

<b>Decision maker:</b>	<b>Cabinet member infrastructure</b>
<b>Decision date:</b>	<b>Monday, 11 March 2019</b>
<b>Title of report:</b>	<b>Hereford Transport Package</b>
<b>Report by:</b>	<b>Head of Infrastructure Delivery</b>

## Classification

Open

## Decision type

Key

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.

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.

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

Countywide (with particular impact on Wormside, Stoney Street, Belmont Rural, Credenhill, Whitecross, Kings Acre, Queenswood and Holmer wards)

## Purpose and summary

To confirm the 2019/2020 programme of work within the approved funding allocation and spending the additional grant of £150k received in 2018/19.

On 15 February 2019 Council approved the revised capital programme. This included provision of £3.5m in 2019/2020 for the Hereford Transport Package. This report recommends approval to spend this budget in accordance with the feasibility case which supported the Hereford Transport Package capital bid and is contained in Appendix 1 of this report.

## Recommendation(s)

That:

- (a) **the Director for Economy and Place is authorised to take all necessary steps to progress detailed design and consultation including commissioning external professional advisors to inform future decisions on the Hereford Transport Package to a maximum further cost of £3.65m to deliver:**

**Completion of detailed design of the bypass to a standard for a planning application in accordance with an agreed costed programme.**

## Alternative options

1. An option for proceeding with Hereford growth proposals (Local Plan Core Strategy) without the provision of a bypass was considered and discounted during the Core Strategy process. Not progressing this work will mean the HTP objectives and core strategy growth targets cannot be achieved.

## Key considerations

2. The Hereford bypass, as part of the Hereford Transport Package is a key infrastructure project that is necessary to drive the economic growth of Hereford and the region. It is identified as a priority within the council's approved corporate plan, Economic Vision, Local Plan Core Strategy (LPCS) and Local Transport Plan (LTP) and also within the Marches Strategic Economic Plan and Midlands Connect regional transport strategy.
3. The Hereford Transport Package will:
  - Enable the delivery of future 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 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.
4. On 27 July 2018 having regard to the feedback to the HTP Phase 2 consultation report, the Stage 2 Scheme Assessment Report, the Stage 2 Environmental Assessment Report, the Route Selection Report and the Preferred Route Report, cabinet selected the red route as the preferred route for further scheme development for the Hereford bypass.
5. Cabinet also approved further consultation on the detailed proposals for a scheme based on the red route corridor and complementary active travel measures prior to submission for planning and other necessary permission and authorised the director for economy, communities and corporate be authorised to take all necessary steps to progress detailed design and, consultation including commissioning external professional advisors as

required to inform future decisions on the Hereford Transport Package to a maximum cost of £2.45m.

6. Work has progressed following this decision. This work comprised design development of the red route including survey works to inform this design (including ground investigation, topographical and ecological surveys). It also includes development of a range of possible walking, cycling, bus and public realm improvements for consultation. This consultation commenced on 29 January 2019 for six weeks to enable the package of measures which form the HTP with the bypass to be developed based on consultation feedback. To enable further development of the HTP to be progressed in 2019/2020 Council approved further funding of £3.5m on 15 February 2019 for the HTP based on a feasibility business case which is contained within appendix 1 of this report. A £150k grant from Midlands Connect was received in February 2019 which has increased the 2018/19 capital programme to £3.11m
7. This decision will authorise the Director for Economy and Place to progress detailed design and, consultation including commissioning external professional advisors to inform future decision on the Hereford Transport Package to a maximum further cost of £3.65m. Where external professional advisors are required outside of existing contractual arrangements an appropriate procurement process will be undertaken in accordance with council procurement policy / strategy.

## **Community impact**

8. The Hereford Transport Package is a significant transport infrastructure project. The scheme supports economic growth and connectivity. It will enable the delivery of good quality housing and support the delivery of new jobs and will lead to an improvement in quality of the built environment. The objectives of the Hereford Transport Package contribute to the Council's corporate plan. The scheme seeks to contribute to the economic growth of the city as part of the overall economic vision.
9. The bypass as part of the HTP will enable the delivery of new homes and communities. The development of these housing areas will include associated community sustainable transport infrastructure.
10. The re-routing of traffic, particularly HGVs, from the Hereford city centre, will benefit those living and working near the A49. However, there will be adverse effects on residents living near the proposed route.

