

BHS 1.1.1. My name is Sarah Rayfield. I am the sole member of staff for the British Horse Society (BHS) covering equestrian access matters for the whole of London and the South-East. I am commenting on behalf of the Charity in respect of the project south of the Thames. Because I have not been made aware of a response by National Highways (NH) to comments during the OFH2 meeting, I am reiterating comments made during that meeting, together with providing information on the timeline which shows that, despite multiple requests over many years, NH has failed to provide detail on the *status* of paths within the project until October 2022.

BHS 1.1.2. The BHS is the UK's largest equestrian Charity, with over 120,000 members representing the UK's 3 million horse-riders and carriage drivers. A key objective of the charity is to promote and secure the provision, protection and preservation of rights of way and of access for ridden and driven horses over public roads, highways, bridleways, carriageways, public paths and other land. The BHS is a statutory consultee with regard to Public Rights of Way.

BHS 1.1.3. Whilst walkers have 100% of the public rights of way (PROW) network, nationally horse riders have just 22% and in Kent just 16.7%. Much of this network is disjointed as roads which once connected them have become too busy to ride safely. Consequently, we seek opportunities to improve connectivity whenever this is possible.

BHS 1.1.4. There are over 40,000¹ horses owned by Kent residents contributing almost £230 million² per annum to the economy, much of which is spent locally (livery yards, farriers, vets, feed and hay, etc.)

BHS 1.1.5. The Design Manual for Roads and Bridges GG142 Walking, cycling and horse-riding assessment and review (to be referred to going forward as WCHAR) states that,

*“4.17 Where gaps in existing walking, cycling and horse-riding strategic networks are identified within the WCHAR study area for large highway schemes, these shall be recorded so that **opportunities for improvement and/or betterment can be identified.**” (page 18 – my emphasis)*

BHS 1.1.6. A summary of the current situation in the area relating to horse riding and carriage driving together with potential opportunities for improvement were identified at an initial WCHAR meeting between Highways England, now National Highways (NH), and BHS South East in 2018, the minutes from which are shown at BHS 1.2 Appendix A (NB the year is incorrect in the minutes). These improvements would benefit not only horse riders but cyclists too. It was noted that *“Connectivity along and across the A2/M2 is top priority.”*

BHS 1.1.7. In January 2020, The Lower Thames Crossing Supplementary Consultation was launched.

BHS 1.1.8. In February 2020, BHS asked for confirmation of the status of the routes shown at BHS 1.2 Appendix B and for the status of the routes shown in pink on the same map.

¹ DEFRA FoI Request April 2021

² British Equestrian Trade Association 2019

BHS 1.1.9. On 24/2/2020, Highways England (National Highways) (NH) confirmed that:

“There are a number of statuses wrapped up in the pink here, it was part of simplifying the images for consultation – most will be shared surfaces open to cyclists, pedestrian and equestrians some though will remain footpaths.

Route 1 – “Bridleway_status - Shared surface, for cyclists, pedestrian and horses”

Route 3 – “Equestrian use will be included although the surface will hard given the high level of cycle usage.”

BHS 1.1.10. On 30/3/2020, BHS made its response to the consultation (BHS 1.2 Appendix C).

BHS 1.1.11. On 14/7/2020, Lower Thames Crossing: Design Refinement Consultation opened. BHS emailed NH and said that the status of the paths was still not shown and explained again why this information is important for higher status users (cyclists and horse riders): Horse riders and cyclists have no legal right to use footpaths and horse riders have no legal right to use cycleways or cycle paths. NH arranged a meeting with a NH “technical specialist”. During the meeting there was some verbal confirmation of status but not the confirmation in writing that was sought.

BHS 1.1.12. On 12/8/20, some confirmation was received but, at this stage, it would appear that the west to east path from Church Lane to Halfpence Lane was accepted by all to be bridleway status as this was not checked.

BHS 1.1.13. On 12/8/20, BHS responded to the Lower Thames Design Consultation, again citing the need for the status of paths to be clear and unambiguous. (BHS 1.2 Appendix D)

- BHS 1.1.14. On 14/7/2021 the Lower Thames Crossing Community Impact Consultation was launched (the status of routes was still not defined. Clarification was sought from NH on 3/8/2021 by Anne Rillie and 5/8/2021 by me.) A meeting on Teams was held on 10/8/2021 with, among others, Ben Ismael (senior architect)
- BHS 1.1.15. 10/8/2021 Written feedback from BHS in response to the meeting on the same day was sent to NH (BHS 1.2 Appendix E).
- BHS 1.1.16. 19/8/2021 A response from NH addressed some of the queries but no confirmation that our assessment of the bridleway situation was correct or incorrect. (BHS 1.2 Appendix F).
- BHS 1.1.17. On 4/10/2022, we were informed in a meeting with LTC representatives (from which neither minutes nor response to questions have been received) that the bridleway we were told in February 2020 would be provided would now be a permissive bridleway. As there is no written record of the meeting, the reasons cited are only according to my recording of the discussion. When asked why, NH informed us that Forestry England had said they could not dedicate a bridleway as the land was Crown land. Woodland Trust (WT) had said they could not dedicate a bridleway because of their Trust status and the complicated landownership.
- BHS 1.1.18. Having taken advice from colleagues, I emailed NH on 5/10/2022 to clarify that Forestry England COULD dedicate a bridleway on Crown Land. Examples are shown in BHS 1.2. Appendix G –bridleways dedicated on Dalby Forest and Broxa Forest (land belonging to the Duchy of Lancaster - Crown land).

