

## Appendix C – Works and Finance

### Works required

1. Between points A-B and C-D on the plan at Appendix 1 the new bridleway will lie on the old substrate of the Haul Road which has been overgrown with grass, brambles, and scrub. Between points D-E the new bridleway will be built onto what is currently boggy arable land. Between points E-F and G-H the new bridleway will run along the LGCAA's vehicular access track which ranges from tarmac to compacted aggregate. Between points H-I the new bridleway will run on compacted aggregate and then on tarmac through the grounds of Henlow Middle School.
2. The sections of the route between points A-B-C-D will be scraped back to reveal the original Haul Road substrate and this will have road planings rolled over it and "blinded" with granite dust. Between points D-E a new substrate will have to be laid, which may include drainage pipes, before the aggregate is rolled over it. The surfaced section of the bridleway will have a width of 3.0 metres, leaving the remainder as a natural surface. A similar treatment will be used for part of the section close to point I, although this will have a surfaced width of approximately 1.5 metres owing to the restricted width available.
3. The new bridleway will be kept as structure-free as possible. Gaps and a possibly a step-over bridle-gate will be installed halfway between points A-B and the current footbridge at point D will be replaced by a wide culvert. A gate may be installed at point I to prevent livestock escaping onto the adjacent Church Road and into the school's grounds. The gates at the entrance to the school are, the headmaster assures me, kept open. Were this situation to change in the future this issue would need to be addressed.
4. Between points M-N on the plan at Appendix 1 the new footpath will run over a new levelled surface through woodland before joining one of the anglers' main paths. The footpath will run along this track for approximately 90 metres before cutting up through an earth bund to the approach ramp to the river bridge. The useable width between points M-N will be approximately 2.0 metres adjacent to the anglers' car park and on the earth bund. Along the anglers' access track the full available width (approximately 3.0 metres) will be used where possible. Surfacing along the entire section M-N will be left as natural as possible. Between points N-O the remainder of the new footpath across the Millennium Field will be left as the mown grass.
5. The proposed bridge will have a span of approximately 17.5 metres with steel beams and wooden decking and parapets. On the western bank of the River Ivel the approach ramp will be a grassed earth bank whilst the eastern approach will be a short ramp onto the adjoining earth bund.

## Financial Issues

6. The Council has a legal duty to assert and protect the rights of the public to enjoy a right of way. Currently the route of Langford Bridleway No. 5 is obstructed by a fishing lake and other minor obstructions. The cost of taking enforcement action against minor obstructions would be recoverable from the obstructers. However, the Council's view is that the costs of providing a bridging structure across the lake would have to be funded by the Council. This cost is estimated at close to £100,000 for a pontoon structure to provide pedestrian access along the legal line of the bridleway.
7. The advertising of legal orders is expected to cost, in total, around £900. Legal advice from Counsel and representation at a potential public inquiry is likely to cost in the region of £4000-5000 in total – of which some £1700 has already been spent on Counsel's opinion.
8. The estimated costs required to bring the routes of the new bridleway and footpath up to suitable standards, and for works relating to compensation, are detailed below:

	<b>Works Element</b>	<b>Estimated Cost</b>
(a)	Bridge initial costs including outline design and ground investigation	£8000
(b)	Surveying.	£500-1000
(c)	Tender advice and Outline Design Approval	£500
(d)	Detailed Design Approval	£1700
(e)	Clearance and surfacing along proposed bridleway A-E including new culvert to replace bridge	£15,000 – £20,000
(f)	Pothole repairs E-G	£1000
(g)	Pothole repairs G-H	£3000
(h)	Supply and installation of new furniture (gates/bollards) along proposed bridleway	£2000 - £3000
(i)	Re-hedging along proposed bridleway	£1600 - £2600
(j)	Clearance, structures and surfacing along proposed footpath	£2000 - 6000
(k)	Construction and installation of new bridge	£60,000
(l)	Advice for bridge approval	£500

(m)	Compensation/mitigation for damage occurring during works.	£2000
(n)	Compensatory fencing/gates on LGCAA land	£3000
(o)	Subtotal	£100,300 - £112,300
(p)	Contingency 10%	£10,030 – £11,230
(q)	Total for works	£110,330 – £123,530

9. The Council has commissioned an external firm, Bidwells LLP, to undertake an independent valuation of the likely levels of compensation payable to all the parties affected by this proposal. At the time of writing (February 2012) Bidwells have yet to submit a formal valuation for the likely levels of compensation. However, based on recent compensation claims elsewhere, it is my opinion that the levels of compensation payable to other landowners on the west side of the river are likely to be minimal due to the surfacing and width of the existing footpath to be subsumed within the new bridleway.
10. Whilst potential compensation payable to the landowners is envisaged to be comparatively minor and in the region of £10,000, it is likely that any initial claim would be far higher necessitating independent valuation and arbitration costing in excess of £1500.
11. Overall, the total cost of the proposal is likely to be in the range of £114,000 - £127,000. Funding for the works will be provided from a number of sources. Internal sources will include: Section 106 levy, Capital programme funding and, existing Countryside Access Team budget. Contributions will be sought from external sources including Henlow Parish Council, P3 Groups, and independent Green Infrastructure funding.
12. Funding for the works will be provided from a number of internal and external sources. It is hoped that 50% of the costs will be found from external sources. The following figures are indicative only.

Central Bedfordshire Council funding will include:

- CBC Capital (from 2012/13 and 2013/14 Rights of Way and Countryside Sites £250k Health and Safety works allocation – or a separate capital bid) of £60,000
- CBC Rights of Way 2012/13 revenue budgets of £ 20,000

External sources to make up the shortfall will include:

- Section 106 funding
- Parish Council
- Local P3 groups

