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*Horse Around E-Bulletin 8 December 2019*

Hello Everyone,

We have recently returned from two days of BHS meetings and a well attended Annual Access Conference at BHS HQ at Kenilworth. It was truly inspiring as we have come back with lots of positive news stories. One particular piece of great news is that the South West Region will be getting an Access Field Officer. (more later).

Adrian and I continue to make excellent progress with the DMMO 'Factory' and both his talk and tutorial session at the conference were received with enthusiasm. To date we have submitted 80 applications here in Cornwall. Amanda and Catherine have been busy running around the St. Just district putting up (serving) notices on both ends of 9 paths we have applied for. When not dealing with rider enquiries and problems and planning issues, we do seem to be able to churn out quite a production line of applications to claim your vital riding routes, lost roads and more.

We are delighted that Debbie and Claire's quiz evening was very successful. It went down a storm and made useful funds which will be spent on bridleway clearance. It is a sad reflection on Cornwall Council that they have no viable efficient method for clearing our public rights of way. We are doggedly trying to get them to take bridleway clearance in particular seriously. The CC's piecemeal approach is not addressing the issue, and we are challenging that.

We all hope for better weather, but I fear it is going to be like the winter before last – rain, rain and then rain between the showers! I hope you all do not have too much mud wrestling this winter. The new Cornwall Records Office opened to the public in September. It will be a good place for Adrian and I to spend our wet winter days; researching our lost routes.

Your committee will meet in January. If there is any particular issue you wish to raise for discussion please contact me at [wpba@btinternet.com](mailto:wpba@btinternet.com). I wish you all good cheer for the festive season, and a Happy New Year.

Good riding

Margaret



## Quiz Night

Claire Harper organised this new venture for WPBA at the Waterside Meadery on the 8th November. It was really fun and a successful evening, With entry and raffle tickets it raised £469!

It was a full house with no more tables spare it was a really great night, enjoyed by riders, walkers and others alike.

The money raised will be used to cut some tracks in the Penwith area - we are just trying to get some quotes! Thank you to everyone that came to our Quiz Night and supported the evening. You all made the evening a great success.

## Kresen Kernow

In the course of our Project 2026 research, we have made our first visit to the brand new "Kresen Kernow" Cornwall Records Office and Library in a purpose built £11M building in Redruth funded by the Heritage Lottery and Cornwall Council. It is very impressive and state of the art. It is built on the site of the old Redruth Brewery and within its original shell is a superb, light and modern building. It houses the world's largest collection of documents, books, maps and photographs related to Cornwall's history. It is well worth a visit.

We have signed up and plan to regularly visit in our quest to find the evidence needed to help us with our claimed highway routes.



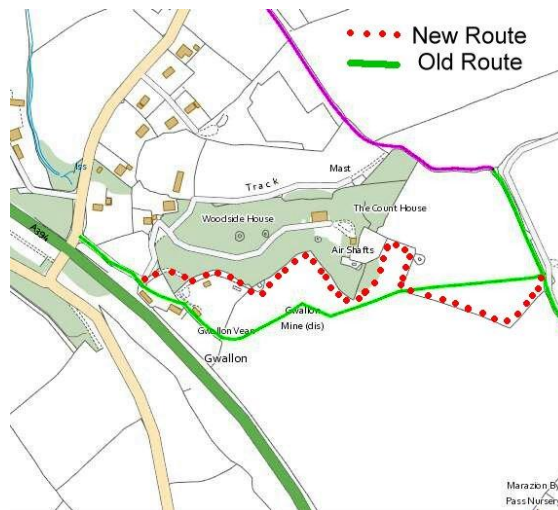
## Project 2026 Update

Our blitz on submitting Modification Order Applications continues and over other parts of Cornwall as well as West Penwith. We have now submitted a total of 80 applications. The Ramblers and others have also submitted many applications.

## Update - BW 81 St Hilary

Cornwall Council have Made the

Diversion Order and we understand an objection to the diversion has now been withdrawn. This should mean that the Order will be Confirmed very shortly and the Definitive Map amended accordingly. It is a pity we have had to wait so long.



