		Feasbility/development costs	Design costs	Capital	Annual Revenue Cost	
	PACKAGE A	£875,000	£5,600,000	£54,350,000	£2,385,000	Active Travel Infrastructure and Behaviour Change Programme
	PACKAGE B	£440,000	£1,500,000	£18,510,000	£3,600,000	Hereford Hopper and School Buses
	PACKAGE C	£650,000	£350,000	£0	-£500,000	Demand Management (workplace parking levy)
	PACKAGE E	£3,200,000	£4,100,000	£53,000,000	£53,000	Eastern link road
	TOTALS	£5,165,000	£11,550,000	£125,860,000	£5,538,000	

	Option Reference and title	Professional fees required to progress option to the point of construction and/or implementation.	Estimated timescale to complete development phase and timescale for full delivery	Notes/explanation of development costs/timescale Overall process is assumed to be consistent with HC gateways, based on Treasury Green Book. Precise process followed will depend on the specifics of each option.	Capital cost (excludes design costs)	Revenue cost (per annum)	Description of element	Cost assumptions
PACKAGE A	**Option 1: Enhanced travel promotional campaign**	**£75,000 spent developing and planning campaign within year 1.** **HC costs estimated at 1 FTEs over the three year period.**	**1-3 years (with some initiatives able to be delivered in less than a year)**	**Development cost assumptions:** • Consultant project team including Project Manager to be working 3-4 days a week total on the project over a 3 year period • Consultant input from experts expected around 0.5 day a week over a 3 year period **Timescale assumptions:** • Travel behaviour brand 'Chose How You Move' already in place - existing initiatives would continue and new ones would need to be developed and delivered - therefore some elements of the scheme could be delivered in less than a year • However, procurement of consultants - 3 months • Time needed to develop and define programme of activities, and to gain approval to implement - 6 months • Therefore (assuming start date of July 2021), implementation starts in early summer 2022	£250,000	£2,000,000	The assessed option comprises a reinvigorated travel brand and marketing campaign. Existing initiatives would continue and ambitious new ones would commence as follows: - Face-to-face personal travel planning campaign with residents to highlight available travel options and promotions; - Provide advice and support for local businesses to promote and influence sustainable travel choices for their workforce and provide grant funding towards infrastructure; - Expand current grant funding to local businesses for video conferencing equipment and cargo bikes; - Ticketing on public transport using apps or smartcards; - Real time information for public transport supported by an interactive app; - Discounts (loyalty card) for using active travel or off peak travel (supported by an interactive app) and financial incentives for car sharing and use of Park and Choose; - Installation of wayfinding and signage on key routes into the city, at Park and Choose sites and new developments and along cycling and walking routes; and - Road safety campaigns.	Notional capital cost assigned to cover publication of materials and app development etc. Revenue costs are based on the Choose How you Move revenue costs: Current arrangements - £500k/year 5% mode shift - £1M/year 10% mode shift - £5M/year Revenue costs provided by Choose How You Move officers.
	Option 2: Improved walking and cycling infrastructure	**£4.45m** **£450,000 costs spent developing and agreeing full network of routes over a 2 year period.** **£4m spent on remaining activities (including £450k for planning application) over the remaining 6 year period.** **The £4m incorporates circa £3m design fees which are included in the £45m capital cost estimate.** **HC costs estimated at 0.5 FTEs over the eight year period.**	**3-8 years in total (phased development across the city)**	**Development costs assumptions:** • Consultant project team including Project Manager to be working 3-4 days a week on the project over a 8 year period • Consultant input from experts expected around 1 day a week for an 8 year period • Assume one planning application - consultancy fees £450k • Assume some design costs would be covered by developers (e.g. in relation to strategic housing sites) **Timescale assumptions:** • Outline designs for all walking and cycling measures to be implemented before detailed design and construction is undertaken • Agreement of full network of routes assumed to take 2 years • Engagement and consultation with local communities to deliver some elements e.g. low traffic neighbourhoods and healthy streets (one stage of consultation and one stage