BHS 1.1.19. In the same email and in respect of WT, I explained that the Trust may, depending on the terms of ownership and their position as a Trust, be unable to dedicate a bridleway BUT Kent County Council (KCC) could make a section 26 creation order. If WT claimed they would otherwise be willing, KCC could create the bridleway in this way and WT could agree not to demand any compensation. If WT wished to receive compensation, we believe National Highways could pay this as a third party as part of the costs arising from the project.

BHS 1.1.20. KCC appear to share our views around permissive status. Library Ref AS-072 “Response to Procedural Decision - Principal Areas of Disagreement Summary (PADS) Tracker”, Item 13
https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR010032/TR010032-002018-PADS_Tracker_1_-_Kent_CC.pdf

BHS 1.1.21. Following OFH2, we have checked the Planning Inspectorate document library and discovered that, whilst the document referenced by NH in their response to BHS during OFH2 does not provide the information they claimed, Library Reference [APP-530 7.9 “Transport Assessment - Appendix A - Public Rights of Way”](#) (page 12) DOES contain a map showing the status of the proposed routes. The status of some of the existing routes in this map, however, would appear to be incorrect. This map shows the route between Church Lane and Halfpence Lane sequentially from west to east as: a “new bridleway” (which I believe is currently Church Lane - a public carriageway so already carries public rights including vehicular); a permissive pedestrian cycle route through Jeskyns

(Forestry England); a “new byway” (we believe this is not new as it already exists as NS195). The effect of this combination of path types and statuses would mean that the aforementioned “new bridleway” to the west would be a cul de sac route for horse riders as they would be unable to continue across Jeskyns on the “permissive pedestrian cycle route”. This also contradicts the information we were given on 4/10/2022 that the path would be a *permissive bridleway*.

BHS 1.1.22. In their response to the BHS comments during Open Floor Hearing 2, National Highways stated that this route was intended as a temporary realignment of NCR177. Whilst it is true that this route is proposed to be used as such during construction, it is clear from the information provided above that this was *not* its original purpose.

BHS 1.1.23. As a charity, with limited resources, this project has severely overstretched us. We simply require a commitment that the bridleway will be created and confirmation of the trigger for the legal event to create it and by whom that legal event will be carried out. This simple requirement has been reiterated throughout, and agreed, yet is still not committed, which is wasting everyone’s resources.

BHS 1.2 Appendices

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Stakeholder Meeting Minutes Lower Thames Crossing

Date: 24.04.16

Location: British Horse Society Anchor Farm, Rochester Road, Aylesford, Nr Maidstone, Kent ME20

Ref: HE540039-CJV-GEN-GEN-MIN-STK-00431

Attendees:

Name	Initials	Organisation
Sarah Rayfield	SR	British Horse Society
Sue Quarendon	SQ	British Horse Society
Anne Rillie	AR	British Horse Society
Neda Tavakoli	NT	Highways England
John Costello	JC	Highways England
Evelyn Ismail	EI	Highways England

Meeting notes:

Purpose of meeting
British Horse Society South East. The aim of the meeting was to discuss the latest project developments and to hear local thoughts and concerns with regards to equestrian use and bridleways in Kent
Discussion points
<p>NT gave a project introduction about the route.</p> <p>BHS are aware of the WCHAR process. They welcomed the consultation and liked early involvement.</p> <p>Action : BHS will provide design standards</p> <p>When asking for NMU provision in projects, KCC request bridleways as this makes it clear that provision is to include walkers, cyclists and equestrians.</p> <p>BHS like the use of Pegasus crossings as a design standard and have been involved in their installation locally.</p> <p>BHS are currently developing riding networks in 3 areas. Also a small riverside network in Medway.</p> <p>There are some RDA centres locally however they but they are situated away from the LTC and unlikely to be affected. They are located at Leyborne and Arrow.</p>



ARROW Riding Centre is for young people and adults with special needs and is located at Darenth Park Ave, Dartford DA2 6LZ. We suspect that they do not take their clients out for hacks but this would need to be confirmed with them. <http://www.arrowridingcentre.com/>

The Cyclopath adjacent to the A2 includes a long section of undesignated Bridleway which links to routes along the A2 and to destinations south of the A2/HS1

The bridge over the A2 (Hare Bridge) is of good design standard however the bridge over HS1 is to pedestrian design standard.

A2 route provides box parking – Shorne Country park has box parking, but unable to accommodate at weekends/bank holidays. Cyclopark overflow parking can be used by arrangement

Jesskins within the park is a good destination and very popular.

There are three popular destination which are well ridden. Around the Damley Trail, Shorne Woods, Anhenbank and Cobham Hall woods.

Horse box provision would be a useful addition and can be an option for the legacy and benefits group to consider.

Typical horse rides last for 5 to 12 miles and longer if possible. Any future provision must consider this and understand the need for longer routing connectivity where possible.

Equestrians in the Kent do attend events in Essex and vice versa.

Connectivity along and across the A2/M2 is top priority.

It was described that there are not many long lengths of bridleways because of the nature of the area. Many converted to lightly trafficked roads due to population density and need.

Private land owners not keen to open up to equestrian routes due to crop damage concerns.

