

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Date:	March 2016
Title:	Restricted Byway 753 (Finkley Rd - Finkley Down Farm), Andover CMS Ref: 1503

Contact name: Goran Mahmud

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Email: Goran.Mahmud@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the Restricted Byway 753, as set out in this paper.
- 1.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £102,000, to be funded from developer contributions.
- 1.3. The Director approves this addition to the 2016/17 Capital Programme at a value of £102,000.

2. Reasons for the decision:

- 2.1. To improve the accessibility of the existing restricted Byway 753 route for bicycles, pedestrians, horses and horse drawn carriages.
- 2.2. The decision supports the Hampshire County Council corporate strategy policies of "Maximising wellbeing" and "enhancing quality of place".
- 2.3. The scheme will help improve accessibility from Finkley Road to Finkley Down Farm, a popular visitor attraction, in Andover.
- 2.4. The proposals will also improve the route signs which will also make the route more attractive for all road users.

3. Other options considered and rejected:

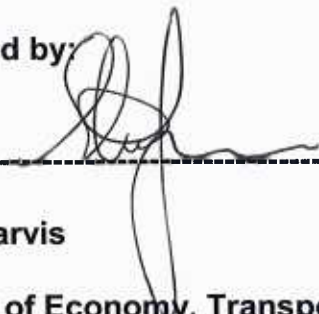
- 3.1. It was initially proposed that only half of the Byway from the Finkley Down Farm end would be upgraded and this was due to limited funding at that time. However, after the identification of additional funding, it was decided that improvement of the entire length of the Byway was essential as the proposals will allow users to have a better and more direct access to the new development at East Anton.

4. Conflicts of interest:

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service: None

6. Supporting Information: None

Approved by:	Date:
 -----	11/3/16 -----
Stuart Jarvis Director of Economy, Transport and Environment	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Economy, Transport and Environment
Date:	March 2016
Title:	Restricted Byway 753 (Stoke Rd - Finkley Down Farm), Andover CMS Ref: 1503

Contact name: Goran Mahmud

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1. Executive Summary

- 1.1 The purpose of this paper is to provide details of the proposed scheme to improve accessibility along an existing right of way (Restricted Byway no. 753), which is located in East Anton near Andover, for non-motorised users including horse drawn carriages.
- 1.2 The proposed scheme will implement a range of improvements including upgrading the current surface, widening of the route to a minimum 3.0 metres wide where possible, and installing bollards at the Finkley Road end to prevent access by motorised vehicles whilst allowing access to horse drawn carriages.
- 1.3 It was initially proposed that only half of the footway from the Finkley Down Farm end would be upgraded and this was due to limited funding at that time. However, following the identification of further funding, it was decided that improvement of the entire length of the Byway was essential as the proposals will allow users to have a better and more direct access to the new development at East Anton.
- 1.4 The existing restricted Byway currently consists of an unmade track, which has been used by farmers only and is not suitable for pedal cycles. The proposed improvements will provide a direct link from Finkley Down Farm to the new development at East Anton and encourage the route to be used by pedestrians, cyclists and horse drawn carriages.

2. Background

- 2.1. The proposed scheme is to upgrade Right of Way (RoW) 753 in East Anton, Andover. The existing right of way is designated as a restricted Byway which can currently only be used by pedestrians, cyclists, horse riders and all other non motorised users including horse drawn carriages.

- 2.2. The RoW is situated within the large East Anton housing development and links directly between Finkley Down Farm and Finkley Road; a length of approximately 850m. Historically the RoW was used by the public and local farmers but had become overgrown at one end. As a result of the new large housing development and an anticipated increase in demand, it was proposed to upgrade this right of way to improve transport links. This work includes improving the existing surface of the Byway and widening the sections that are currently less than 3.0 metres wide. A Kent carriageway gap will also be provided at Finkley Down Farm end of the route to allow access for all non motorised vehicle users, including horse drawn carriages, but prevent vehicular access. Funding for the scheme is provided from a Section 106 contribution from the East Anton development.
- 2.3. The route currently has no drainage system and runoff water seeps into the surrounding ground. There is only one sign at the Finkley Road end of the route which makes it difficult for users to find their way to and from the Right of Way. Due to the considerable vegetation growing along the route, it has become impassable for pedestrians and other users. The route also has several locations that are lower than the adjacent fields and this requires resurfacing to raise the overall level of the route. The proposed upgrade should remove these issues.