of engagement) • Planning applications needed if schemes do not fall within Permitted Development rights. Planning application and CPO would take circa 3 years (1 planning application assumed and the rest of the routes within Permitted Development rights) • Environmental surveys for construction of some of the new routes • Consultant input into the redesign of existing active travel infrastructure to align with LTN 1/20 and ensuring new infrastructure is compatible with standards • Single appointment of consultant assumed, taking 3 months	£42,000,000	£225,000	- Implementing all the Herefordshire Active Travel Measures schemes identified for Hereford, along with additional cycling and walking infrastructure to create a dense network of safe routes. The aim should be for residents and visitors to have access to strategic cycling and walking routes approximately every 400 metres across the city. Redesigning junctions and crossings to prioritise safer cycling and walking movements, such as by amending geometry or introducing zebra or signal crossings, for example. In London these measures are promoted under the Healthy Streets banner; - Introducing 20mph speed limits on most city roads and streets, including all residential roads and on approaches to schools, to make cycling and walking safer and more attractive; - Implementing measures to prevent through traffic passing through residential areas but retaining vehicle access to properties (known as low-traffic neighbourhoods). This usually includes features such as bollards and planters to prevent through traffic, or introducing one-way streets, bus-only sections or time-limited restrictions. These measures are intended to create safer, healthier, attractive neighbourhoods where people are able to cycle, walk or access public transport more easily.	The total estimated cost for the SWTP active travel measures was £20,250,000 (2015 prices). The capital costs for the full option assume that that full coverage of the city as a whole isomer than twice the SWTP costs (more than half the population live north of the river). As a point of note the total costs for the 11 HTP active travel corridors were between £18,500,000 and £28,500,000 (at the time of 2019 Active Travel Movement Corridor Assessment Framework Report). The mid-range estimate is £23,500,000. We have assumed maintenance costs at 0.5% of capital cost.
	Option 3: Safer routes to school	**£400,000** **£100,000 costs spent developing and agreeing full network of during year 1. The remaining £300,000 spent on activities (capital design cost and delivery) over the remaining 2 year period.** **HC costs estimated at 0.1 FTEs over the 3 year period.**	**1-3 years**	**Development cost assumptions:** • Consultant project team including Project Manager to be working 3-4 days a week on the project over a 3 year period • Consultant input from experts expected around 0.5 days a week for a 3 year period **Timescale assumptions:** • Engagement with local communities and schools • TROs to prohibit parking or close streets outside schools to through traffic • Implementation of softer measures first followed by harder/physical infrastructure measures - phased approach to delivery • Setting up training/road safety education meetings, walking buses/cycling buses for pupils • Assumed that no planning application is required or land acquisition - will be delivered within highway land under Permitted Development rights • Procurement of consultants - 3 months	£5,000,000	£25,000	Constructing additional cycling and walking infrastructure schemes focussed on accessing schools; Implementing 'School Streets' in a phased approach on roads outside schools. This would introduce restrictions on traffic at school drop-off and pick-up times, creating a 'car free' zone. This would initially begin with pilot trials at a selected number schools of schools in Hereford, such as those experiencing particular road safety issues. To make existing educational and programmes more visible and encourage pupils to enrol. Existing programmes include Bikeability (cycle training), road safety education, school crossing patrols, bike and scooter training, bike clubs, walking initiatives, class talks and integrating active travel within the school curriculum. To introduce park and walk plans for pupils and parents To introduce walking buses/cycling buses for pupils To set up afterschool clubs to reduce the level of school traffic during the afternoon pick up	Cost developed on the assumption of £200,000 of spend per school and college in the city and 25 schools and colleges in Hereford. We have assumed maintenance costs at 0.5% of capital cost.