There is concern about the volume and speed of vehicles on the minor roads
More HGVs use minor roads to avoid delays. Possibly due to the introduction of Satellite Navigation devices.

They would like segregated behind the hedge routes if possible.

They would like this arrangement for a route parallel to the A2 route between Gravesham and Rochester.



Would like as much provision where possible within the development boundary.

Action : BHS will forward their equestrian standards

There is an equestrian centre at Detling but is outside the assessment area.

BHS referred us to several places of reference that may be helpful:
BHS Equestrian Access and BHS London and South East (Facebook)
Map My Ride (App)
BHS has a 'tag on' website for people to record and add rides local to them

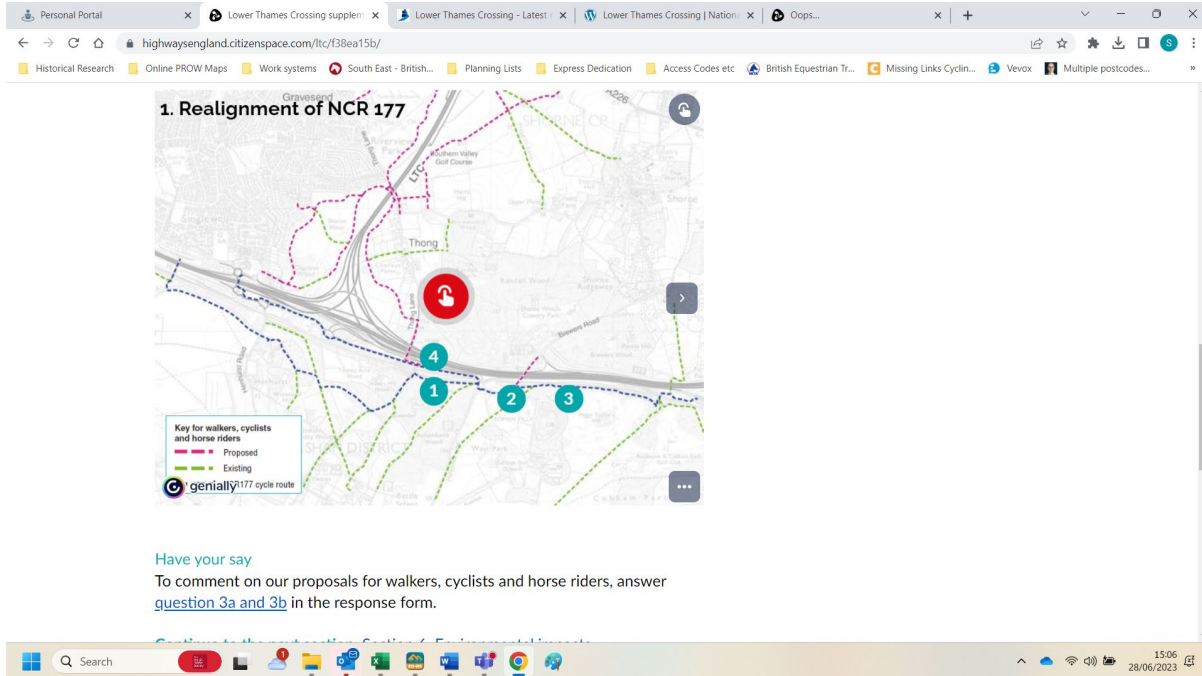
Actions:

Ref	Action	Owner	Deadline
1	BHS to provide design standards	BHS	
2	Send BHS equestrian standards	BHS	

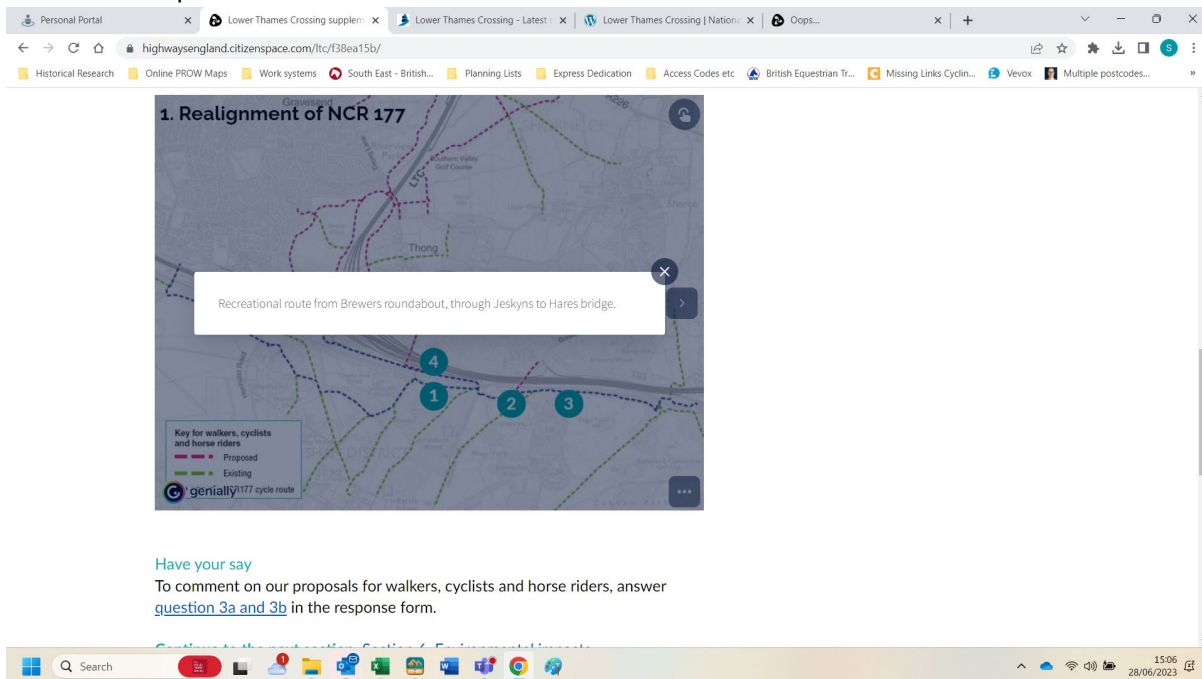
BHS 1.2 Appendix B PROW Maps from The Lower Thames Crossing Supplementary Consultation
<https://highwaysengland.citizenspace.com/ltc/f38ea15b/>

