

MEETING:	CABINET
MEETING DATE:	13 November 2014
TITLE OF REPORT:	SOUTH WYE TRANSPORT PACKAGE
REPORT BY:	Assistant Director Place Based Commissioning.

Classification

Open

Key Decision

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 to which the decision relates.

And

This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising one or more wards in the county.

NOTICE has been served in accordance with Part 3, Section 9 (Publicity in connection with key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Wards Affected

Hollington, Stoney Street, Belmont and St Martins & Hinton.

Purpose

To consider consultation responses and confirm a preferred package for a new link road from the A49 to the A465.

Recommendation(s)

THAT:

- (a) route SC2 is selected as the preferred route for the Southern Link Road (SLR)**
- (b) authority is delegated to Assistant Director Place Based Commissioning to prepare and submit a planning application for a**

scheme along route SC2.

- (c) subject to planning consent being obtained authority is delegated to the Assistant Director Place Based Commissioning to continue detailed design of the scheme and develop proposals for land acquisition. A further report will be prepared for cabinet outlining land and property acquisition plans and draft orders in due course.**

Alternative Options

- 1 No Road Option: If a route is not selected and a road scheme is not approved / route selected, the transport objectives within the South Wye area cannot be achieved. Economic growth at the Hereford Enterprise Zone would be impacted and congestion could not be reduced. This option would be inconsistent with Unitary Development Plan, emerging Local Development Framework and the Strategic Economic Plan for the Marches Local Enterprise Partnership.
- 2 Other route option selected – If a route other than SC2 is selected this would be inconsistent with best practice for route selection for road schemes. The process followed uses DfT Webtag as a framework for appraisal. If a route is selected which scores less than SC2 this could be challenged and would compromise scheme delivery.

Reasons for Recommendations

- 3 A package of measures that would overcome transport problems within the South Wye area of Hereford has been developed and assessed. The South Wye Transport Package (SWTP) has identified a number of possible improvements, covering different transportation modes, strategies and interventions.
- 4 The assessment has concluded that in order to address the transport problems within the South Wye area, a new Southern Link Road (SLR) from the A49 to the A465 (with a link to B4349) is necessary. This would generate additional capacity with new infrastructure to the south of Hereford. A new road would improve existing connections between the A465, A49 and the Hereford Enterprise Zone. It would support economic development and growth of the city in line with the Strategic Economic Plan for the Marches LEP.
- 5 Route options for this new road have been considered and appraised by the councils consultants Parsons Brinkerhoff (PB) and the results of their appraisal is set out in a preferred options report (South Wye Transport Package – Preferred Option Report (November 2014)) which can be found in Appendix 1.
- 6 This report describes the scheme development, and identified that an appraisal of the route options determined that four of the initial eight options represented feasible solutions to problems, with the other four routes sifted out due to environmental considerations.
- 7 Public consultation took place in July / August 2014 where the results of the appraisal of these four routes were set out and feedback was invited. Following consideration of this feedback detailed appraisal of a number of alternative alignments suggested by the public and third parties took place. These alternative alignments were appraised to the same level of detail as the four options originally consulted on. Each of the final

routes were appraised in terms of engineering considerations, economic outcomes, impact to the environment, and an assessment of the social implications of each route.

- 8 The Council's project team has reviewed the report and is satisfied with the conclusions. Using nationally recognised guidance in order to carry out a robust appraisal, Option SC2 has the highest score of all the routes appraised. This route corridor also received the highest levels of support based on feedback from public consultation. It is therefore recommended that this SC2 is selected as the preferred route to be taken forward for planning and implementation.

Key Considerations

Background

- 9 The aim of the South Wye Transport Package is to promote economic growth within Hereford while tackling specific problems in the South Wye area. The provision of transport infrastructure and improvements is to achieve this by unlocking the barriers for both housing and economic growth, including land at the Hereford Enterprise Zone (HEZ).

The aims of the South Wye Transport Package (SWTP) are:

Economic:

- Reduce congestion and delay
- Enable access, particularly to developments such as the HEZ

Environmental:

- Reduce the growth in emissions such as CO₂, NO_x and PM₁₀s
- Reduce traffic noise

Health:

- Encourage physical activity
- Reduce accidents

- 10 The South Wye Transport Package has been developed to bring forward transport improvements in accordance with the Council's Local Transport Plan strategy for Hereford. It is also consistent with the adopted Unitary Development Plan, emerging Local Development Framework and the Strategic Economic Plan for the Marches Local Enterprise Partnership.