	Option 9: Shared mobility	**£50,000** **£50,000 costs spent developing and agreeing preferred interventions spent in year 1.** **Other revenue costs are covered within Option 1.** **HC costs estimated at 0.1 FTEs over the 3 year period.**	**1-3 years**	**Development cost assumptions:** • Consultant project team including Project Manager to be working 3 days a week on the project over a 3 year period • Consultant input from experts expected around 0.5 days a week for a 3 year period **Timescale assumptions:** • Timescales and revenue are based on purchase of vehicles and set up of back office systems to operate the services • Licensing and governance of e-scooter scheme • Trialling of shared mobility solutions e.g. e-scooters • Purchasing of electric bikes, e-cargo bikes and e-scooters • Procurement of consultants - 3 months	£100,000	£100,000	Extend existing and introduce new shared mobility schemes to the city. This provision would be procured or, just as appropriately, encouraged to be provided on a commercial basis by the private sector as part of the wider mobility marketplace. The shared mobility options would include: - Electric bike share scheme - The bike share scheme would be extended to cover electric bikes, either with current operator Beryl or a separate e-bike operator. These would remove some of the barriers which deter people from cycling, or which deter people making certain journeys by cycle; - Car club and e-car club – Widespread rollout of car club vehicles across the city, including in the three urban extensions to provide bookable vehicles, including vans for city residents and businesses to use, with flexible pricing structures; - Cargo bike hire – This would introduce self-powered and electric cargo bikes for hire across Hereford to reduce short-distance car trips and delivery miles; and - E-scooters – A UK trial of e-scooters began in June 2020 to allow government to assess the benefits as well as their impact on public space. All local authorities are invited to take part in the trial. Hereford could look to maximise the potential of this shared micromobility option and secure an early trial or operation in the city. The	Capital cost to cover infrastructure associated with shared mobility e.g. electric charging points. EV charging infrastructure plus supply assumed to be around £10,000 per location and proposed for limited number of main city locations. Revenue cost to represent pump priming of services which would be intended to make a commercial return after initial development

	Option 10: Mobility Hubs (Interchanges)	**£1.5M** **£200,000 costs spent developing and agreeing full network of hubs over a an 18 month period. The remaining £1.3M spent on activities (capital design cost and delivery) over the remaining 3.5 year period.** **HC costs estimated at 0.5 FTEs over the five year period.**	**2-5 years (phased approach to delivery - smaller hubs implemented first)**	**Development cost assumptions:** • Consultant project team including Project Manager to be working 3-4 days a week on the project over a 5 year period • Consultant input from experts expected around 0.5 days a week for a 5 year period • Total assumed cost to Council to cover consultancy fees for planning applications and CPO (assumed to cover 3 applications) is £1m. There is an additional £300,000 to cover design work for locations not requiring planning applications. • Assume some design costs would be covered by developers (e.g. in relation to strategic housing sites) **Timescale assumptions:** • Outline designs for mobility hubs to be implemented before detailed design and construction is undertaken • Phased approach with delivery of smaller scale hubs in a shorter time frame than 5 years • Some mobility hubs may require land purchase e.g. Central mobility hub, Park & Choose hub, Local mobility hub • Timescale based on land purchase, preparation costs and construction of mobility hubs • Consultation with operators, stakeholders and public • Single appointment of consultant assumed - 3 months	£7,000,000	£35,000	Easily-recognisable branded mobility hubs, at key locations where people can interchange between travel modes. They would be modelled on best practice examples from across Europe and would include a range of features listed in the introduction box on the left. The locations and key mobility options available are listed in the table below. The mobility hub format would be delivered at different scales and different locations. The principal site would located at the rail station, with other hubs along core bus network routes, at retail areas, the Enterprise Zone, other major employment areas in the city and in the three urban extensions (Holmer West, Lower Bullingham and Three Elms) Existing park and choose sites would be upgraded or relocated to enable better interchange between modes for journeys into city from the wider county or rest of the country. Additional park and choose sites would be identified and developed to ensure each main road corridor into the city was covered. It could be extended to include market towns and villages served by the core bus services.	Central Mobility Hub - Key mobility options: Beryl bike hire, bus, car, car club, cycle, rail, taxi, ride-share pick-up (cost already committed). Park & Choose Mobility Hub: Locations: 5 edge of city sites with 100 car parking spaces. Key mobility options: Beryl bike hire, car, cycle, bus, ride-share pick-up. Includes modern shelter, real-time information, crossing improvement, lockers, cycle repair stand, cycle parking, land costs Local Mobility Hub: Locations: 10 sites at local centres in three urban extensions, main employment areas and retail centres. Includes modern shelter, car club spaces, real-time information, crossing improvement, lockers, cycle repair stand, biodiversity planting, cycle parking Key mobility options: Beryl bike hire, bus, cycle, car club, walk. Mobility Point: Locations: 20 sites on main bus corridors. Key mobility options: Beryl bike hire, bus, cycle, walk. Includes modern shelter, real-time information, cycle parking We have assumed maintenance costs at 0.5% of capital cost.