Section 5: Walkers, cyclists and horse riders

Map



Route 1 description



Route 2 description

Walkers, cyclists and horse riders: overview

(Click on the numbered icons in the image below to view the information)

1. Realignment of NCR 177

Shared path for pedestrians, cyclists and equestrians on Brewers Road bridge.

Key for walkers, cyclists and horse riders

- Proposed
- Existing

genially177 cycle routes

Have your say

16:38 28/06/2023

Route 3 description

Walkers, cyclists and horse riders: overview

(Click on the numbered icons in the image below to view the information)

1. Realignment of NCR 177

Upgrade to existing footpaths and upgraded to shared paths, south of HSL.

Key for walkers, cyclists and horse riders

- Proposed
- Existing

genially177 cycle routes

Have your say

16:39 28/06/2023

BHS 1.2 Appendix C: BHS Response to The Lower Thames Crossing Supplementary Consultation (30/3/2020)

The following is the response from the British Horse Society (BHS) on behalf of equestrians in Kent. A response from the BHS on behalf of equestrians in Essex will be provided separately. I would appreciate it if you would confirm that this has been received and acknowledged as a formal response to the consultation.

Within the project, where the word “equestrian” is used, we would anticipate that this would mean both horse riders and carriage drivers wherever reasonably practicable to do so. Horse riders in Kent have access to just 16.6% of the Public Rights of Way (PROW) network and much of this is disjointed, more often than not requiring riding on roads to reach them. For carriage drivers, with less than 5%, this is even more difficult. The scope within this project to make a real difference to the equestrian PROW network in Kent is immense and must not be missed. True shared networks benefit the entire Non-Motorised User (NMU) population¹ so offer best value for money both for travel, recreation, physical and mental health and wellbeing. Please see the end note to this document which explains the use allowed on different types of “NMU” provision. Furthermore, as well as providing every gender the same benefit (statistics show that the majority of equestrians are female compared with cycling where the majority is male), it should also not be forgotten that equestrians with a disability often find that recreational horse riding is a means of accessing the outdoors and participating in a physical activity which they would otherwise be unable to do.

With regard to specific aspects of the proposed improvements for NMUs

I have used the numbers within the maps on the online consultation for section 5: Walkers, cyclists and horse riders for ease of reference

Map 1 – Realignment of NCR 177

1. ***Recreation route from Brewers Roundabout through Jeskyns to Hares Bridge.***

The status of this route is not specified on the map but multi-use including equestrians would meet the needs of almost every user. Surfacing of this path should be safe and comfortable for all users.

2. ***Shared path for pedestrians, cyclists and equestrians on Brewers Road bridge***

We welcome the inclusion of equestrians in this provision and trust that the parapets will be sufficiently high as per BHS specification. This provides physical safety and psychological reassurance for the rider/carriage driver which, in turn, results in a calmer horse.

3. ***Upgrade to existing footpaths and upgraded to shared paths, south of HS1.***

We welcome the inclusion of equestrians on these routes but note that the surfacing will be ‘hard’. We believe that this would be best achieved by using bound rubber crumb which has been used very successfully to provide a bound surface that can be coloured. This surface is easily used by cycles and wheelchairs but is also excellent under foot for pedestrians and riders as it has some ‘give’. This is a surface that the BHS recommends for shared use paths where a bound surface is necessary.

4. ***Once we’ve built the M2/A2 junction, an additional cycle route next to the A2 link road from Brewers roundabout to Gravesend East would be added***

If this would provide any connectivity with new and/or existing public rights of way and/or minor roads, we would welcome the inclusion of equestrians on this route.

Map 2 – Recreational routes around the southern tunnel

1. ***Connection from Riverview Park into the public rights of way network is maintained.***

If this would provide any connectivity with new and/or existing equestrian rights of way, and/or minor roads we would welcome the inclusion of equestrians on this route.

2. ***New shared path for cyclists and pedestrians connecting to west of Thong Lane***

If this path provides a connection between Shorne Country Park and the “Hares Bridge” crossing at the east

end of the Cyclopark, it would be of very high value to equestrians and so we would ask that they are included.

3. **New paths connecting to Thong Lane.**

If this would provide any connectivity with new and/or existing equestrian rights of way, and/or minor roads we would welcome the inclusion of equestrians on this route.

