

# Specific Input from the British Horse Society to A30 Specific Hearing 28 March

## In Relation to Agenda Items:

### 2. Treatment of existing public rights of way

*b. Any matters arising from the CC Local Impact Report (LIR) [REP1-010] comment on Rights of Way and Access Plans Sheet 1-ref. Z11, asking whether there could there be an additional length of path to join BOAT 309/25/7 on the north side of the bypass to increase connectivity.*

and

*c. Any matters arising from the CC LIR [REP1-010] comment on Rights of Way and Access Plans Sheet 3-ref. Z (PR5), asking whether this be upgraded to bridleway status rather than footpath.*

- Any additional connectivity inclusive of equines is welcomed and opportunities should not be missed

*d. Any matters arising from the St Allen Parish Council [REP1-027] comment regarding the section of the Shortlanesend road from St Fredas to Two Burrow Hill, which forms part of the National Cycle Path (route no. 32). The suggestion is to redesignate this section as a bridleway. This route was also referred to by CCAF [RR-067].*

- The BHS welcomes this suggestion

*e. Any other matters*

- Continuation of Bridleway 309/3 - As indicated in my previous response it is ESSENTIAL that a bridleway connection is provided parallel to the new road to connect to the County Road from Higher Tresawsen to Allet (JJ). This was promised in our initial consultations on the scheme.
- Continuation of Bridleway 319/9 to Bridleway 319/1. The connection appears on the plans as a PRIVATE ACCESS ROAD (15) This MUST be designated as Public Bridleway as well as providing access to the property.

#### 4. A39 crossing

a. CCAF [RR-067] commented on the crossing of the A39 south of Carland Cross. The BHS [RR-078] also raised concern in relation to the A39 crossing in relation to vulnerable users, requesting provision of a "Pegasus" Crossing.

- Unprotected crossing of major roads is difficult for all vulnerable users. The BHS is not convinced by the claims of low vehicle speeds and good visibility.
- Are lights going to be provided? Safe connectivity for vulnerable users, East to West, using the new "safe" routes is most important. The BHS notes that the junction splitter islands are not helpful to equines. Equines need a complete clear route.
- This route is made more important for equines (and cyclists) by the newly approved cycle/multiuse trails that come from the north via the Carland Cross Wind Farm.
- Equines need a proper and safe connection to Bridleway 321/14 AND the new safe multiuser route from Mitchell

#### 6. Church Lane

a. CCAF [RR-067] and the BHS [RR-078] commented on this crossing, which is currently an at-grade crossing.

*The applicant indicates that the proposed underpass at Zelah would be for walkers, connecting to the existing route, which involves stepped access. Cyclists and horse riders would be able to use the Trevalso Lane underpass to the east. It is noted that the dDCO refers to KK as a new bridleway.*

- The British Horse Society is most concerned that equine access is not being provided. The Society appreciates that providing an underpass on the old road may not be expedient BUT it considers it MOST important that the current route via "steps" is improved for all. Equines have no problem with a "stepped" route provided reasonable spacing between steps and appropriate width. The BHS asks that this aspect be included in the design so that this important route can be available for equines and also for many cyclists who will not mind such "steps"..
- This option could be a better alternative to the Trevalso route.

## 7. Chiverton Roundabout

- The British Horse Society now understands that funding for a multiuser bridge has now been confirmed.
- The BHS is in discussion with the planners for that bridge of the feasibility of also including equines.
- In view of the provision of vulnerable user access from the east ) via old A30 (hopefully bridleway) is highly desirable that safe access for all users including horses is provided to cross the A390. (similar to the A39 problem) and connect to the unrecorded rights of way west of the current A390 as well as the new overbridge.
- The BHS notes the provision of an underpass under the A30 between the old and new roundabouts. The BHS is not currently able to judge its suitability for equines because of lack of clarity over its dimensions and external provisions.