

Title of report: Hereford City Centre Transport Package (HCCTP) - Development of the remaining elements

Meeting: Cabinet

Meeting date: Thursday 22 July 2021

Report by: Interim Director of Economy and Place

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.

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

Aylestone Hill; Central; College; Eign Hill; Widemarsh;

Purpose

To present an update on the programme delivery so far, to highlight the elements of the project that have exceeded their forecast costs, and to set out the plan for delivery of the remaining projects in the programme.

This report will also detail the residual land acquisition costs and liabilities that will need to be met from the existing capital budget.

Recommendation(s)

That:

- a) Cabinet note that the current capital programme allocation of £40.651 million for the Hereford City Centre Transport Package (HCCTP) is now insufficient to complete remaining undelivered projects (transport hub and public realm) in the programme without additional funding**
- b) The HCCTP programme be deconstructed into individual projects to enable clearer reporting on each project**
- c) That the Chief Executive commissions a South West Audit Partnership (SWAP) audit of the expenditure on the HCCTP programme to understand the cost escalation**
- d) The remaining programme funding be allocated to the development of the transport hub project design and consultation and the Interim Director for Economy and Place (in consultation with the Section 151 officer and the Cabinet Member for Infrastructure and Transport) is authorised to progress this design and consultation to enable cost certainty to be established and further delivery funding sought; and**
- e) The public realm projects in the HCCTP be considered in a wider assessment of public realm and sustainable connectivity in the City and delivered as individual projects under the wider strategy ensuring the LEP objectives are delivered. The Interim Director for Economy and Place (in consultation with the Section 151 officer and the Cabinet Member for Infrastructure and Transport) is authorised to progress this work**

Alternative options

1. Not to proceed with completion of the remaining projects. This is not recommended as it would result in some package objectives and targets as set out in the 2015 Marches Local Enterprise Partnership (LEP) business case not being achieved. This would also contravene the terms of the funding agreement, and would not be consistent with the councils adopted delivery plan.
2. Not review the previous activity within the HCCTP budget spend. This is not recommended as there is reassurance and accountability needed for future budget control and effective project management.

Key considerations

3. The Hereford City Centre Transport Package (HCCTP) is an integrated programme of schemes and consists of the following key elements:
 - i. A new City Link Road (CLR) integrated with complementary measures to support the delivery of a major regeneration scheme;

- ii. Improvements to the public realm and the facilities for walking, cycling and public transport modes; and
 - iii. A new Transport Hub at Hereford railway station.
4. Following the relocation of the cattle market to a purpose-built site and the regeneration of the previous cattle market into the Old Market shopping retail and leisure site, the HCCTP was developed to allow regeneration of the wider Edgar Street Grid (ESG) area to release sites which were landlocked and inaccessible. The City Link road has provided access to these sites and the completed HCCTP will enable the full development of this brownfield site and improve links between the railway station and city centre. The City Link Road and the land acquired as part of the CPO has already supported the creation of a modern new GP Health Centre and a new student's Hall of Residence (opening September 2021) to help attract students to Herefordshire Art College and the new NMITE Higher Education facility.
5. The key objectives of the HCCTP are to support economic growth, improve accessibility and encourage active travel in line with the adopted policies of Herefordshire Council, the Marches LEP and Central Government. In particular the package of measures will:
 - i. Enable the delivery of the Edgar Street Grid (ESG) regeneration area, a major mixed-use development, and support delivery of housing, particularly affordable housing within the city;
 - ii. Improve the public realm and create better walking, cycling and public transport infrastructure thereby better integrating new development with the historic city core;
 - iii. Enhance links between the railway station, the city centre and the ESG regeneration area;
 - iv. Improve east-west access between the A465 and A49(T) north of Hereford city centre;
 - v. Improve access to, and interchange infrastructure at, Hereford railway station; and
 - vi. Help address the decline in Hereford's traditional role as a regional economic hub, and meet the national agenda for economic growth.
6. Construction on the City Link Road has been completed and provides an alternative way to travel across Hereford city from the north, providing improved access to the railway station and an alternative to travelling through the city centre. The interim traffic flow report has shown that the CLR has delivered a significant proportion of the changes in traffic flows that the overall package was intended to, with changes in traffic routing from Aylestone Hill to College Road as a result of the performance of the signalised junction where the CLR joins Commercial Road. To realise the full benefit of these traffic flow improvements, it will require the remaining elements of the HCCTP to be completed.
7. The final part of the HCCTP project is now being designed and it has been identified that there is insufficient budget to complete the proposed projects in full, due to

previous increased spend on the City Link Road element. This is understood to be due to increased land costs associated with land purchases which increased the footprint of the scheme to allow for further future investment, as well as additional costs of individual land plots acquired using Compulsory Purchase Order (CPO) powers and professional fees associated with land acquisition. Some land matters are still in progress (see para 13).