4. **NG8 diverted around the southern tunnel entrance (at statutory consultation, NG7 previously crossed over the road to the entrance).**

If this would provide any connectivity with new and/or existing equestrian rights of way, and/or minor roads we would welcome the upgrade of this route to include equestrians on this route.

5. **New shared path to provide easier access into Brummehill Wood and connect with existing routes into Shorne.**

We welcome the inclusion of equestrians on this path and ask that surfacing is safe and appropriate for all users.

6. **Thong Lane bridge over the LTC would be widened to provide a shared path (for pedestrians, cyclists and horse riders) and improve the connection between Gravesend and Shorne.**

We welcome the inclusion of equestrians in this provision and trust that the parapets will be adjusted accordingly and, as required. This provides physical safety and psychological reassurance for the rider/carriage driver which, in turn, results in a calmer horse. If segregation of NMUs is to be provided, we ask that surfacing is safe and appropriate for all users.

7. **Footpath NG8 diverted to avoid tunnel approach**

If this would provide any connectivity with new and/or existing equestrian rights of way, and/or minor roads we would welcome the upgrade of this route to include equestrians on this route.

Finally, we are *extremely* keen to see that the issue relating to the bridge over the HS1 which connects southwards to Chapel Lane and then to Jeskyns Country Park and northwards via Hares Bridge to the Cyclopark is resolved as part of this project, particularly as it is probably a once in a lifetime opportunity to do so. The existing bridge over the sidings alongside HS1 has low parapets making it feel unsafe for horse riders and cyclists so seeing these parapets raised as part of this project would be unlikely to be costly but extremely beneficial.

It must be noted that equestrians are not permitted to use all Public Rights of Way and so the defined status of a path is key to ensure inclusion is clearly *by right*.

Type	OS Map	Horse riders permitted	Carriage drivers permitted	Cyclists permitted
Footpath		No	No	No
Bridleway		Yes	No	Yes
Restricted Byway		Yes	Yes	Yes
Byway open to all traffic (BOAT)		Yes	Yes	Yes (also motorised vehicles)
Other Routes with Public Access (ORPAs)		Use varies	Use varies	Use varies
Footway (beside road - mostly referred to as pavement)		No	No	No
Cycleway		"Should not" use	"Should not" use	Yes

Cycle Track		No	No	Yes
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BHS 1.2 Appendix D: BHS and BDS Response to Lower Thames Crossing Design Consultation

John Costello, Evelyn Ismail, Ben Craggs
Highways England
Via email

12th August 2020

British Horse Society (KENT) and British Driving Society (KENT) Response to Highway England's Lower Thames Crossing Design Consultation

For the purposes of ease, the following abbreviations will be used:

HE Highways England
LTC Lower Thames Crossing
PROW Public Rights of Way
BHS British Horse Society
BDS British Driving Society
KCC Kent County Council
FP Footpath (walkers only*)
BW Bridleway (walkers, horse riders and cyclists - not available to carriage drivers*)
RB Restricted Byway (walkers, horse riders, cyclists and carriage drivers but not motorised vehicles*)
NMU Non Motorised Users (walkers, cyclists, horse riders and carriage drivers. This includes people using mobility scooters)
BOAT (Byway Open to All Traffic) available to all NMU AND motorised vehicles*

***Please note the restrictions to use on the different types of PROW**

During the web presentation on Monday 3rd August, John Costello indicated that H.E. would be interested to hear from BHS regarding which routes might be used by carriage drivers. Anne Rillie, who is a BHS representative, is also the Kent BDS representative and has provided the section below entitled "Carriage Driving".

CARRIAGE DRIVING

Carriage driving, whilst not as popular as horse riding, is enjoyed by a significant number of people. Most will drive a small pony with a two seater carriage but pairs and teams of horses to larger carriages are around too.

Nationally carriage drivers may use less than 5% of the PROW network and this is why most carriage drivers are not seen in public and because most roads are too busy with fast motor traffic.

Carriage driving is enjoyed by many disabled people, some carriages are made that can accommodate a wheelchair.

There is no difference in the required width or surface between Restricted Byways and Bridleways. The BHS provides guidance on providing for carriage driving within its leaflets on dimensions and multi use paths see [link](#), though the caveat with these leaflets is always that where the "preferred" option is not available this should not mean that the rider or carriage driver should automatically be excluded.

With regard to the HE LTC project, it would be good if the paths planned for use by walkers, cyclists and horse riders could all be designated Restricted Byway (**with the exception of the path which crosses HS1 from Chapel Road where the bridge is too narrow for a carriage**). Please see comments below regarding horse riders.

HORSE-RIDING

The BHS welcomes the inclusion of all three user groups (horse riders, cyclists and walkers) on those routes confirmed during the webinar on 4/8/20. *We would ask that on any future maps (DCO stage, etc) that the different user group access is shown with a different key.*

Specific comments on aspects of the plan follow.

HS1/Hares Bridge to Gravesend East Junction

“Hares Bridge” (by Church Road) to Gravesend East junction. We understand following clarification received today that it is intended to exclude horse riders from this section and the continuation on to Gravesend East Junction. This is, you explain, because the HS1 bridge’s

“parapets are low and it is not wide enough. For this reason we will be asking cyclists to dismount when using the HS1 bridge and we unfortunately will not be able to allow horses to cross.”

