

National Local Access Forum

Multi User Routes

The
British
Horse
Society

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The Equestrian case for inclusion



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- 2568 reports of road incidents involving horses in past 6 years.
- 38 Rider deaths
- 222 Horse deaths
- 766 Horses injured
- 80% of these incidents were because vehicles passed too fast or too close to the horse.



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Why Include Equestrians

- 2.7 million riders
- 1.3 million regular riders (at least once a week)
- Riding for pleasure most popular activity 96%
- Nearly 1 million horses in the UK
- Each accident costs on average £22,000
- Horse industry worth £4.3 billion



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- Progress is being made



Cyclists, pedestrians and equestrians:
a summary of priorities for Highways England's
Network



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Accessibility Strategy

Our approach

Our Accessibility Strategy will be responsive to input from our key stakeholders and represents a real opportunity to build effective partnerships. To do this we will seek to work with:

All users of our network, and the local communities through which it runs, to develop accessibility measures which meet the needs of people driving, walking, cycling and riding on, along or across the network.



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| **GREATER
CAMBRIDGE
CITY DEAL**



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I hope that you will by now have heard of the “Greenways” project, which is an idea to create a network of 12 routes for “non-motorised users” linking neighbouring villages to Cambridge City.

The phrase “non-motorised users” covers cyclists, pedestrians, those in wheel-chairs and horse-riders; we expect that the majority of users will be cyclists, but we hope that all other categories will enjoy using them as well.



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Barbraham cycle track

Cambridgeshire County Council initially excluded equestrians in the planning application of the Barbraham cycle track, however, BHS volunteers and a BHS affiliated equestrian group appealed directly to the landowners, resulting in a permissive route being drawn up.



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Borden Relief Road

‘We understand that at a meeting on 19 October , Planning Officers were asked why horse riders had not been included in the pedestrian/cycle way alongside the road, and they answered by claiming ‘horses and cyclists do not mix. BHS and CUK believe this to be over simplistic.



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CYCLE TRACKS ACT 1984 AND CYCLE TRACKS
REGULATIONS 1984 THE CAMBRIDGESHIRE
COUNTY COUNCIL PUBLIC FOOTPATH NO. 9
SAINT IVES AND PUBLIC FOOTPATH NO. 10
PARISH OF HOUGHTON AND WYTON CYCLE
TRACKS ORDER 2014

**SECRETARY OF STATE'S DECISION – ORDER NOT
TO BE CONFIRMED**



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- Monsal Trail and Tunnels, Peak District
- Chiseldon to Marlborough Railway Line, Wiltshire
- Railway Paths, Durham
- The Camel Trail, Cornwall
- The Meon Valley Trail, Hampshire
- Pennine Bridleway
- The Derbyshire Greenways
- Letchworth Greenway, Hertfordshire
- High Peak and Tissington Trails



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The Equestrian Proposition

If it is considered unsafe for cyclists and walkers to use a particular road and a safe off carriageway route is provided for them –

Why is it safe for horse riders to remain on the carriageway?