8. The scheme costs (out-turn costs) were estimated in the [2015 Business case](#) at £40.858m, which included preparation, supervision, construction, land acquisition and allowance for risk. As part of the Marches Growth Deal (2014), the HCCTP was one of the transport schemes identified as having priority for delivery in 2015/16, with funding of £16m confirmed by the Marches LEP following submission of a business case. The remaining funding was to be provided by Herefordshire Council (£24.858m). Costs were estimated at quarter 4 2014 prices and were then factored to include an appropriate amount of risk and construction based inflation to reflect the expected duration of the project delivery. The developed package was estimated at £40.651m which reduced Herefordshire Council's contribution to £24.651m.
9. In November 2017 the HCCTP funding allocations were revised in relation to the key elements of the City Link Road as outlined within that decision report and approved as a [Cabinet Member decision](#). This did not change the overall total budget available, however it reduced significantly the funding available for the Transport hub and other walking and cycling measures, due to an increased budget for the City Link Road. It was not clear, in the advice given, where the funding required to complete the programme was to be sourced given the obligation to deliver the required LEP objectives. It also authorised delegated authority to proceed with next steps regarding the design of the remaining package elements.
10. Initial internal enquiries have raised concern over the increased costs and the governance of the HCCTP programme to date and the transparency in which the spend was communicated, especially within the previous Cabinet Member's decision report in 2017, the current Cabinet Member's decision report in 2021 and officer responses provided to Public and Councillor questions since 2015.
11. The SWAP audit of the expenditure on the HCCTP programme on the cost escalation will be reported to the audit and governance committee.
12. The two previous decisions to increase spend on the City Link Road without increasing the overall budget and a longer delivery programme now means that there is insufficient budget to meet the entire project costs and ensure full project delivery. It is now proposed that a more strategic approach is taken to funding the remaining projects to ensure the complete programme can be delivered and the full benefits realised for residents, and the required outputs are achieved for the Marches LEP, while recognising the need for a full and thorough review of spending to understand events that have led to the increased spend.
13. A further factor in the increased spend on the project has been the additional land purchases required through the Compulsory Purchase Order process. While these costs were out of the original scope for the project, this has provided the council with land assets to be used for future development and regeneration opportunities. Through the CPO process 4.77 hectares of land have been acquired. The construction of the road utilised 1.58 hectares. The balance of 3.19 hectares of land remained to be used

to support the delivery of further projects to improve the facilities and the quality of place for residents and has already facilitated and new GP Hub and a development of student accommodation.

14. There are final payments outstanding to be made for the land acquired for the CLR. The costs of the land acquired using CPO powers have increased significantly and this has affected the available budget to complete all projects within the previously agreed budget. At present there are six plots where the final claims remain to be settled. An updated combined claim for a collective of three plots still to be finalised was received in March 2021, the value of which is £1.5m above the current allowance in the updated land budget.
15. Regular reporting of the delivery of the HCCTP programme and the project outputs has taken place with the Marches LEP. The LEP are aware of the significance of the CLR land cost increases, and the likely further funding that will be required to complete all elements of the programme – the transport hub and public realm projects. Given the commitment to delivery of the remaining programme elements it has been agreed with the LEP that we will update and agree revised delivery routes for the transport hub and public realm elements which would enable formal variation of the HCCTP funding agreement with Shropshire council, the accountable body, to be agreed. It should be noted that outputs in the funding agreement delivered to date include; the construction of the city link road, job creation, and additional housing facilitated by the additional highway capacity. A further development of affordable housing at Station Approach and a care home will be added to the outputs as plans develop.