The bridge over the running lines of HS1 where the path is only 1m wide but the parapets are 1.8m and visibility is **sufficient**. Where the bridge crosses over the sidings beside HS1 the parapets are 1.2m and it is here that some sort of light weight parapets/mesh fencing is needed to make riders feel safe. This concept has been discussed and agreed in principle with Kent PROW officers in recent years. The inclusion of mounting blocks at either end would mean that horse riders could also be asked to dismount if it was considered necessary.

We agree, as per your email today, that the bridge, and the constraints it imposes, are worthy of discussion but believe this needs to be done and agreed as part of this project. There is horse box parking available on the north side of the A2 by the Tollgate and the Cyclopark and a horse riding margin connects this to the Hares Bridge. It is too useful an opportunity to miss.

Once on the north side of the A2, for reasons offered by HE above, horse riders have also been excluded up to the Gravesend East Junction. With the horse box parking by the Cyclopark and the new connectivity this would offer to routes north of the A2 for visiting horse-riders as well as locals, it is important that this part of the NMU route also includes equestrians and so the crossing at Valley Drive needs to be suitable for all user groups.

Halfpence Lane

At Halfpence Lane, we believe a crossing may be required to take users from the eastern side by Brewers Road Bridge to the western side so provision should be made for this.

There is an off road path to the east side of Halfpence Lane which is part of the afore-mentioned Darnley Trail and this must be retained.

Specifications

Whilst we understand that details of the widths, barriers and surfacing are to be decided post DCO, mindful of the comment made during the webinar that HE is aware that different user groups needed different surfaces, we would just like to comment that resin or polymer bound rubber crumb-grit compounds have been found to be the most successful in providing resilient, free draining, smooth surfaces which accommodate **all** users well. Smooth enough for carriage drivers, cyclists, pushchairs and people in mobility scooters and yet with sufficient grip and “give” for horse riders and walkers. The surface can also be coloured so that the path is congruous with its surroundings.

We think that on the lovely long sweeping paths proposed, some inhibitors might be needed to stop a few users going at excessive speed and upsetting others. We suggest chicanes in some places, and certainly wherever the

paths meet a road. This would help to maintain the safety of ALL users. The detail of this can be discussed at a later stage.

Finally, as a point of note, if not for this project then perhaps for the future, we were surprised at the exclusion of equestrians from two of the paths “because they are too steep” We assume that the reason for making these routes footpaths is, in fact, not because they are too steep for horses but rather because of the risk of excessive speed from cyclists going downhill causing a hazard). Horses are the ultimate “4x4” PROW user and will manage much steeper hills than most pedestrians (hence the popularity of the peak district and Brecon Beacons with horse riders).

We thank you for your consideration so far and trust that these comments and issues can be resolved and suggestions accommodated within the DCO.

Yours sincerely

Sarah Rayfield
British Horse Society
Access Field Officer (London and South East)

Anne Rillie
British Driving Society (Kent)



Main Map



Hares Bridge to Gravesend East Junction



Thong Lane Bridges – A2 and LTC

BHS 1.2 Appendix E: Lower Thames Crossing - NMU Routes - BHS Feedback following meeting on 10th August 2021

Dear Bianca

Please find attached and below our summary of what we believe were confirmed as equestrian routes south of the Thames, together with a couple of points raised in the meeting that Ben asked us to put in writing.

On the plan attached I have used a pink highlighter pen to highlight all those routes which we believe Ben confirmed as being of either bridleway status or multi use including equestrians. Please confirm that we have assessed this correctly.

On the plan attached I have also used blue highlighter pen in a dashed line to indicate queries/feedback:

1. The path leading from the yellow route near the mouth of the tunnel to the A226... we believe this is to be bridleway/multi use including equestrian – would you confirm please?
2. The cycle path alongside the A226, as you say, is currently narrow and on the road itself. Anne visited the site yesterday and says there is a wide verge alongside pretty much the whole of the road from Higham to Gravesend so she believes it should be possible to make this a multi use path. This has also been requested by BHS as part of the Future Hoo project and is supported, we understand, by Medway Council for that part within their unitary boundary. I am fairly confident that KCC would also support it.
3. Close to the junction with the A2 there is a path which shows on the current OS as a path with orange dots (traffic free cycle route) We would ask that this is confirmed as a bridleway or multi use route thus allowing equestrians to safely use the permissive route from the Cyclopark to the west and connect to the new route (yellow on your maps)

Further comments

4. Park Pale and Brewers Lane bridges appear on Highways England maps as though there is no connectivity to the north of the A2 for equestrians. However, we would just like to emphasise that both bridges connect to the Darnley Trail which is a popular route available to equestrians.
5. During our discussions, you intimated that the upgrade of NS169(?) to bridleway through a play area was not popular with local residents. Again, Anne has had a look at this and believes it would be unlikely to be popular with equestrians. We would be willing to forego this upgrade in exchange for the formalisation of access over the traffic free cycle route referred to in point 3 above.

I hope I have summarised Anne's feedback to me correctly (please do correct me if I'm wrong Anne) and I also hope we have interpreted Ben's feedback.

Would Ben confirm that our assessment, as it stands, is correct please?

Ben asked for our further requests to be put in writing – would you confirm that this suffices?

Once we have confirmation of the above, we can submit our response to this consultation.

Thanks in anticipation of your soonest response and your help so far.

