

# HAMPSHIRE COUNTY COUNCIL

## Officer Decision Record

<b>Decision Maker</b>	Jonathan Woods – Countryside Strategic Manager
<b>Title</b>	Creation of a public bridleway between Portsmouth Road and Victoria Way, Parish of Bramshott and Liphook

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### 1. The decision:

- 1.1. That authority be given for the County Council to make an Order under Section 26 Highways Act 1980 to create a public bridleway, varying between 3 and 5 metres in width, running over 'The Firs' between Portsmouth Road and Victoria Way, as shown on the Draft Order map.

### 2. Reason(s) for the decision:

- 2.1. The Countryside Access Team has been approached by officers within Hampshire Highways Scheme Delivery Team to progress an order to create a public bridleway link over The Firs, a metalled residential cul-de-sac running between Portsmouth Road and Victoria Way, Liphook. The proposal is linked to external funding from South-Western Railway to improve the route for use by cyclists between the station and Bohunt School, including the installation of new fencing and a gate at the school. The funding has to be used by the end of March 2023.
- 2.2. The drafting and order-making process will be carried out by Countryside on behalf of the Scheme Delivery Team and will assist with future work to refer the Order to the Secretary of State in the event it receives objections. The consultation process has been carried out by the Scheme Delivery Team.
- 2.3. The northern-most 20 metres of the proposed route is recorded on the List of Highways Maintainable at Public Expense. The remainder of the path running past Bohunt School and onto The Firs, as well as The Firs itself, is not publicly maintainable. A length of approximately 45 metres at the eastern-most end of the route leading to Portsmouth Road coincides with the existing line of Bramshott and Liphook Footpath 2, and so the Order will result in the upgrade of this part of the footpath to bridleway status.
- 2.4. A consequence of making the Section 26 Order will be that the maintenance of the route (to bridleway standard) becomes the responsibility of Hampshire County Council. It is proposed that the extent of the bridleway running over The Firs will extend to the width of the carriageway only (and not on the adjacent footway) – a

width of 5 metres. The width of the enclosed path running northwards past Bohunt School is 3 metres up to the point it meets Victoria Way (at which point there is a single bollard preventing vehicular access). It has been agreed that any future maintenance responsibility will fall to Hampshire Highways.

**3. Other options considered and rejected:**

- 3.1. Consideration was given to whether bridleway rights could be recorded via a Definitive Map Modification Order, and it was envisaged that an application would be submitted by under the provisions of the Wildlife and Countryside Act 1981 by Bramshott and Liphook Parish Council to facilitate this. However, no application (or the submission of evidence necessary to support the making of an order) was forthcoming.

**4. Conflicts of interest:**

- 4.1. N/A

**5. Dispensation granted by the Head of Paid Service:**

- 5.1. None

**6. Supporting information:**

- 6.1. Appendix 1 – Consultation Responses  
Appendix 2 - Draft Order Plan  
Appendix 3 – Photos of the proposed route

**Approved by:**

**Date:**

\_\_\_\_\_ (signature)

**02/02/2023**

**Jonathan Woods – Countryside Access Group Leader**

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**On behalf of the Director of Universal Services**

## CORPORATE OR LEGAL INFORMATION:

### Links to the Corporate Strategy

<b>Hampshire safer and more secure for all:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	no
Corporate Improvement plan link number (if appropriate):	

#### 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.)**

##### Document

Reference: Creation of bridleway rights,  
Parish of Bramshott and Liphook

##### Location

Countryside Access Team  
Three Minsters House  
76, High Street  
Winchester  
SO23 8UL

## Appendix 1

### Consultations with Other Bodies:

#### Cycling UK

The Firs, Furlonger Place and Victoria Place are all very quiet residential roads probably build 5-10 years ago. The carriageway and footways are very standard and are adequate. The non-vehicular section is about 3 metres wide with a good tarmac surface. The width complies with LTN 1/20 for a 2-way shared footway and cycleway and the sign at one end suggests that it already has this designation, A couple of small trees and shrubs overhang slightly reducing the usable width. The risk of collisions would be reduced if this section was slightly wider, especially where the forward visibility is limited on the corner where it joins Victoria Way.

It is clear from visiting the site and from what I was told by my friend who lives locally that pedestrian and cyclists currently use this route, the surface is good, and it is a useful link for residents.

Is the route not already a shared footway/cycleway? In this case, it only requires a shared footway/cycleway sign at one end. I doubt whether there are any horses in the vicinity and so the creation of a bridleway seems unnecessary. That notwithstanding any creation order should stipulate that this is a tarmac route and it should be maintained as such (regular cutting back of any overhanging shrubs) and should retain a width compatible with LTN 1/20.

#### British Horse Society

The BHS welcomes the creation of a public bridleway along this route. Please ensure that any signage indicates clearly that members of the public have the right to ride horses as well as to walk or cycle along the path. Given the location it seems unlikely that it will be heavily used by horse riders, however it is quite possible that local equestrians will find it a useful link within the local road network. Where public rights exist it is important that it is clear to all what they are, to avoid any misunderstanding and potential conflict between users. We recommend therefore that wooden bridleway fingerposts are installed at both ends of the path, and that, if standard white-on-blue highway signage is to be used, that it includes a ridden horse.

#### The Ramblers

From Point A southwards to near the south-east corner of the school the route shown is recorded in the List of Publicly Maintainable Streets as an adopted footpath. Any Order would therefore need to be drafted to record that this section is being upgraded from a footpath to a bridleway.

Care will be needed in drafting the order to define the extent of the width of the bridleway where it is within The Firs. Will it be solely the carriageway or the carriageway and footways and verges? A plan more akin to that included in Section 38 Agreements may be more appropriate for this reason.

#### East Hampshire District Council

EHDC supports the proposal.

### **IMPACT ASSESSMENTS:**

#### **1 Equalities Impact Assessment:**

**N/A**

#### **2. Impact on Crime and Disorder: N/A**

#### **3. Climate Change:**

How does what is being proposed impact on our carbon footprint / energy consumption?

**N/A**

How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? **N/A**





### Appendix 3 – Photos of the route

Looking south from Victoria Way



Looking north towards Victoria Way





On The Firs, looking north



On Portsmouth Road, looking west along The Firs

