are well advanced, with AIP's moving through the respective governance processes within National Highways and Network Rail.				
Planning	Planning permission	Planning permission for the main scheme in place	X	X	X	X
	Pre-construction planning conditions	All pre-construction planning conditions discharged (or have route to discharge) or with sufficient mitigation strategies in place to enable a start on site.			X	
	Temporary works planning application(s)	Temporary work planning applications have been prepared for submission and meet any pre-application advice requests.			X	
	Land acquisition	The land is in council ownership or control with remaining land in route to acquisition through CPO.	X			
Environmental	Natural England approvals	Clear environmental mitigation strategies are in place and agreements with Natural England are in place or well advanced.			X	
	Carbon reduction	Contractor has submitted a carbon reduction plan demonstrating they have measures in place to reduce carbon during construction		X	X	

	Woodland mitigation	Sufficient additional tree planting in place at more than three times greater than the proposed loss of ancient woodland		X	X	
	Biodiversity net gain	BNG mitigation measures for the temporary works applications are planned or in place			X	
<b>Commercial</b>	Competitive tender	A compliant and commercially robust tender process was used to secure the contractor appointment, and a tender evaluation report has been signed off by the director.	X			
	Construction price	Final construction cost estimates are agreed taking into account all planned value engineering and contingency	X			
	Completion of PCSA	Final designs agreed, approvals and mobilisation plans in place				
	Utility diversions	Surveys completed and all cost estimates for utility diversions included in final construction cost estimates.	X			
	Risk Management	A joint contractor and client risk register is developed and a process for monthly reviews of risk by the project board is in place.	X			
	Social Value	Contractor has provided a deliverable plan with defined actions and with local organisations supported.	X	X	X	X
	Construction programme	Full construction programme in place identifying clear critical path and dependencies	X			
	<b>Financial</b>	Affordability	Having taken into account the revised construction budget following the PCSA there is sufficient budget in place to deliver the scheme including sufficient contingency. Report signed off by S151 officer.	X		
Funding		Scheme has been accepted by DfT as a 'retained' scheme with no objection to the partial use of Local Transport Grant funding.	X			
Value for money		S151 officer is satisfied that calculated Benefits to Costs Ratio (BCR) represents value for money having achieved a Medium or High assessment score.	X			

	Value for money	S151 officer is satisfied that calculated Net Present Public Value (NPPV) is positive demonstrating the scheme represents an expected overall gain in public value.	X	X	X	X
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