Technical Appraisal Process

- 11 Considerable technical work has been undertaken to develop and assess the various options for addressing the transport problems in the area. An appraisal of the different elements of the package has been undertaken using the Department for Transport guidance, WebTAG, as a framework. The approach taken is described below and in more detail within the appendices to this report.
- 12 A number of possible options that could address the problems and objectives of the study were identified. These elements covered many different transportation modes, strategies and interventions. The options are:

Traffic max – This approach aimed to generate maximum capacity for vehicles within the South Wye area by improving existing junctions or roads.

Sustainable transport max – This approach aimed to reduce the use of the private car through improvements to public transport, cycle routes and lanes, pedestrian crossings, traffic management, behavioural change activities, and small localised improvements.

New Southern Link Road (SLR) – This approach aimed to generate additional capacity with new infrastructure to the south of Hereford, in order to improve existing connections between the A465, A49 and the Rotherwas Estate.

- 13 Traffic Max - aimed to reduce the amount of congestion along the A465 by:

Widening the existing A465 to accommodate two lanes in each direction. This does not reduce the level of traffic, and does not have a significant impact upon the level of congestion. The current levels of noise and air quality problems are unchanged, while severance is increased due to the widened highway within the Belmont area.

Grade separation of the A49/A465 junction. This element would be prohibitively costly and would have significant environmental implications due to the proximity of local properties and the River Wye Special Area of Conservation.

Removal of traffic signals from the A49/A465 junction and remodelling of the junction. This element would have substantial safety implications for both vehicles and pedestrians. The level of congestion would also be expected to increase as a result, therefore making no improvement to the poor levels of noise and air quality.

- 14 These traffic max elements do not provide sufficient capacity to enable access to new developments such as the Hereford Enterprise Zone and the encouragement of physical activity by all ages.

- 15 Sustainable Transport Max : A package of sustainable transport measures within the Belmont and Holme Lacy Road areas aimed to:

Reduce severance caused by these highways within communities.

Promote physical activity through the use of walking and cycling for shorter distance trips.

Reduce accidents by reducing conflicts between pedestrians and vehicles.

Reduce congestion through modal shift. Additionally there is a complementary behavioural change element, aimed at maximising awareness, to encourage and support use of the improved sustainable travel offer.

- 16 Although the sustainable transport max option encourages modal shift and promotes physical activity, it does not fully alleviate the existing congestion and delays, nor does it unlock the barriers to development at the Hereford Enterprise Zone.

- 17 New Southern Link Road (SLR): The SLR would be a new single carriageway road connecting the B4349, the A465 and the A49. At this stage, eight options were

developed. Following the identification of the above options, further detailed work and appraisal was undertaken to sift the amount of options. The results of this analysis and appraisal illustrated that four of these options do not represent feasible solutions due to environmental considerations. These routes have been identified as affecting the designated ancient woodland area of Newton Coppice and Hayleasow Wood. The National Planning Policy Framework now identifies ancient woodland as an irreplaceable habitat that is unlikely to be fully mitigated, and the cost to mitigate the options in this area would be significant. There are also clear alternatives to avoid this significant environmental constraint and hence these options were not progressed further. Four remaining route options that did not affect this area of ancient woodland have been appraised. In addition, as outlined in paragraph 33 below, following consultation a further three options have subsequently been appraised following public consultation. This means that over the course of the whole route selection process a total of 11 options will have been considered.

- 18 Assessment has indicated that none of the three approaches in isolation satisfies all of the study objectives. The 'Traffic Max' approach does not provide substantial benefit within the South Wye area nor does it satisfy any of the study objectives. Therefore, this approach has not been deemed feasible. The 'Sustainable Max' and the 'New Southern Link Road' contribute to the delivery of the study objectives but do not satisfy all of the objectives in isolation. Therefore, the recommendation is to combine the 'New Southern Link Road' with elements of the 'Sustainable Transport Max' approach.