## **Equality duty**

11. 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 -

1. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- | 12. | A | Activity   | Revenue / Capital | Cost |
|-----|---|--|-------------------|------|
|     |   | <p>s part of the consultation processes, an equality impact assessment screening has been undertaken to better understand the needs of those who may be impacted by the HTP proposals to inform future decision reports. As the development of the scheme progresses, the Council will continue to engage with those who will be most affected to ensure they are treated fairly and have all the information they need.</p> |                   |      |

## Resource implications

13. The cost estimates presented to cabinet in July 2018 are summarised below, and are an update on the previous estimated costs presented in the Strategic Outline Business Case (SOBC) for the project. These SOBC costs were undertaken prior to any route assessment work and were consistent with the level of project detail at that time. They were estimated at the time of production of the SOBC in 2014 prices. The current estimated costs for the bypass have been estimated at current year (2018) prices. Taking inflation into account since 2014 the estimated cost of the bypass remain broadly comparable with those identified in the SOBC.

Package Element	Estimated Total Cost (£) – Current year Prices (2014)	Estimated Total Cost (£) – Current year Prices (2018)
Western Relief Road (excluding Southern Link & with Risk adjusted)	£136,270,000	£153,000,000 (subject to selection of red route as preferred bypass route )
Public realm, active mode and traffic management scheme for existing route of A49	£10,000,000	To be updated as active travel measures are further developed
Public realm, active mode and traffic management scheme for radial A routes within urban area	£10,000,000	To be updated as active travel measures are further developed
Urban traffic control system including local management centre	£5,000,000	To be updated as active travel measures are further developed
20 mph schemes for residential areas	£2,000,000	To be updated as active travel measures are further developed
City wide active travel mode projects	£2,000,000	To be updated as active travel measures are further developed

14. The feasibility business case contained in Appendix 1 of this report sets out the costs associated with the option appraisal and development work and route development work undertaken to date and planned design work to inform a planning application as follows:

Route option appraisal to develop and consult on a long list and subsequent short list of possible bypass routes.	From 2014/2015 to July 2018	Revenue	£5.11m
Progression of detailed design and consultation of preferred route and package measures development.	August 2018 – end March 2019	Capital	£3.110m
Detailed design and consultation of the preferred route and planning application development. Business Case and funding application development Package measures development and consultation	April 2019 – March 2020	Capital	£3.5m
<b>Total Estimated Cost to prepare planning application for bypass following long list and short list option appraisal and preferred route development together with development of overall Package.</b>			<b>£11.72m</b>

15. The feasibility business case sets out that the capital funding of £3.5m in 2019/2020 will deliver:

Completion of detailed design of the bypass to a standard for a planning application in accordance with an agreed costed programme.

16. Further to the historic spend information above, the tables below set out the financial implications of this decision:

Capital cost of project	2019/20	2020/21	2021/22	Future Years	Total
	£000	£000	£000	£000	£000
<i>Capital</i>	3,650				3,650
<b>TOTAL</b>	<b>3,650</b>				<b>3,650</b>

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2019/20	2020/21	2021/22	Future Years	Total
	£000	£000	£000	£000	£000
<i>Capital Borrowing</i>	3,500				3,500
<i>Midlands Connect Grant</i>	150				150
<b>TOTAL</b>	<b>3,650</b>				<b>3,650</b>

17. BBLP and their sub-consultants WSP professional services costs associated with the preparation of the planning application are procured through the council's Public Realm contract and form part of the council's annual plan. This contract was awarded to BBLP following a competitive OJEU procurement process in 2012/2013 and design professional services are within the scope of this contract and annual fee proposals are reviewed and monitored regularly.
18. Appropriate internal staff costs associated with this project are capitalised and are included within the costs above but are not broken down.

## Legal implications

19. This is an executive function under the council's constitution Part 3 Section 3 and it is a key decision being one which 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 in Herefordshire) affected. The leader has delegated this key decision to the Cabinet Member Infrastructure as it relates to their portfolio

20. As referred to in the previous cabinet report (27 July 2018) the policy context for delivery of this scheme is through the Core Strategy and Local Transport Plan, and the council as the highways authority can promote and deliver the scheme.

## **Risk management**

21. A detailed risk register has been developed for the scheme. Individual risks are identified as well as proposed mitigating actions, an owner and any cost associated agreed. Risk workshops are held on a regular basis to discuss and manage any risk if they occur.
22. The risks associated with the uncertainty of funding will be managed by developing a robust business case and ongoing regional partnership work through both the LEP and Midlands Connect.

## **Consultees**

23. Phase 2 consultation feedback was considered by cabinet in July 2018. Phase 2 consultation feedback will be presented to cabinet later in 2019 to enable decision regarding measures to be delivered along with the bypass as part of the HTP to be informed by feedback.
24. There will be ongoing consultation with people directly affected by the scheme, local communities and groups, parish councils and local members. There will be ongoing engagement with statutory consultees.
25. All political groups were consulted about this report No objections or comments beyond points of clarification were received.

## **Appendices**

Appendix 1 – Hereford Transport Package Feasibility Business Case.

## **Background papers**

None