

**From:** Claire Marshall [REDACTED] >  
**Sent:** 01 November 2022 16:32  
**To:** DDC Planning Policy <planningpolicy.ddc@westnorthants.gov.uk>  
**Subject:** Harlestone Neighbourhood plan

I would like to comment in relation to the above Neighbourhood plan please:

3.6 - states that "The delivery of non-land use actions (as listed in Section 5 of the Plan) will be achieved in partnership with public sector, private bodies and stakeholders such as landowners, developers and the community". Many of these points relate to safety and access issues in relation to local horse riders.

However, I believe 3.5 "Objectives of Harlestone Neighbourhood Development Plan - point 7 - Access and Transport", should also include horse riders, for 'inclusivity' reasons under 7a/b, in relation to well connected roads and paths and safer more accessible routes.

Disabled people, pedestrians, cyclists and drivers are already mentioned. Horse riders are the only vulnerable road users not listed. As they are classed in the new Highway Code as the second most vulnerable road users alongside cyclists, surely they should also be included?

This is especially important in view of the fact that many people keep/own and ride horses in the area in order to reach the local network of bridleways.

Usage of A428 is the only way many can currently gain access to bridleways close by. Many road incidents have been reported to the British Horse Society between Althorp and Glebe lane bridleways and also through the village to gain access towards Harlestone firs.

The need for safer off road/on road access is important for many horse owners along Glebe Lane, Delf Lane, within the village itself and at the back of properties along A428 near Althorp.

#### Appendix 1 - rights of way map

This map doesn't fully represent the extent of all rights of way (RoW) within the parish. The following are excluded from the current rights of way map (which does not specify RoW classification):-

Bridleways:

CU1,2,3,19,20,25,26,28,29,32

Footpaths:

CU21

Harlestone has many bridleways as well as footpaths, within it's parish boundary, so improved access is very important to all classes of users not just pedestrians and cyclists.

The council's latest rights of way improvement plan, has identified the importance of creating more off-road and circular routes for local riders due to fragmented networks, also made worse by safety issues on busy roads. For this reason it would also make sense for horse riders to be included in any neighbourhood development aims wherever feasible, and in order to reflect the council's RoW improvement plan on the basis of fairness and inclusivity.

Thank you

Claire Marshall  
Parishioner