Package Appraisal

- 19 A high level qualitative assessment of the different packages that comprise the SWTP and a Stage 1 Appraisal of the different route options for a link road from the A49 to the A465 (with link to B4349) has been undertaken.
- 20 A package of measures was developed containing a number of elements that could address the problems in the South Wye area. These elements cover many different transportation modes, strategies and interventions.
- 21 In total eight options were initially developed for a new Southern Link Road from the A49 Ross Road/Rotherwas Access Road roundabout to the A465 and the B4349 Clehonger Road. As further detailed work and appraisal has been undertaken on these options, four routes were identified as affecting avoidable ancient woodland. National policy considers ancient woodland as an irreplaceable habitat which is unlikely to be fully mitigated. As a result these options were not considered further.
- 22 The following four route options were therefore appraised in detail as shown on the plan in Appendix 2.
- 23 These are:
- SC2: a route located at the southern end of the Southern Link Road Route Corridor. The road crosses over the railway line and underneath Haywood Lane.
 - SC2A: a variation on SC2 whereby the road crosses underneath the railway line.
 - SC5: a route located further north of SC2/SC2A and south of Merryhill Lane. The road crosses underneath the railway line and Haywood Lane.

SC7: roughly similar to SC5 but more twisted in nature thereby avoiding a number of existing environmental constraints.

Public Consultation on appraisal results

- 24 Member briefings and public consultation was carried out over the summer 2014. A series of public exhibitions was held at the Three Counties Hotel, Hereford from Tuesday 1 to Thursday 3 July to set out proposals and obtain feedback. This exhibition set out the results of the appraisal of the four route options and showed SC2 as the best performing route when considered across all criteria considered as set out in the table below:

Appraisal Criteria	SC2	SC2A	SC5	SC7
ECONOMY				
Business users & transport providers	1	1	1	1
Reliability impact on Business users	1	1	1	1
Regeneration	3	3	3	3
Wider Impacts	2	2	2	2
ENVIRONMENT				
Noise	-3	-3	-3	-3
Air Quality (LOCAL)	-2	-2	-2	-2
Greenhouse gases	-1	-1	-1	-1
Landscape/Townscape	-2	-2	-3	-2
Historic Environment	-1.5	-1.5	-1.5	-1.5
Biodiversity	-2	-2	-2	-1.5
Water Environment	-1	-1	-1	-1
SOCIAL				
Commuting and Other users	1	1	1	1
Reliability impact on Commuting and Other users	1	1	1	1
Physical activity	-2	-2	-2	-2
Journey quality	2	2	1	1
Accidents	2	2	2	2
Security	2	2	2	2
Access to services	2	2	2	2
Affordability	1	1	1	1
Severance	1	1	1	1
Option and non-use values	0	0	0	0
PUBLIC ACCOUNTS				
Cost to Broad Transport Budget	2	1	0	0
Indirect Tax Revenues	0	0	0	0
Total	6.5	5.5	2.5	4
Note: The scores are made up of criteria under the main headings of Economy, Environment, Social and Public Accounts. The range for the scores is from -3 (Major Adverse), to 0 (Neutral), to +3 (Major Beneficial).				

Local Members, residents and stakeholders were asked to provide feedback which would be considered alongside appraisal results and inform the choice of preferred route. The exhibitions were well attended with 199 people attending in total. Two further events were held at Belmont & Hereford Library which gave people who could not attend the Three Counties a chance to view the exhibition materials. The public consultation ran from 1 July to 8 August 2014. In total 253 people took the opportunity to respond to the consultation; sending comments using the questionnaire or providing detailed feedback in other formats. The results of this public consultation are set out in the report in Appendix 3.

- 25 When selecting which option was preferred, out of the 404 responses to this question, the results were as follows:

SC2 – 35%

SC2A – 23%

SC5 – 8%

SC7 – 8%

No Road – 26%

- 26 Whilst not supported by all, the responses from the questionnaires identified that route SC2 was the most preferred. This option was also supported by a 73-name petition.
- 27 The alternative 'No Road' option to the SLR received the second highest number of positive responses.
- 28 Route SC2A was also received well. This route follows the same alignment as SC2, only differing by going under the railway line.
- 29 The two SLR options that have a northern alignment, SC5 and SC7, received the lowest amount of support from the public.
- 30 As well as the questionnaire responses, there have also been additional queries and letters, which have provided feedback from the public and other stakeholders. Some of these letters debated which road choice would affect residents the most, with more responses concluding that the alignments for SC2 and SC2A would affect fewer properties.
- 31 The responses from local residents also included requests to consider the proposed alignments in relation to their land and properties. Opinions were expressed that perhaps additional routes could be designed to achieve an option that would affect fewer residents.