Community impact

16. Local Transport Plan 2016 – 2031 sets out the council's strategy for supporting economic growth, improving health and wellbeing and reducing the environmental impacts of transport. It also highlights that reducing congestion and emissions and switching to walking and cycling will improve public health, fitness and well-being. By improving public transport infrastructure and providing a more pedestrian and cycle friendly environment; it is intended there will be less congestion and a benefit to wider range of people and groups within the business and resident community. The HCCTP programme contributes to the delivery of significant improvements to the transport network as part of that overall strategy.
17. The HCCTP also contributes to the County Plan 2020 – 2024 which outlines the ambitions for the council over the next four years and how they will be delivered. These are:
 - **Environment** – Protect and enhance our environment and keep Herefordshire a great place to live
 - **Community** – Strengthen communities to ensure that everyone lives well and safely together
 - **Economy** – Support an economy which builds on the county's strengths and resources

Environmental Impact

18. This decision will support the delivery of the council's environmental policy commitments and aligns to the following success measures in the County Plan.

- Improve the air quality within Herefordshire
- Increase the number of short distance trips being done by sustainable modes of travel – walking, cycling, public transport

Equality duty

19. 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:

- eliminate discrimination, harassment, victimisation and any other conduct that is 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.
20. Considerable consultation has been undertaken during the development of the HCCTP as a part of the statutory planning process as well as part of the wider community engagement process. Further public consultation will be undertaken as the transport hub design is developed.
21. Consultation has taken place with the Equality Team on this decision. It is considered that there is no negative impacts on the Protected Characteristics identified in the Equality Act 2010 as part of this decision however it is noted that changes in the public realm have the potential to have a high impact including the potential for negative impacts on those with protected characteristics.
22. It will be essential that the needs of users are reflected in the design process as the remaining elements of the scheme develops. Further Equality Impact Assessments (EqIA) will be carried out during their development process to understand potential positive and negative impacts the scheme may have on each of the nine protected characteristics and on any other vulnerable groups.
23. When redesigning the public realm in our city and town centres we are committed to working with user groups to ensure the design improves access for all. Through careful design of layouts, materials and the use of measures such as tactile paving we can help make it easier to move around and access shops and services.
24. Holding structured workshops with key stakeholders and representatives of key user groups will stimulate a focused and collaborative environment allowing the design team to refine the design to achieve a design solution that optimises the benefits all within the remit of the schemes.
25. To ensure that consultation is accessible to all, easy read material and any other materials or assistance considered appropriate will be produced and made available.

Resource implications

26. The scheme is included in the council's capital programme with an approved budget of £40.651m for the delivery of the road scheme and complementary package of measures. This budget will be insufficient to complete all of the remaining elements of the package without additional council funding. Recommendations d&e refer to the work that is now necessary to establish the capital costs of the remaining projects that, at present, are unclear.
27. The business case in 2015 presented the cost profile for the HCCTP project in table 5-6 of the business case. This table from the business case is presented below:

Table 5-6 – Cost Profile for HCCTP (Outturn Costs in £'000)

Budget Breakdown and Profile (£000)							
Year	Professional Fees - Preparation	Professional Fees - Supervision	Construction	Land	Statutory Undertakers	Risk	Total
2014/15	2,693	0	615	6,797	0	0	10,105
2015/16	328	0	3,080	4,338	385	542	8,673
2016/17	333	625	8,889	0	396	683	10,926
2017/18	0	252	4,678	0	514	363	5,807
2018/19	0	94	2,460	0	0	170	2,724
2019/20	0	48	1,264	0	0	1,312	2,624
Total	3,353	1,019	20,986	11,135	1,295	3,070	40,858

28. The November 2017 decision provided an updated forecast outturn cost for the project against the original figures set out in the business case submitted to the Marches LEP. This decision increased the allocation for CLR land from £11.023m to £14.873m, through the use of risk and inflation sums within the 2015 business case. The 2017 report recommended the use of £1.235m of the risk allocation and £2.509m of the inflation allowance to cover the increased land costs of £3.850m. This left £500k of the project risk allocation and £480k of the project inflation allocation together with £6.490m for the remaining elements of the project. The decision was taken by the Cabinet Member for Infrastructure at that time. The report also included authorisation for the Director for Economy, Communities and Corporate to take all operational decisions necessary to progress detailed design and feasibility within an allocated budget of £563k for the delivery of the Transport Hub and ATM element of the package.