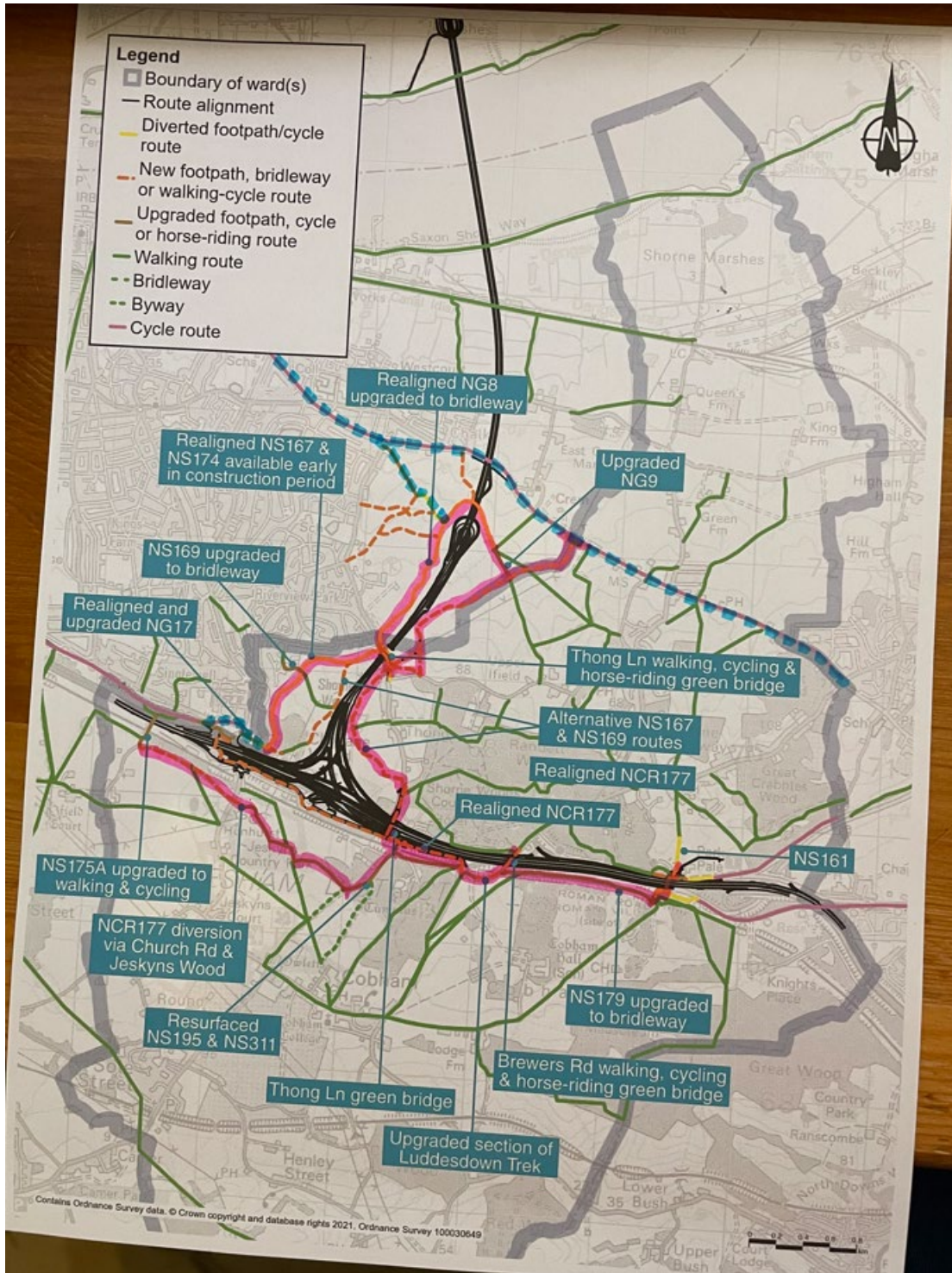
Kind regards

Sarah

Sarah Rayfield
Access Field Officer, London & South East

The British Horse Society

Abbey Park, Stareton, Kenilworth
Warwickshire CV8 2XZ



[BHS 1.2 Appendix F: NH Response to BHS email of 10/8/21](#)

Dear Sarah,

I hope you are well?

To make answering the questions easier please scroll below and see the responses in red.

With regards to the picture you sent as we are mid consultation we are unable to issue you any additional publications during this period however, I have followed this up with our senior team to have a look at.

I hope this answers your questions.

Kind regards,

Bianca

Bianca Mesuria Community Engagement Coordinator

External Affairs - Lower Thames Crossing

**Highways England Customer
Contact Centre 0300 123 5000**

www.highwaysengland.co.uk

From: Sarah Rayfield <sarah.rayfield@bhs.org.uk>

Sent: Thursday, August 12, 2021 11:06 AM

To: Bianca Mesuria <Bianca.Mesuria@lowerthamescrossing.co.uk>

Cc: Anne Rillie (arillie@waitrose.com) <arillie@waitrose.com>; Susan Quarendon <sueq99@outlook.com>

Subject: Lower Thames Crossing - NMU Routes - BHS Feedback following meeting on 10th August 2021

Dear Bianca

Please find attached and below our summary of what we believe were confirmed as equestrian routes south of the Thames, together with a couple of points raised in the meeting that Ben asked us to put in writing.