Further appraisal to consider issues raised at public consultation

- 32 It is important that the feedback from consultation is considered to ensure that a robust process is followed in the selection of a preferred route. Some of the responses required detailed consideration and undertaking further technical work to properly consider the issues raised.
- 33 This work has now been carried out and included the consideration of three further potential route options. These have been assessed to the same level of detail as the four routes which were consulted upon over the summer to ensure the Council has the required level of understanding to allow a decision to be taken regarding a preferred route. The three additional route options are illustrated on the plan in Appendix 4 and in summary are:

Option SC8: Option SC8 passes through the northern part of Grafton Wood and, in a generally westerly direction, crosses to the south of the densely wooded area between Lane and Withy Brook. It crosses Grafton Lane at grade and the route climbs over the railway line on embankment and then dips down in cutting underneath Haywood Lane, passing to the south of Beech Grove/Merry Hill. The road turns in a north-westerly direction avoiding Newton Coppice before tying into a new roundabout on the A465. A new link is provided from this roundabout to the B4349 Clehonger Road avoiding the property known as Pykeways.

Option SC8A - The alignment of Option SC8A is identical to SC8 above except that the new road passes underneath the railway line in a deep excavation.

Option SC9 - Option SC9 is largely based on the horizontal alignment of Option SC8. The difference lies within the central section where the route is aligned to cross the railway line in a near perpendicular angle, in order to simplify the bridge crossing. In so doing the route climbs over the railway on embankment and then turns westwards towards Haywood Lane to pass over the lane.

- 34 The results of the appraisal of these three routes are summarised in the table below and set alongside results of appraisal of four routes which were consulted upon. SC2 remains the overall best technically performing route following this additional technical appraisal carried out to take account of responses submitted during the public consultation.

Appraisal Criteria	SC2	SC2A	SC5	SC7	SC8	SC8A	SC9
ECONOMY							
Business users & transport providers	1	1	1	1	1	1	1
Reliability impact on Business users	1	1	1	1	1	1	1
Regeneration	3	3	3	3	3	3	3
Wider Impacts	2	2	2	2	2	2	2
ENVIRONMENT							
Noise	-3	-3	-3	-3	-3	-3	-3
Air Quality(LOCAL)	-2	-2	-2	-2	-2	-2	-2
Greenhouse gases	-1	-1	-1	-1	-1	-1	-1
Landscape/Townscape	-2	-2	-3	-2	-2	-2	-3
Historic Environment	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-2
Biodiversity	-2	-2	-2	-1.5	-2	-2	-2
Water Environment	-1	-1	-1	-1	-1	-1	-1
SOCIAL							
Commuting and Other users	1	1	1	1	1	1	1
Reliability impact on Commuting and Other users	1	1	1	1	1	1	1
Physical activity	-2	-2	-2	-2	-2	-2	-2
Journey quality	2	2	1	1	2	2	2
Accidents	2	2	2	2	2	2	2
Security	2	2	2	2	2	2	2
Access to services	2	2	2	2	2	2	2
Affordability	1	1	1	1	1	1	1
Severance	1	1	1	1	1	1	1
Option and non-use values	0	0	0	0	0	0	0
PUBLIC ACCOUNTS							
Cost to Broad Transport Budget	2	1	0	0	1.5	0	2
Indirect Tax Revenues	0	0	0	0	0	0	0
Total	6.5	5.5	2.5	4	6	4.5	5

Note: The scores are made up of criteria under the main headings of Economy, Environment, Social and Public Accounts. The range for the scores is from -3 (Major Adverse), to 0 (Neutral), to +3 (Major Beneficial).

