

Cambridge Cycle Town: Compulsory Purchase Orders

To: **Cabinet**

Date: **24 November 2009.**

From: **Executive Director, Environment Services.**

Electoral division(s): **Cottenham, Histon, Impington, Milton, Waterbeach, Fulbourn and Swavesey.**

Forward Plan ref: **None** *Key decision:* **Yes**

Purpose: **To consider the proposals for the Cambridge Cycle Town schemes and the associated Compulsory Purchase Orders.**

Recommendation: **To resolve to make the Compulsory Purchase Orders for the Cambridge Cycle Town schemes.**

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1. BACKGROUND

- 1.1 The County Council, in partnership with Cambridge City Council and South Cambridgeshire District Council, has been successful in its bid to Government to become a Cycling Town, which has provided an additional £3.6m of funding over three years.
- 1.2 The provisional programme of infrastructure schemes to be funded was approved by Cabinet on 4 November 2008. Public Consultation on seven of these schemes was carried out in August/September 2009 and reported to Cabinet on 29 September. Cabinet gave approval for the schemes to be developed further and implemented. The schemes are:
1. Cottenham to Histon
 2. Histon to Cambridge
 3. Harston to Cambridge
 4. Babraham Road Park & Ride to Wandlebury
 5. Fen Ditton to Horningsea
 6. Milton to Impington
 7. Hills Road Bridge
- 1.3 In addition to these schemes, funding has also been made available from the Housing Growth Fund (HGF) for cycleways around Northstowe to construct a shared use foot/cycleway between Swavesey and the Buckingway Business Park at the A14. These schemes were supported by the South Cambridgeshire Environment and Transport Area Joint Committee on 19 January 2009.

2. MAIN ISSUES

- 2.1 Following further design work on all of these schemes, it has been identified that, in order to fully implement them, four of them cannot be fully constructed within the existing highway and will require the purchase of additional land. The schemes requiring land are:
1. Cottenham to Histon requires 9 plots of land (see Plan 1)
 2. Horningsea to Fen Ditton requires 1 plot of land (see Plan 2)
 3. Milton to Impington will require 8 plots of land (see Plan 3)
 4. Swavesey to the A14 requires 3 plots of land (see Plan 4)
- 2.2 These areas of land are relatively narrow and run parallel to the existing highway.
- 2.3 Initial negotiations with landowners have been taking place and it is becoming clear that some of the landowners are not willing to sell by agreement. In order to make progress it will be necessary to consider Compulsory Purchase of the land to allow delivery of the schemes within the tight timescales set.
- 2.4 The Compulsory Purchase Orders (CPO) would be made under the 1980 Highways Act. The Orders could be published in early 2010 with an earliest start for construction in late 2010. If a Public Inquiry into the Orders is necessary, the start date for construction would be late 2011.

- 2.5 Given the urgent need to move on with these schemes to meet the Cycling England funding timeframe and its importance to the local area, Cabinet is asked to support the commencement of the CPO proceedings on all of the areas identified above. Clearly should a negotiated land purchase be possible during the period of the Orders process, then that would be pursued.

3. SIGNIFICANT IMPLICATIONS

The following bullet points set out details of significant implications identified by officers:

3.1 Resources and Performance

- The production of the Orders will require significant officer input but this can be managed by existing officer capacity within the County Council;
- The County Council's highway consultants, Atkins, have the resource and capability to undertake the work. This work will be funded by Cycling England or HGF;

3.2 Statutory Requirement and Partnership Working

- Compulsory Purchase Orders will be needed for the timely acquisition of land. Should landowners sell prior to the commencement of proceedings, the CPO process will not be needed.
- The Cycling Town is a partnership of local councils and other stakeholders. Officers will continue to work closely with these organisations.

3.3 Climate Change

- The implementation of the schemes will result in positive climate change effects from reduced car journeys as people are encouraged to cycle because of improved facilities. This significantly outweighs any negative climate change effects due to construction and implementation.

3.4 Access and Inclusion

- There are no significant implications arising from this report.

3.5 Engagement and Consultation

- Significant consultation on the proposals has been undertaken and further stakeholder consultation is proposed.

Source Documents	Location
Cycling England - Cycling Towns and Cities 2008-11 Application Form	2 nd Floor A Wing
'Cambridge - Cycling Demonstration Town', Joint Transport Forum	Castle Court
13/10/08	
'Cambridge Cycling Demonstration Town - County Council Cabinet	Shire Hall
4/11/08	Cambridge

<p>'Cambridge - Cycling Demonstration Town', Joint Transport Forum 20/11/08</p> <p>Cambridge Cycling Town, Delivery Strategy and Programme – Dec 2008</p> <p>'Cambridge - Cycling Town Initiative' - South Cambs In Your Patch 01/09</p> <p>Advisory Officer Technical Forum Minutes: 10/02/09, 12/03/09, 28/04/09, 07/07/09</p> <p>'Cambridge - Cycling Demonstration Town' - Joint Transport Forum 11/03/09</p> <p>'Cambridge - Cycling Demonstration Town' - South Cambs AJC 20/04/09</p> <p>'Cambridge - Cycling Demonstration Town' - Cambridge AJC 27/04/09</p> <p>'Cambridge - Cycling Town' – South Cambs AJC 13/07/09</p> <p>'Cambridge - Cycling Town' – Cambridge AJC 20/07/09</p>	CB3 0AP
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