PACKAGE B	**Option 4: Improved school bus service**	**£50,000** **HC costs estimated at 0.2 FTEs over 1 year period.** **Some high level early analysis for this option will form part of the BSIP which is already funded.**	**1 year (assume 6 months development phase)**	**Development cost assumptions:** • Consultant input to be working 1 day a week for a 1 year • Consultant expert input expected to be 1 day a week for a year **Timescale assumptions:** • 3 months to assess likely uplift in demand based on extending discretionary entitlement (ie home postcode analysis of schoolchildren) and impacts on existing services (ie can they accommodate additional demand) • 3 months in parallel to review and identify most appropriate youth concessionary bus pass scheme • 6 months thereafter to cover time for revising Home to School Policy, seeking and securing Cabinet approval • No consents or additional permissions needed to deliver the option • Procurement of consultant assumed to be in place by July 2021 • Assumed HC would undertake all liaison/negotiation with the bus companies	£0	£1,000,000	Revising the Home to School Transport Policy to: extend discretionary entitlement to additional children. This could for example entitle secondary school children who live more than 2 miles from school to free bus services, rather than 3 miles at present; Reducing the cost of parental contributions for those who do not qualify for free school transport. Operating additional vehicles to serve identified geographical areas with discretionary entitlement; Introducing a Youth Concessionary Bus Pass scheme available to certain age groups. This could take the form of a flat fare, fares at discounted rate or as a season tickets.	Based on discussions with Adam Houchen at HC. Of the 23,000 county's children in school education, HC currently transport 10%. Net annual spend is c£3m. HC previously provided more generous transport arrangements than the statutory requirements and transported a third more children than now. The previous arrangements are assumed to have cost an additional £1M per year over and above current arrangements. The option is assumed to provide entitlement to the same number of students as the previous Council arrangements.
	Option 5: Electric hopper bus service	**£50,000** **HC costs estimated at 0.4 FTEs over the 14 month period.** **Some high level early analysis for this option will form part of the BSIP which is already funded.**	**Assume 4 months to generate interim BSIP** **Assume a further 6 months to develop a full BSIP with signed enhanced partnership** **Assume 4 months to support bid for funding**	**Development cost assumptions:** • Consultant input to be working 2 days a week for 14 months • Consultant expert input expected to be 1 day a week for 14 months **Timescale assumptions:** • Officer decision dated 21 April 2021 indicates that an Enhanced Partnership will be progressed with bus operators rather than moves towards franchising. • Full delivery is assumed to comprise fully zero emission city bus network and enhanced frequencies. • Achieving full delivery / timescales for implementation are reliant on successful bids for electric buses (or other zero emission vehicles). Assume opportunity for funding comes forward within 12 months. • Procurement of consultant assumed to be in place by July 2021	£8,510,000	£2,500,000	Due to the fact that most of city bus services are commercially operated and the Council does not currently have direct control or influence over these, the two main elements of the option have been considered separately. It is considered that the most appropriate and effective way to obtain a fleet of electric buses in Hereford is for the Council to offer grants to the existing operator. This should be supported by effective working relationships, framed within an AQPS, and entering into a legal agreement with Yeomans Canyon Travel for them to use the vehicles to operate the city services. Operating the existing timetables would suggest a peak vehicle requirement of 19 vehicles. Introducing bus franchising, covering a specified area, would give the Council the power to decide what bus services run where and when. The Bus Services Act 2017 outlines that the Council would need authorisation from central government to introduce this. A 15-min frequency has been modelled for existing city routes plus extensions to serve the urban extensions. This would give a total peak vehicle requirement of 37 electric buses for city services.	Cost of electric bus purchase - based on discussions with WSP colleagues with bus industry expertise. WSP understands that the Peak Vehicle Requirement for the services operated 'pre-Covid' are around 16/17 buses. Re-calculating the number of buses required if all services operated to a 15 minute frequency (with the exception of route 74 and its variants which operate every 12 minutes already), the Peak Vehicle Requirement requirement has been calculated to be 34 buses. Any requirement for 30+ electric buses would be regarded as a large order, it is considered that a unit price of £230,000 may be achievable. Allowing for 10% additional spare vehicles to cover for servicing, accidents and breakdowns, a total of 37 buses would thus cost in the region of **£8,510,000.** Details interpreted from Hereford Bus Strategy Future Services Report. 5% mode share for bus travel is assumed as typical for the area; but this could be assumed to rise to 10% with higher bus frequencies. Annual operating costs for proposed red and green new bus routes to urban extensions and HEZ estimated at £640,000 and £800,000 respectively. Note these are for 15-min frequency services. Estimated annual operating deficit for red route (Holmer-Rotherwas) between 14% and 57% of total operating costs, depending on 5% or 10% mode share. Assume mid point operating costs of £720,000 and average operating deficit of 36% (halfway between the two values quoted above) = £259,200. 12 existing city bus routes outlined in Baseline Report. Assume 5 of these will be 30min services rather than 15min and the remaining 7 operating on 15min frequency. 7 x £259,000 = £1,813,000 + 5 x £129,500 = £647,500. Total **£2,460,000 (£2.5m)**. As a point of reference a 2017 cabinet paper indicated HC spent £750,000 on subsidising bus services in 2017 (mostly rural ones).
