

Written statement of a key decision
Cabinet

Title	New Road Strategy for Hereford
Decision maker	Cabinet Information about cabinet, including the names and contact details of the cabinet members, can be found here: http://councillors.herefordshire.gov.uk/mgCommitteeDetails.aspx?ID=251
Date of decision	28 March 2024
Report exemption class	Open
Reason for being a key decision	<p>This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.</p> <p>This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.</p>
A notice was served in accordance with Part 3 (Key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.	
General exception or special urgency (as defined in the constitution)	No
Purpose	The report seeks Cabinet's agreement to the revised priorities within the Hereford Transport Strategy and to agree to draw down investment in new road infrastructure to improve network resilience and support the growth and development of Herefordshire in accordance with the current Local Transport Plan and Core Strategy policy frameworks.
Decision	That Cabinet: a) Agrees to recommence progress within the existing policy

	<p>frameworks of the Hereford Western Bypass linking the A49 north and south of the city. Consisting of the Southern Link Road as Phase 1 and the Western Bypass as Phase 2 to realise the county's strategic housing and employment land growth critical to the Herefordshire economy, as set out in the report;</p> <p>b) Acknowledges the Strategic Outline Case report for the Eastern River Crossing and Link Road;</p> <p>c) Agrees to draw down and spend £10.3m of approved capital funding for Phase 1 of the Hereford Western Bypass (HWB) and £760,000 of revenue funding for Phase 2 of the HWB as included in this report at para 102 to 107; and</p> <p>d) Delegates authority to take all operational decisions during the development of the schemes to the Corporate Director for Economy and Environment in consultation with the Cabinet Member for Transport and Infrastructure and the Section 151 Officer.</p>
Reason for the decision	<p>As set out in the report. Documents relating to this decision are available at</p> <p>http://councillors.herefordshire.gov.uk/mgIssueHistoryHome.aspx?Ild=I50047186</p> <p>[Please delete the 'I' between =I# above and delete this message]</p>
Options considered	<p>1. Continue with the Eastern River Crossing and Link Road. This is not recommended, while offering a possible option by providing a second river crossing and some city centre traffic reductions, does not have the same merits as the Hereford Western Bypass for a number of reasons, including the ability to detrunk the existing A49, levels of traffic reduction and the associated benefits, support for proposed housing and employment development sites. Further details are set out elsewhere in the report.</p> <p>2. A do-nothing option is not considered a practical alternative to progressing a bypass of Hereford. This is not recommended. Traffic congestion and delays in the city have led to the designation of an Air Quality Management Area centred on the A49 corridor, makes everyday journeys for local people unreliable, and places local businesses at a</p>

	<p>competitive disadvantage. Lack of capacity on the current road network is limiting the development of key housing and employment sites around the city.</p> <p>3. Options for transport initiatives to address traffic and transport issues in Hereford were last considered as part of the Hereford Transport Strategy Review produced in November 2020. The review considered several packages of road and non-road measures that were assessed against a set of objectives covering the climate emergency, the economy, the environment and society.</p> <p>4. Packages including new road infrastructure were shown to provide the greatest congestion relief to the city and increased resilience through the provision of an additional road crossing of the River Wye. Pack</p>
<p>Declarations of interest (see below)</p>	
<p>Call-in expiry date (decisions are not subject to call-in where special urgency provisions apply)</p>	<p>5 April 2024</p>

<p>Councillor:</p> <p>Cabinet member transport and infrastructure (Councillor Philip Price) / Leader of the Council (Councillor Jonathan Lester)</p> <p>[Please amend / delete as appropriate, including this message]</p>	<p>Date 28 March 2024</p>
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- a record of any conflict of interest declared by any executive member who is consulted by the member which relates to the decision;

and

- in respect of any declared conflict of interest, a note of dispensation granted.