Conclusion and next steps

- 35 A complex and detailed appraisal has been carried out of the proposals which comprise the South Wye Transport Package. The provision of new road infrastructure in the form of a new Southern Link Road from the A49 to the A465 (with a link to B4349) to the south of Hereford is a key part of the proposals. In order to progress this scheme, it is now necessary for the Council to select a preferred route to allow a detailed scheme to be prepared for submission for planning permission. A range of options have been appraised using national guidance by our consultants Parsons Brinkerhoff and the results presented within this report. The Council's project team, including representatives from Balfour Beatty, has reviewed the work carried out and is satisfied that the results are valid. Cabinet is therefore invited to support the

Further information on the subject of this report is available from
Mairead Lane, Construction Manager on Tel (01432) 260944

recommendations of this report and confirm SC2 as the preferred route for the provision of a new Southern Link Road from the A49 to the A465 (with a link to B4349). In addition, that this be progressed alongside the other elements of the South Wye Transport Package and that a planning application be prepared and submitted as soon as is practicable.

- 36 Subject to the recommendations being approved, a planning application will be completed. This will include the results of the detailed assessment of the options and an Environmental Statement (ES). The ES will describe which alternative routes were considered, and why one route was selected and the others were discounted. This will take into account, not only the environmental, social and economic constraints identified in this report, but also the results of the Public Consultation carried out.
- 37 Subject to planning permission being secured the following outline delivery programme would be anticipated, subject to funding and all the necessary approvals being confirmed.

Planning Application	December 2014
Planning Determination	Spring 2015
Complete Detailed Design	Winter 2015
CPO Process	Spring 2016
Construction Commences	Winter 2016
Construction Complete	end 2017 / early 2018

- 38 The delivery of a new road scheme inevitably has an impact upon land and residents in the vicinity. Residents potentially directly affected by the Southern Link Road have been kept informed throughout the process and provided with opportunities to feedback as part of the consultation carried out. With the selection of a preferred route, some residents will be more and less affected by the chosen route. It is recognised that this is a significant concern for those affected and the Council will continue to ensure that residents are treated with fairness and respect throughout the process and are kept informed during the delivery of this scheme. The approach to acquiring the land required for the scheme will be developed over the coming months and may require the use of a compulsory purchase order process or other suitable powers. This will be the subject of a further report once planning permission has been secured.

Community Impact

- 39 The economic, environmental and health objectives of the South Wye Transport Package (SWTP) and the Southern Link Road (SLR) contribute to the corporate plan and health and wellbeing strategy. The SWTP aims to reduce congestion and enable access to developments such as the Hereford Enterprise Zone. A package of measures alongside the new SLR will reduce growth in emissions such as CO₂ and NO_x and reduce traffic noise. The sustainable measures on Holme Lacy and Belmont Road and other links to improve connections to the city cycle network alongside a programme of behavioural change aims to encourage physical activity and reduce accidents.

Equality and Human Rights

- 40 This decision pays due regard to public sector equality duty as set out below:

Note: Under Section 149, the "General Duty" on public authorities is set out thus:

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

eliminate discrimination, harassment, victimisation and any other conduct ... prohibited by or under this Act;

advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

- 41 The appraisal process used to select a preferred route for the SLR assesses the impact of the scheme equally across all route options considered. Social impacts of each route are considered alongside economy, environmental and public account criteria. WebTag requires appraisal of how costs and benefits of a scheme accrue to different groups in society.

Financial Implications

- 42 A provisional allocation of £27m of Government funding for the delivery of this project has been made through the Marches LEP.
- 43 This funding is allocated to support the implementation of the South Wye Transport Package which comprises the Southern Link road and complementary sustainable transport measures. Any match funding required to deliver the overall package is anticipated to come from private sector contributions and existing transport capital allocations.
- 44 The costs of carrying out the route appraisal and consultation processes during the current year have been funded from the council's revenue budget allocation for the scheme of £0.5m
- 45 Confirmation of SC2 as the preferred route will enable the costs to prepare a planning application and the future costs of completing the detailed design, land and construction to be capitalised. It is anticipated that these capital costs associated with the scheme to remain on programme will be £1.6m to be funded from the council's transport capital allocation. In 2014/15 this is estimated to be £0.6m and £1m in 2015/16, pending the drawing down of Government funding. The process the council will need to follow to draw down funding for the scheme is currently being developed by the Department for Transport.
- 46 The current estimated cost for the delivery of the Southern Link Road along the recommended route of SC2 is £25m including the £1.6m in paragraph 45. Any remaining funding following the delivery of the SLR will be used to deliver the complementary sustainable transport measures in the South Wye area.

