

Cabinet Member Decision
9 March 2018

ACQUISITION OF LAND FOR A4440 WORCESTER SOUTHERN LINK ROAD

Relevant Cabinet Member

Dr Ken Pollock

Relevant Officer

Director of Economy and Infrastructure

Local Member(s) – if appropriate

Mr T Wells, Mr S Mackay, Mr P Middlebrough

Recommendation

1. The Director of Economy and Infrastructure recommends that the Cabinet Member with Responsibility for Economy and Infrastructure:-
 - (a) authorises the acquisition of the land required for Phase 4 of the A4440 Worcester Southern Link Road Scheme ("the Scheme") as shown coloured pink and the rights over the land as shown coloured blue on the attached plan (Appendix B) (together the Land) including the making of Compulsory Purchase Orders (CPO) in respect of any or all of the Land as considered necessary;
 - (b) authorises the Director of Commercial and Change in consultation with the Cabinet Member with Responsibility for Economy and Infrastructure to acquire by negotiation any further land and rights that may be required in relation to the Scheme; and
 - (c) agrees in principle the draft Statement of Reasons set out in the attached Statement of Reasons.

Background Information

2. On 2 February 2017 Cabinet authorised the acquisition of the land and rights required for Worcester Southern Link Road Phase 4 as shown on the attached plan (Appendix A) including the making of Compulsory Purchase Orders (CPO) in case it was not possible to acquire the land by negotiation.
3. Since this time a contractor has been appointed and a planning application for the scheme has been submitted. As part of the development of the scheme, there are now some changes to the land requirements to that presented to the February 2017 Cabinet. The land which is now necessary is

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reasons set out. The land requirements are shown in Land Acquisition Plan set out at Appendix B.

Financial Implications

12. The scheme achieved DfT Programme Entry on 1 November 2017 and secured £54.5m of DfT funding subject to the completion of all statutory processes. The remainder of the funding comprises local contributions, (e.g. S106 contributions).
13. The most significant financial implication arises in the event that the scheme becomes undeliverable due to the inability to secure relevant consents or full approval of the DfT funding, with the consequence that monies expended up to that point will be abortive. Assuming funding (both DfT and S106 contributions) is secure, the principal financial implications should be cash-flow, particularly relating to phased funding streams, and the financing cost associated with any negative periods in the cash-flow model.

Public Health Implications

14. Health implications of transport proposals can be identified by assessing changes in the opportunities for increased physical activity through cycling and walking. The scheme includes the upgrade of the footway to the north of A4440 Temeside way to a footway/cycleway, provision of a pedestrian/cyclist footbridge on the western side of Powick Roundabout and the upgrade of the grade separated pedestrian route at Ketch roundabout. Increased vehicle speed and flow on the new carriageway as a result of the scheme may exacerbate fear of accidents for cyclists and pedestrians, however, the proposed footway/cycleway along A4440 Temeside Way will be set-back further from the carriageway than at present and, for the majority of Temeside Way (excluding the bridges) a safety barrier will be put in place separating traffic from pedestrians and cyclists. In summary, the scheme is likely to have a slight positive impact to physical activity.

Equality and Diversity Implications

- 15.

