

From: Brian Worrell [mailto:brian.worrell@talktalk.net]
Sent: 16 July 2019 12:34
To: colnevalley@groundwork.org.uk
Subject: Colne Valley Green Infrastructure Strategy - comments

Thank you for the opportunity to comment on this strategy. Congratulations on a well thought out and ambitious plan to link several disparate sections into a significant improvement for the area. It is unusual to see a co-ordinated approach instead of piecemeal thoughts isolated from each other.

My comments relate to rights of way, in particular the equestrian community, both ridden and carriage driven.

My overall comment is that there is not one mention of the rights of way network that already exists and is part of the area under consideration. I find it strange that given the amount of obvious thought that has gone into a co-ordinated and joined up approach in this plan, there is no attempt to integrate with the rights of way and improve the overall network. I assume this plan will be funded by a large amount of public money, from one source or another, and if so, it is not acceptable to discriminate against and exclude other vulnerable users in the community.

I note on Page 8 that Priority 3 is to create and provide safe routes for active travel. Once again this is aimed solely at walkers and cyclists and excludes other vulnerable users. Multi-user routes must be part of any plan that seeks to improve the lives of the whole community making the outcomes available to as wider public as possible.

Other Priorities on the two pages 8 and 9 can also be included in the comments above about Priority 3.

NC004 suggests a cycle/pedestrian strategic link using Old Shire Lane. Parts of Old Shire Lane are Restricted Byway (RB) or Byway Open to All Traffic (BOAT) and are of significant importance to both ridden and driven horses. Any dilution of this right will be fiercely resisted, and is a good example of my comment above about integration with the existing rights of way network. My impression is that rights of way have been ignored in this plan.

Similarly with NC108, the aspiration to improve and promote the use of Old Shire Lane as a historic access route must not be to the detriment of existing users, in particular the ridden and driven horse. Old Shire Lane is indeed a historic route and hence the recent Definitive Map Modification Order that protects its length as RB and BOAT.

It would have been encouraging to see the British Horse Society and British Driving Society on the list of stakeholders. These two organisations could have contributed to the joined up approach in this plan. I applaud the use of HS2 mitigation funding where relevant, and any other public funding being used to improve the environment, but multi-user routes must include as wide a range as possible and improve and add to what is already in existence. There is a lot of attention being aimed at walking and cycling, rightly so, but this must not be to the exclusion of other vulnerable road users, even if they are a minority. The creation of cycle paths is a case in point. Generally they are not integrated into the overall rights of way network and yet they form part of the overall ability to travel between towns and villages and access the countryside from urban areas.

I would be interested in your thoughts on these comments and how they are to be integrated into these otherwise excellent plans.

Best regards
Brian Worrell