29. The January 2021 [Cabinet Member decision report](#) approved an increase to the forecast outturn cost for the CLR land acquisition to £16.25m, and reduced the forecast for the transport hub and public realm to £5.172m. At this time given the status of the remaining claims for compensation there was no alternative to taking this decision.

30. The current spend to date and forecast outturn in line with the table 5-6 format from the budget in the 2015 business case is presented below. The following points should be noted in regard to this table:

- The row summation in the printed table in the business case was incorrect, although the column summation and overall total was correct.
- Figures for 2014/15 spend reflect spend up to the 2014/15 financial year
- The Cabinet member decision November 2017 allocated risk and inflation allowances to offset increases in land costs forecasts. In the table below the land costs have not been offset against the risk budget so it is clear the total costs paid and expected to the end of the project.

Year	Professional Fees – Preparation (£000)		Professional Fees - Supervision (including QS, Comms and Admin) (£000)		Construction (£000)		Land (£000)		Statutory Undertakers (£000)		Risk (£000)		Total (£000)	
	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend	Budget	Spend
2014/15	2,693	446	-	-	615	1,836	6,797	7,988	-	4	-	-	10,105	10,274
2015/16	328	853	-	-	3,080	1,935	4,338	4,126	385	3	542	-	8,673	6,917
2016/17	333	829	625	488	8,889	5,903	-	1,482	396	330	683	-	10,926	9,032
2017/18	-	211	252	713	4,678	4,384	-	736	514	54	363	-	5,807	6,098
2018/19	-	217	94	-	2,460	622	-	18	-	-12	170	-	2,724	845
2019/20	-	388	48	-	1,264	109	-	2	-	-	1,312	-	2,624	499
2020/21	-	28	-	-	-	0	-	349	-	-	-	-	-	377
2021/22	-	100	-	-	-	185	-	1,549	-	-	-	-	-	1,834
2022/23	-	380	-	-	-	-	-	-	-	-	-	-	-	380
2023/24	-	95	-	167	-	1,626	-	-	-	-	-	-	-	1,888
2024/25	-	-	-	233	-	2,274	-	-	-	-	-	-	-	2,507
Total	3,353	3,547	1,019	1,601	20,986	18,874	11,135	16,250	1,295	379	3,070	-	40,858	40,651
Variance		194		582		-2,112		5,115		-916		-3,070		-207

31. The tables below outline the breakdown of spend between elements. The current allocation between funding sources is also provided in the second table:

Capital cost of project	Previous Years	2021/22	2022/23	Future Years	Total
	£000	£000	£000	£000	£000
Professional fees preparation	2,972	100	380	95	3,547
Professional fees supervision	1,201			400	1,601
Construction	14,789	185		3,900	18,874
Land	14,701	1,549			16,250
Statutory Undertakers	379				379
Risk	-				-
HCCTP TOTAL	34,042	1,834	380	4,395	40,651

Funding streams	Previous Years	2021/22	2022/23	Future Years	Total
	£000	£000	£000	£000	£000
<i>Marches LEP</i>	16,000				16,000
<i>Capital Programme / Prudential Borrowing</i>	18,042	1,834	380	4,395	24,651
TOTAL	34,042	1,834	380	4,395	40,651

32. The budget for professional fees for the remaining elements has increased from £563k in the original business case to £1,272k in the current forecast (including £297k spend in previous years). This is as a result of; the delay to the progression of these elements, the revised budget which necessitates the work done to date to be revisited and further development work to be undertaken. This increase could be funded from the budget for construction for the transport and public realm. However as noted above will be insufficient to complete the all remaining elements of the package without additional council funding.
33. It is noted that Cabinet wishes to make progress at pace. This will be assisted with the appointment of a programme director. The programme director will lead the delivery of this project including:
- commissioning technical consultants to progress the specific transport measures;
 - provide project management oversight with the support of the project management office and dedicated project management resource; and
 - identify funding opportunities and development of funding bids to progress delivery of the strategy.

The programme director will be supported by a project manager from the corporate project management office. The cost of the programme director and project management support will be funded from the project budget.