Legal Implications

- 47 There is no statutory public consultation process required in the choice of a preferred route.
- 48 However there is a common law duty to act fairly but the content of that duty varies, depending upon the circumstances. Given that the construction of the southern link road will adversely affect legally protected interests it would be considered fair to carry out public consultation when choosing a preferred route. This has been carried out during the summer as outlined earlier in the report.
- 49 The Council's common law obligation to consult goes no further than letting those who have a potential interest in the matter know, in clear terms what the proposal is and the reasons for it.
- 50 It is noted that, as a result of the public consultation, further possible routes SC8, SC8A and SC9, were further considered by the council's consultants and subjected to the same intensity of appraisal as the other routes.
- 51 Given the additional suggested alternative routes, which arose out of the public consultation, the possibility of a public re-consultation exercise needs to be considered.
- 52 In this regard, case law has determined that if there is to be a re-consultation there must be a "fundamental difference" between the previous proposals consulted on and those now recommended (*R v Shropshire Health Authority ex p Duffus* (1990) and in the very recent Supreme Court case *R (on the application of Moseley (in substitution of Stirling Deceased)) (Appellant) v London Borough of Haringey (Respondent)* (2014), the court did not order that the consultation should be re-run, ruling that to do so would be disproportionate.
- 53 It is noted that the additional alternative routes were further considered by the council's consultants, and subjected to the same intensity of appraisal as the other routes. From the consultant's report, it is also noted that the preferred SC2 route, (which was subject to public consultation), is a projected £1m less expensive than any of the alternatives, and a projected £1.6m less expensive than the alternative SC8 route. The SC2 route is also the highest scoring of all the alternatives. Given this, it is considered it would be disproportionate in having to re-consult the public on the preferred route.

Risk Management

- 54 Residents and statutory bodies could lodge successful objections to the South Wye Transport Package and Southern Link Road at future statutory stages if the Council does not carry out a robust appraisal process in relation to scheme selection. This is being mitigated by appointing internationally respected consultants Parsons Brinckerhoff and following an approach in line with nationally recognised transport guidance. In addition, the work of our consultants is reviewed and challenged through a project team involving technical officers from within the Council and our delivery partner Balfour Beatty. Legal advice has been sought which confirms that the appraisal process followed to date is sound.

- 55 Funding could be withdrawn if a preferred route is not selected and a planning application submitted in accordance with the programme outlined within this report. This risk has been mitigated by ensuring a robust process has been carried out to enable a preferred route to be recommended to cabinet in this report. Resources are also in place to enable the submission of a planning application for the recommended preferred route.
- 56 Whilst a provisional allocation of Government funding has been made to fund the South Wye Package, the council will be required to complete further funding submissions to the Department for Transport to draw down the funding. The project team will continue to draw upon the expertise of technical consultants to ensure these submissions are robust and the allocated funding is drawn down to enable the scheme to progress in accordance with the programme outlined above. Delays to funding being released by the Department for Transport could result in a delay to the delivery of the scheme and the need to continue to fund development costs for the scheme from existing funding.

Consultees

- 57 Following a number of member briefings in late June a series of public exhibitions was held at the Three Counties Hotel Hereford from Tuesday 1 to Thursday 3 July to set out proposals and obtain feedback. The exhibitions were well attended with 199 people attending in total. Two further events were held at Belmont & Hereford Library. The public consultation ran from 1 July to 8 August 2014. In total 253 people took the opportunity to respond to the consultation; sending comments using the questionnaire or providing detailed feedback in other formats. The results of this public consultation are set out in the report in Appendix 3.
- 58 Consultation with stakeholders such as Natural England and the Environment Agency has commenced as well as English Heritage and will continue during the planning process.

Appendices

- Appendix 1 South Wye Transport Package – Preferred Route Option (November 2014)
- Appendix 2 Route Options
- Appendix 3 South Wye Transport Package – Public Consultation
- Appendix 4 – Additional Route Options

Background Papers

- None identified.