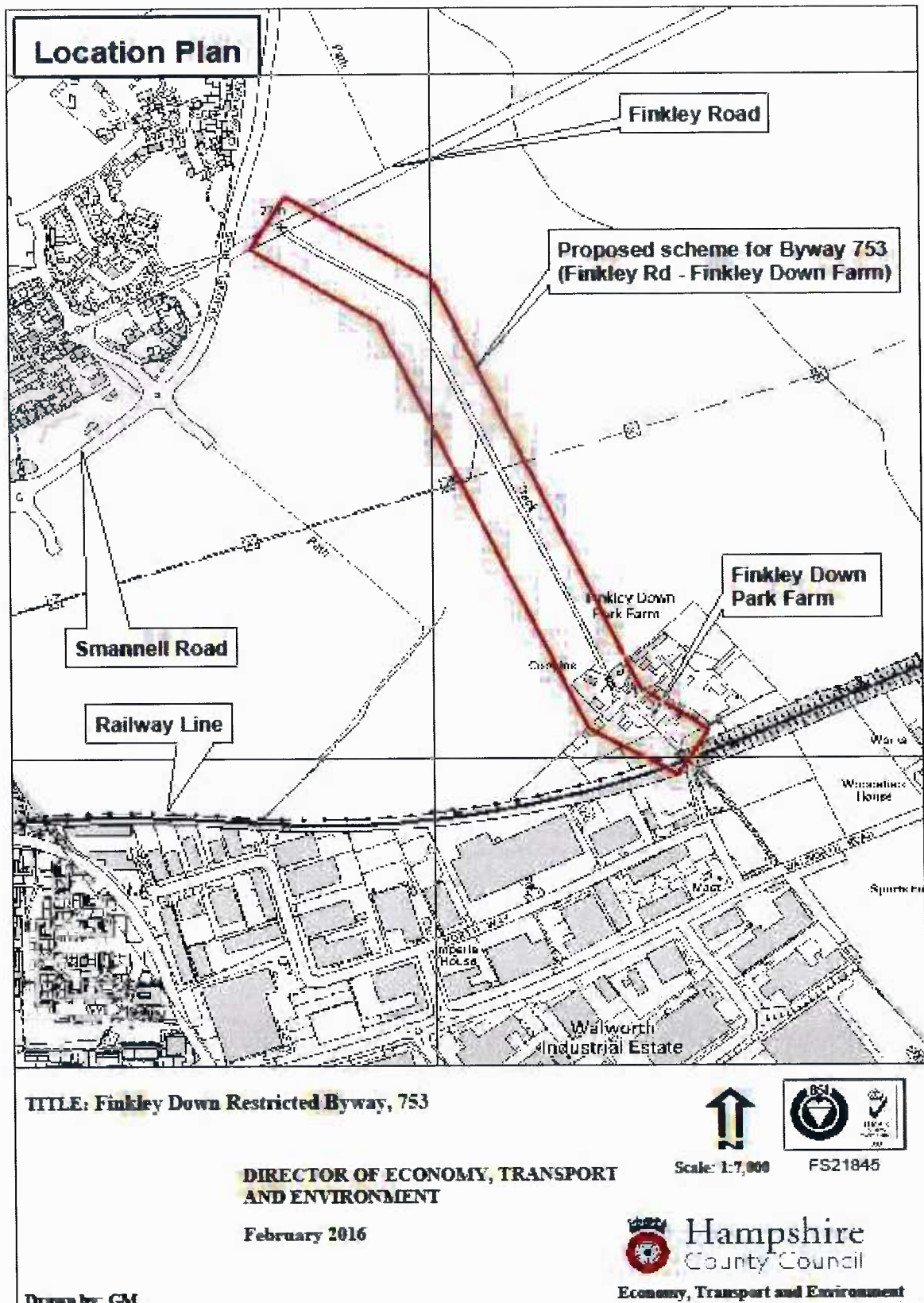


Figure 1: Location plan of Byway

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	12	12	Developer contributions	102
	Client Fee	4	4		
	Supervision	5	5		
	Construction	81	79		
	Total	<u>102</u>	<u>100</u>	Total	<u>102</u>

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	1.0	0.001%
	Capital Charges (Depreciation and notional interest charges)	9.0	0.006%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	March 2016	June 2016	August 2016	August 2017

5. Scheme Details

- 5.1. The scheme involves replacing the existing unmade surface with a new regulated compacted Type 1 granular surfacing of crushed demolition debris. A Kent Carriageway gap will be installed at one end to prevent vehicular traffic. The Kent carriageway gap will be padlocked and a key given to Test Valley Borough Council environmental services team and a key given to the local farmers for emergency access.
- 5.2. The route will be widened to a minimum of 3.0 metres where achievable in order to improve overall accessibility for all users. New route signs will be placed to help users find their way to and from the route.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The local parish council and local stake holders including the owners of Finkley Down Farm and local farmers have been consulted and are supportive of the proposal.

7.2. The County member, Councillor Timothy Rolt has been consulted and he is happy and supportive for the scheme to be implemented

8. Statutory Procedures

8.1. None.

9. Land Requirements

9.1. The land on which the RoW sits was sold to the developer and a section of the land is still retained by the original land owners. Both the land owners have given permission for the improvement work to progress.

10. Maintenance Implications

10.1. The East Anton parish council are happy for the existing route to be upgraded and Hampshire County Council's Countryside Service have expressed the view that they are happy with the proposal of the existing track being upgraded. Maintenance of the route will rest with Countryside Services.

11. Recommendations

11.1. That the Director approves the details of the Restricted Byway 753, as set out in this paper.

11.2. That the Director gives approval to procure, spend and enter into necessary contractual arrangements to implement this scheme, at a total estimated cost of £102,000, to be funded from developer contributions.

11.3. The Director approves this addition to the 2016/17 Capital Programme at a value of £102,000.

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this scheme will contribute.

CORPORATE OR LEGAL INFORMATION:

Links to the Corporate Strategy

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Section 100 D - Local Government Act 1972 - background documents	
The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)	
<u>Document</u>	<u>Location</u>

Impact Assessments

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Medium
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	None
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Andover

At the present, except for local farmers, the route is inaccessible for all types of users, particularly those with mobility difficulties. The scheme will have a positive impact to the impact considerations identified and will assist accessibility for those considered vulnerable such as elderly and disabled persons. The scheme will also benefit many other types of users including pedestrians, cyclist and horse riders, including horse drawn carriages.

2. Impact on Crime and Disorder: None

3. Climate Change:

3.1 The provision of an accessible Right of Way (No. 753) route will reduce dependency on car journeys and promote more sustainable modes of transport including walking, cycling and horse riding.

3.2 Upgrading the restricted Byway will help to increase the use of pedestrian and cyclist in the area and therefore reduce the use of vehicles. This will have a positive impact on air quality in the area.