The project team now has a new manager, Julian Branscombe, who has moved to Cornwall from the Orkneys where he has managed a similar project. The Project's budgets have been adjusted and the Project does now seem to be making much better progress. Do see their web site:

<https://www.penwithlandscape.com/>

You may remember PAROW ceased operation 2 years ago owing to lack of funding and donated its tractor and flail and other kit to the PLP. We are pleased to report that the PLP Paths Officer and other members of the team are now using the kit to continue much of the work that PAROW previously undertook.

A major bridleway improvement that the PLP has done is to improve the bridleway leading up to Mulfra Hill past the Bodrifty Settlement, This only became a definitive bridleway relatively recently and is part of the Tinnars' Way. This section was very deeply gullied and very nasty to



*The tractor in action cutting Devil's Lane leading to Carnyorth Common*

The team have dug out and filled and re-profiled the gully and made it safe to ride.

ride,



The Project will be doing similar restoration work on the Tinner's Way over Nine Maidens Common in the coming new year..

### *Pass Wide and Slow / Dead? Or Dead Slow?*



At the BHS Access Conference Alan Hiscox the BHS Director of Riding and Road Safety gave an inspiring presentation on his work. He is relentlessly campaigning to get the message of the **Dead Slow** campaign across to **all** and to re-enforce the message from the Department of Transport that *“Every road user has the right to feel safe on a road.”*

Alan has been up and down the country giving talks on how to pass horses safely and showing videos of horrendous near misses and bad practice. He has been meeting driving instructors and attending motoring events. Drivers were invited to ‘experience’, through a BHS virtual reality head set, what it is like to be on a horse riding along the road. Alan has given talks to transport associations, and young driver events. He has gone into schools giving talks to children with ‘Henry the Horse’ mascot – educating them how to pass a horse, and when a passenger to be able to advise the car driver.

Alan is extremely well placed for this work as he was with the Metropolitan Police both as a mounted officer and as head of Police equitation. He certainly knows of the problems we face on the road and is passionate about educating **all** road users.

Through his efforts, Police regions throughout the country are now doing “Close Pass”

operations. Where there is a known trouble spot that horse riders have reported, they set up a sting operation to catch motorists. Some have been prosecuted and others get an Advisory Warning.

Alan reported that we are now getting much more substance into the Highway Code in a substantial way. Horses are getting more input into the driving test. His big message to all riders is to wear Hi Viz and give good clear hand signals. The BHS are also advocating we wear lights and they are working with a company on producing adapted cycle lights that fit on your helmet and arms.

Finally, the accident statistics are still appalling and we are urged to report near misses as well as accidents. Only 1 in 10 equine related accidents are reported. It is so important that we can get accurate figures to the Department of Transport to keep us in their sights. It is MOST IMPORTANT that ANY incidents on the roads are reported. Statistics are VITAL to our cause of getting safer roads and more off road riding.

PLEASE REPORT on

<https://www.bhs.org.uk/our-work/safety/report-an-incident>

## ***Active Travel and Sustrans***

Active travel is a new government/cycling initiative to encourage commuting to work. As over 47% of cyclists are leisure riders and only 20% commuters, the British Horse Society has been constantly battling to get horse riders fully included in the scheme.

In Cambridgeshire house building is on a massive scale and a "Green Ways" project is planning and building what were to be only cycling and walking routes. The new BHS Field Officer together with volunteer county officer fought tooth and nail for horse riders to be included and eventually won. This is extremely important as Active Travel development plans are being rolled out across the country and this is regarded as a test case we had to win.

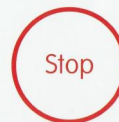
Sustrans have now agreed to remove barriers on their off-road cycle trails to allow horse riders access. However, how this is implemented in practice remains to be seen. To foster better relations, Cycling UK has launched a leaflet in conjunction with the BHS for Cyclists and Horse Riders with the message "**Be nice, Say Hi**".



The leaflet also includes guidance to cyclists on how to approach and pass horses.