	Option 6: Bus priority	**£1.8m** **£300,000 costs spent developing and agreeing full network of bus priority schemes over a 1 year period. The remaining £1.5m spent on activities (detailed design, stakeholder engagement and TRO procedures) over the remaining 2 year period.** **HC costs estimated at 0.1 FTEs over a three year period.** **Some high level early analysis for this option will form part of the BSIP which is already funded.**	**1-3 years**	**Development cost assumptions:** • Assumed option 5 regarding the BSIP provides evidence for prioritises for action on bus network. Some additional development work required to confirm feasible schemes. • Includes assumed £100,000 for stakeholder engagement • Assumes £250,000 to address complex TRO procedures (including public inquires) • No planning applications assumed to be needed - schemes progressed through Permitted Development rights **Timescale assumptions:** • 1 year to develop and agree schemes and 2 further years for remaining activities	£10,000,000	£50,000	A number of bus priority interventions across the network: - Creating bus lanes, such as by converting traffic lanes or through the prohibition of on-street parking, with the lanes operating between specified hours only, such as times of peak congestion; - Signalising junctions to enable more efficient traffic flow, including prioritising bus movements at junctions; and - Creating bus-only road sections (sometimes known as bus gates).	Cost estimates were provided by WSP quantity surveyors for the following categories of infrastructure: • Construction of bus lane within existing carriageway – no/minimal kerb realignment; loss of parking / hatched road markings required to achieve scheme (6 locations, 2.9km) • Construction of bus lane within existing highway – significant kerb realignment, loss of verge to achieve scheme (4 locations, 4km) • Convert T-junction or crossroads to signal operation – relatively small junctions (5 sites) • Convert roundabout to signal operation – medium size (2 sites) • Redesign more complex multi-arm signal junction with bus priority and bus lane on approaches – no/minimal kerb realignment, upgrade signal equipment (3 sites)
	Option 8: Demand responsive public transport	**£40,000 (additional to the costs highlighted in option 5 above)** **HC costs estimated at 0.1 FTEs over the 10 month period.** **Some high level early analysis for this option will form part of the BSIP which is already funded.**	**Assume 4 months to generate interim BSIP** **Assume a further 6 months to develop a full BSIP with signed enhanced partnership**	**Development costs assumptions:**. • Costs anticipated to cover aspects such as geographical coverage and back office arrangements **Timescale assumptions:** • Strong alignment to BSIP programme - albeit with increased focus on rural communities	£0	£50,000	Introduce DRT to areas of Hereford's rural catchment not served by the county's identified core and secondary bus network and where the Council currently provides financial support to existing bus services. Redesigning other parts of the bus network would be reliant on partnership working with commercial bus operators, or via bus franchising, which requires government approval. DRT would aim to support the core bus network and could provide connections (feed in services) into the core bus network at designated interchange points.. There is scope for this option to serve other parts of the rural county.	Basic option assumes conversion of existing low-frequency rural bus services which are currently subsidised by HC to DRT operation, with no additional vehicle requirement or revenue costs. An enhanced option assumes a modest uplift in frequency in the areas served by the DRT services, which is assumed to equate to a limited requirement for additional vehicles to achieve this. [Query raised with WSP bus team to ascertain costs]

PACKAGE C	**Option 11: Demand management**	**£1.0m comprising of:** **A: Car park consolidation = £250,000 (to define and agree consolidation details, to include study, engagement analysis and governance) over an 18 month period + £350,000 (to develop further detail including planning application and other fees) over the remaining 18 month period.** **B: Parking policy changes = £100,000 (study to identify preferred tariff arrangement, including consultation) over a 1 year period.** **C: Workplace Parking Levy = £300,000 - over 3 year period** **HC costs estimated at 0.1 FTEs over a three year period.**	**3 years**	**Development cost assumptions:** • Option comprises (A) consolidation of parking into a smaller number of strategic parking locations (B) parking policy changes (tariffs and reduction in city centre spaces) and (C) workplace parking levy. • For comparison on part C, Birmingham is assuming a scheme development phase over a 4 year period of £615,000. The Birmingham workplace parking levy scheme is significantly larger. **Timescale assumptions:** (A) Car park consolidation: Assume sale / redevelopment of car parks outside of scope. Assume 2 multi-storey car parks. (B) Parking policy changes: Assume covers reviewing and revising parking tariffs and consultation. (C) Workplace Parking Levy: assumed to cover an area of c1.5sqkm (bounded by GWW, railway line, Ledbury Road, river) comprise impact assessments, governance arrangements, workplace parking surveys, communication and engagement strategy, informal engagement with employers and developing / implementing an employer parking space licensing scheme.	