34. Within the remaining CLR costs in the table above, there are the balance of land payments to be made for land acquired under the CPO process. The most recent combined claim received for a collective of three plots still to be finalised has come in £1.5m above the current budget. The updated land budget was based on the claim that had been received from the claimant at that time and an assessment of the likely value undertaken by specialist agents acting for the council. They advised a low median and upper value based on the claim at that time and the upper value was used in the budget estimate. This further claim has been received subsequent to the last cabinet member decision to increase the budget. The council's specialist agents have been asked to provide a further assessment of the likely claim such that this risk can be better quantified. There is therefore a risk that there will be a further pressure on the budget available for the remaining elements of the project. Should this risk be realised this would bring the overall land costs to £17.75m.
35. The delivery of this initial design, consultation and construction costing will require the procurement of further professional services. These professional services will be procured through an open competitive procurement process in line with the council's Contract Procedure Rules.

Legal implications

36. This is an Executive function under the Council's Constitution Part 3 Section 3 and 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 in Herefordshire) affected. It is also likely to result in the council incurring expenditure which is, or the making or savings which are, significant having regard to the Council's budget for the service or function concerned.
37. The City Link Road forms the largest single element of the HCCTP and road construction was completed in 2017. Land vested to the council under the provision of the CPO following its confirmation and the execution of the General Vesting Declaration (GVD), and advance compensation payments under the compulsory purchase legislative provisions were paid to the landowners and those with a legal interest in land the subject of the CPO. The majority of the final outstanding compulsory purchase compensation payments have been made except for those referred to at paragraph 43.
38. The County of Herefordshire District Council (Edgar Street Grid and Link Road) Compulsory Purchase Order 2013 (CPO) was made under the Town and Country Planning Act 1990; the Local Government (Miscellaneous Provisions) Act 1976 and the Acquisition of Land Act 1981 and was confirmed on 23 September 2014 by the Secretary of State for Communities and Local Government under the powers conferred on him by Section 226(1)(a) of the Town and Country Planning Act 1990 (TCPA 1990). Notice of the confirmation of the order was first publicised in accordance with Section 15 of the Acquisition of Land Act 1981.

39. Section 226(1)(a) of the TCPA 1990 allows a local authority to acquire land compulsorily for development and other planning purposes for the redevelopment or improvement on, or in relation to, the land being acquired and it is not certain that they will be able to acquire it by agreement. It is intended to help acquiring authorities to assemble land where this is necessary to implement proposals in their Local plan or where strong planning justifications for the use of the power exist.
40. Section 226(1)(a) TCPA 1990 due to its wide terms can be used to assemble land for regeneration and other schemes where the range of activities or purposes proposed mean that no other single specific compulsory purchase power would be appropriate.
41. Section 226(3) TCPA 1990 provides that an order made under section 226(1)(a) may also provide for the compulsory purchase of any adjoining land which is required for the purpose of executing works for facilitating the development or use of the primary land. An authority intending to acquire land for this purpose in connection with the acquisition of land under Section 226(1)(a) must therefore specify *in the same order*, the appropriate acquisition power and purpose.
42. The CPO confirms that the County of Herefordshire District Council as the Acquiring Authority made the CPO to purchase compulsorily the land and the new rights over the land for the purpose of facilitating the carrying out of development, re-development or improvement of the land for the provision of a link road, highway and other associated infrastructure and mixed uses including housing, employment uses, leisure, retail units, tourism, civic and community uses together with associated public access and public realm, car parking, other new highways and associated infrastructure, drainage, flood alleviation and associated works.
43. Under the CPO one parcel of land that formed part of a business premises and was required for the construction of the City Link Road was compulsorily purchased. The freeholder and leaseholder of this land objected to the Council's intention to acquire only part of the business premises on the basis they felt that the business would be left unviable. The freeholder and leaseholder therefore served statutory notices pursuant to section 12 and paragraph 2 of Schedule 1 of the Compulsory Purchase (Vesting Declaration) Act 1981 objecting, and sought that the Council purchase the business premises in its entirety.
44. The provisions of section 12, and paragraph 2 of Schedule 1 of the Compulsory Purchase (Vesting Declaration) Act 1981, provide that a person with a legal interest in land may serve on the council as acquiring authority under a CPO, a notice of objection to severance. Such a notice requires the council, within 3 months, to make a decision whether to contest the notice, through the Upper Tribunal, exclude the plot from the City Link Road scheme, or to accept the notices and acquire the whole of the premises.
45. As such, the Council took the decision (decision by the cabinet member Corporate Strategy & Finance dated 13 August 2015) to accept the section 12 notices and acquire the whole of the premises. Accordingly the general vesting declaration took effect in accordance with paragraph 4(1)(b) of Schedule 1 of the Compulsory Purchase (Vesting Declaration) Act 1981 and the freehold and leasehold titles of the whole of the business premises were transferred to the Council on the vesting date under the council's general vesting declaration. As referred to at paragraph 12, the CPO process under the Limitations Act 1980 provides a six year period for the claimants to submit claims to the council and for the parties to reach an agreed value for the final claim payments which are statutory compulsory purchase payments due and to have