On the plan attached I have used a pink highlighter pen to highlight all those routes which we believe Ben confirmed as being of either bridleway status or multi use including equestrians. Please confirm that we have assessed this correctly.

On the plan attached I have also used blue highlighter pen in a dashed line to indicate queries/feedback:

1. The path leading from the yellow route near the mouth of the tunnel to the A226... we believe this is to be bridleway/multi use including equestrian – would you confirm please?

The route highlighted in blue dash will remain footpath, it is the route to the east of this that is bridleway as well as a link through Chalk Park to Thong Lane.

2. The cycle path alongside the A226, as you say, is currently narrow and on the road itself. Anne visited the site yesterday and says there is a wide verge alongside pretty much the whole of the road from Higham to Gravesend so she believes it should be possible to make this a multi use path. This has also been requested by BHS as part of the Future Hoo project and is supported, we understand, by Medway Council for that part within their unitary boundary. I am fairly confident that KCC would also support it.
We can see the benefit of this, we will consider if some of this can be delivered as part of the project.

3. Close to the junction with the A2 there is a path which shows on the current OS as a path with orange dots (traffic free cycle route) We would ask that this is confirmed as a bridleway or multi use route thus allowing equestrians to safely use the permissive route from the Cyclopark to the west and connect to the new route (yellow on your maps)
We can see the benefit of this, we will give this consideration

Further comments

4. Park Pale and Brewers Lane bridges appear on Highways England maps as though there is no connectivity to the north of the A2 for equestrians. However, we would just like to emphasise that both bridges connect to the Darnley Trail which is a popular route available to equestrians.
The routes shown in consultation are the designated PRowWs a number of the tracks that the Darnley trail uses are not PRowWs so are not shown. We are aware of the Darnley trail and other distance routes, and connection into these has factored in our proposals.
5. During our discussions, you intimated that the upgrade of NS169(?) to bridleway through a play area was not popular with local residents. Again, Anne has had a look at this and believes it would be unlikely to be popular with equestrians. We would be willing to forego this upgrade in exchange for the formalisation of access over the traffic free cycle route referred to in point 3 above.
Noted, thank you for your feedback – please also include this in your consultation formal feedback

I hope I have summarised Anne's feedback to me correctly (please do correct me if I'm wrong Anne) and I also hope we have interpreted Ben's feedback.

Would Ben confirm that our assessment, as it stands, is correct please?

Ben asked for our further requests to be put in writing – would you confirm that this suffices?

Once we have confirmation of the above, we can submit our response to this consultation.

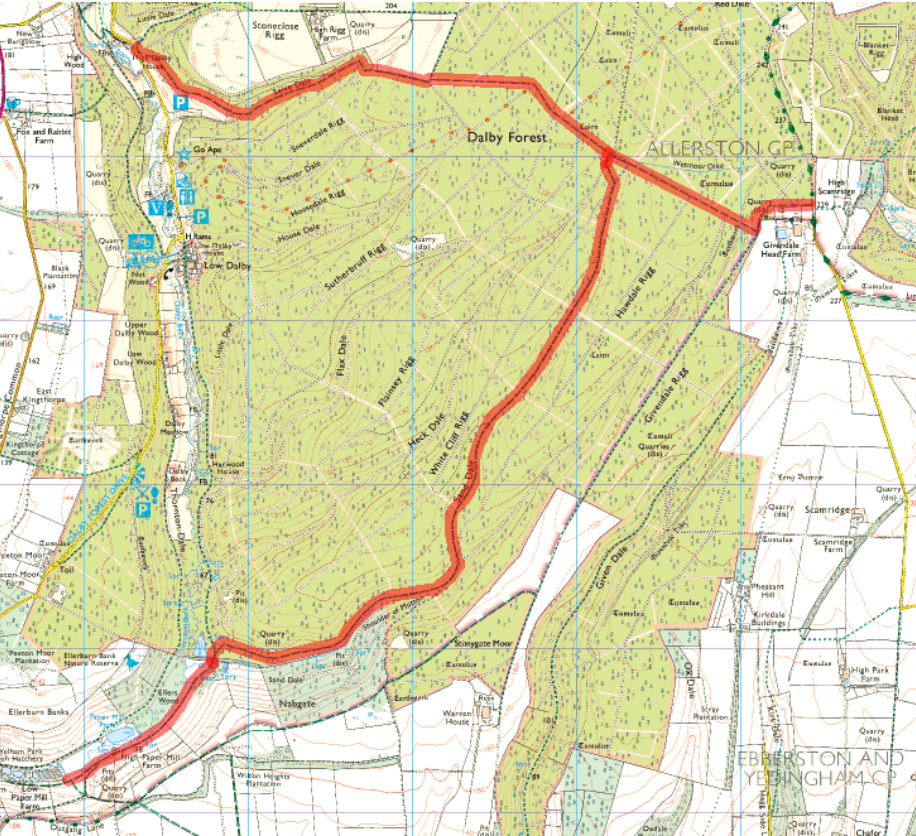
Thanks in anticipation of your soonest response and your help so far.

Kind regards

Sarah

BHS 1.2 Appendix G: Examples of Bridleways dedicated on Crown Land
Bridleways dedicated on Crown land (Duchy of Lancaster)

Below Dalby Forest



Below Broxa Forest