Give the horse and rider time to react to your call of 'Hi'



Never pass on the inside of a horse

Be aware of pinch points in the track or on the road ahead

### ***New BHS Access Field Officers***

Until now the British Horse Society has relied entirely on its volunteer Access and Bridleways Officers to support Access work in all regions. More recently an Access Field Officer was funded by the BHS in the Southeast. This has proven a great success and the BHS Trustees have now also agreed to fund a further 4 regional Field Officers. One is for the Southwest Region for which Adrian is currently the volunteer officer. This is fantastic news. The new recruits will have the right expertise to make a big difference, The adverts for the posts have gone out and hopefully they will be in post early in the new year. They will greatly enhance the impact that the volunteer officers (including ourselves) can have. **Noteworthy!** This has only come about due to the steady growth in BHS membership. More horse riders joining the BHS have enabled the extra funds to employ them. It makes good horse sense to encourage others to join. The Field Officers are raising the profile of what riders desperately need in the way of new and safe access!



in aid of the British Horse Society



[www.justgiving.com/fundraising/heatherclatworthy](http://www.justgiving.com/fundraising/heatherclatworthy)

Heather is a BHS Senior Executive of **Access and Rights of Way** and member of staff who has already had one attempt to swim the channel. Currents and bad weather caused her to swim 26 miles but she never made land. Now she plans another attempt in June 2020 to swim the 21 miles across the busiest shipping lanes in the world **to raise money to help us achieve even more.**

*“Actually, it is closer to 28 miles with the tides, and I’m only allowed to wear a normal swimming costume, one swim cap and a pair of goggles. I will be swimming through the night at around 15 degrees, and there are likely to be quite a few rogue jellyfish floating around and anything else you randomly bump into in the dark in the English Channel. It could take anything between 7 and 28 hours of non stop swimming, having feeds off a fishing line or pole and net and you’re not allowed to touch the boat. The training will be long and gruelling. I will be kicking my heels off to run through wind and rain on my lunch break and swimming miles over silent hours in the late dark evenings.”*

I spoke to Heather and she said she trains in a local river and often in the dark!

[www.justgiving.com/fundraising/heatherclatworthy](http://www.justgiving.com/fundraising/heatherclatworthy)

Twitter: @Seaswimheather

You tube: ‘The British Horse Society You Tube Channel’

## Hope for Better Access

### Wales:

YES - it is a very long way from Cornwall, BUT what happens elsewhere can potentially impact on us for better or worse. However, exciting developments are afoot.

The Welsh government realising how much they depend on tourism and, recognising the financial contribution it makes, are proposing to modernise their public rights of way network. They want to make all paths multi-use. It is proposed to allow horse riders and cyclists on footpaths where it is practical. All new routes will be multi-user under the Active Travel (Wales) Act. They propose to completely scrap the 2026 cut off date legislation as the deadline works against opening up routes and welcoming tourism.

These proposals are likely to be implemented in 2021.

**Scotland** already went through similar process with their 2003 Land Reform Act. Scottish law on access was already different from the rest of the UK, there being NO defined Rights of Way. In theory this Act gives universal access. There is a right of responsible non-motorised access for recreational and other purposes, to land and inland water throughout Scotland, with a few exceptions.

The main duties placed on access authorities are:

- to uphold the exercise of access rights over any route, waterway or other means by which access rights may be exercised
- to plan for a system of core paths that gives the public reasonable access throughout their area

However, right of access comes with responsibility on a ‘give and take’ basis. You have to consider the effect of your passage on other peoples’ businesses and livelihoods.

There is a publicised Access Code giving advice and guidance to each user group and landowners.

With regard to horse riders guidance to landowners says "*Do not purposefully or*

*unreasonably prevent, hinder, deter or interfere with responsible equestrian access, on or off paths and tracks. This means you shouldn't obstruct access, discourage or intimidate riders or carriage drivers."*

**England** will definitely be looking over its shoulder at what the other regions are doing and the BHS along with other outdoor organisations will be putting huge pressure on the government to look at similar legislation. Outdoor organisations are working to get 2026 postponed or scrapped. Notwithstanding that, the work being done on preserving our existing rights will continue to be vital post Brexit.

There is already a new Agriculture Bill being drafted that sets out how farmers and land managers will in future be paid for "public goods" including better public access to the countryside. Much discussion has already taken place with the government, in anticipation of the new opportunities available.

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