finalised the agreement. If no agreement is reached, the claimant will need to make the claim to the Upper Tribunal (Lands Chamber). However the parties can extend the six year limitation period for making reference to the Upper Tribunal (Lands Chamber) by way of a standstill agreement but this needs to be completed within the six year window, and allows a period of time to negotiate a settlement, and waive any limitation defence within that extended period. The six year period has now passed (13 June 2021). A standstill agreement has been completed on three of the six plots and has allowed for negotiation for an additional six months until 13 December 2021 to reach a settled agreement on final compensation payments.

46. Grant funding was secured in 2015 under the Marches LEP grant funding scheme to secure some of the package objectives and targets following submission of a business case. Those agreed objectives will need to be achieved to ensure that the funding agreement terms are not breached.
47. There are no legal problems with doing what is proposed as the recommendation is in accordance with, and progression of the cabinet member decisions in 2017 and 2021, subject to budgetary changes.

Risk management

48. Risks associated with this decision are outlined in the table below:

Risk / opportunity	Mitigation
<p>There is a risk that the objectives of the HCCTP are not met as a result of the reduced budget available for the transport hub and public realm. This could result in claw back of funding from the LEP.</p>	<p>The available budget and the scheme objectives will be utilised to shape the further development of the transport hub and public realm works to ensure that these are met. The cost estimates for the works will continue to be updated as the design develops to monitor and inform further decisions on project funding.</p>
<p>There is a risk that reaching a consensus on the approach to the transport hub and public realm takes more time and design input as a result of diverging stakeholder aspirations.</p>	<p>The design brief will be agreed with members and key stakeholders prior to a consultation exercise by the specialist design team.</p>
<p>There is a risk that agreement with Network Rail on the delivery of the transport hub on their element of the site cannot be reached or incurs additional costs.</p>	<p>Early discussions have been held with Network Rail regarding the scheme and these are to continue such that their requirements can be incorporated into the designs such that agreement can be reached.</p>
<p>There is a risk that further land may be required to deliver the aspirations for the transport hub and public realm.</p>	<p>Designs to be developed to deliver the remaining elements within the existing land ownership areas. Should further land be identified as of significant benefit to the schemes following the design development the impact of this on the budget to be assessed and considered in a further decision.</p>
<p>There is a risk that the balance of the payments for land acquired under the CPO process for the CLR will exceed the current allocation for land costs within the budget. This would impact the available budget for the remaining element.</p>	<p>Extended period to reach settlement on plots that have been identified as potentially exceeding budget has been agreed. Further input from specialist land agents being provided to support the settlement of the remaining claims.</p>

Consultees

49. Consultation and engagement has taken place throughout the development of the HCCTP project and the delivery of the CLR element with ward members, key stakeholders and members of the public.
50. Further engagement and consultation is proposed in relation to the transport hub and public realm elements to enable the public and key stakeholders to have input into the further development of the remaining elements of the HCCTP. All feedback will be assessed and a consultation report will be prepared which will summarise the feedback received and how this will inform the development of the remaining elements.
51. Political Group Consultation was undertaken on this decision in March 2021. A response was received from Cllr Milln (Central Ward) who was seeking understanding of the next steps to be taken and confirmation that there would be consultation about the design of the Transport Hub and Public Realm schemes.

Appendices

None

Background papers

None identified