£0	-£500,000	Assessed option assumes a combination of these measures to influence vehicle parking demand: Consolidate off-street parking into a smaller number of locations which are well-located to the main road corridors, to reduce drivers circulating looking for spaces. A new multi-storey car park or car parks could be constructed on surface car parks, with a 2016 study identifying the Country Bus Station, Gaol Street, Merton Meadow and St Martins as potential sites; Parking policy changes - (1) Amend off-street parking tariffs to spread demand more evenly across the city centre or more evenly through the day; (2) Increase on-street parking tariffs to encourage greater use of off-street car parks, avoid drivers circulating looking for spaces and ensure on-street spaces remain available for those who have a specific need to park close to a destination; (3) A phased reduction in the overall number of parking spaces in the city centre, both on-street and off-street. On-street spaces could be converted for a range of alternative uses including wider footways, cycle tracks, street trees and parklets. Off-street car parks could be redeveloped for new homes and businesses; Workplace Parking Levy: Levying a charge on businesses in a specific area who have more than 10 private car parking spaces. This would be introduced in the city centre, which has the greatest availability of alternative travel options. Appropriate levels of dedicated parking provision would continue to be located close to key destinations for blue badge holders, loading and residents. The parking strategy would be devised to ensure that rural residents with limited non-car travel options are not disadvantaged by the strategy.	An estimate of revenue which could be generated from a Workplace Parking Levy for Hereford has not been completed in detail. It should be noted that Nottingham Workplace Parking Levy charges £424 annually for employers who provide 11 or more employee, visitor or student parking spaces within the City Council spaces. It is based on licensing as many spaces as required for maximum vehicle occupancy. It generates £10.6m annually. On that basis it can be assumed that there are at least 25,000 parking spaces liable for the charge (£10,600,000 divided by £424). In Hereford terms the option description assumes that the levy would be introduced to cover the city centre, where alternative transport options are concentrated. However, many premises would be excluded if the same parking space threshold were applied as Nottingham. It may be assumed that a lower annual charge may be applied. Taking these factors into account, it is concluded that the revenue generated for Herefordshire Council may be less than £500,000. It has been assumed that there may be some limited capital expenditure requirements associated with these - e.g. publicity material.
PACKAGE E	**Option 15c: Eastern Link**	**£7.3m** **£3.2m costs spent up to and including agreement of preferred route over a two year period and £4.1m spent after preferred route is agreed over the remaining six year time period.** **The £4.1m incorporates circa £2m design fees which are included in the £55m capital cost estimate.** **HC costs estimated at 0.5 FTEs over the eight year period.**	**8 years - opening of scheme**	**Development cost assumptions:** • £3.2m covers environmental (c£1.2m), design (c£1.7m), modelling (c£200,000) and early stages of business case development (c£100,000). • £4.1m includes detailed design, planning via DCO and remainder of business case • Note - £55m capital scheme costs assumes circa £2m for professional fees in developing of the scheme **Timescale assumptions:** • Preferred Route agreed at end 2023 (equivalent to PCF stages 1 and 2 - option identification and option selection) • Following completion of the equivalents of PCF stages 3 and 4 and successful DCO application, construction starts Autumn 2027 with completion by summer 2029 • Assumed that a single consultant is appointed to undertake all the work - to be completed December 2021	£53,000,000	£53,000	An eastern bypass or eastern link would comprise a new road travelling around some or all of the east of the city. All of the variants include a new bridge across the River Wye. This would comprise a shorter section of new road to link Rotherwas and the A438 Ledbury Road	Standard cost is £8,000 per km for general maintenance. Bridge maintenance assume £32,000 pa this covers inspection costs and 15 year cycle works costs. Total length of eastern link is 2.59km 2.59 x 8,000 = 20,720 + 32,000 = 52,720
			Feasbility/development costs	**Design costs**	**Capital**			
	Totals		**5,165,000**	**11,550,000**	**125,860,000**			