

**From:** Helen Donnan [REDACTED]  
**Sent:** 14 April 2023 14:27  
**To:** EED Forward Planning  
**Subject:** Local development plan 2018 -2033  
**Attachments:** statistics-1122.pdf

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**Rhybudd:** E-bost allanol yw hwn ac nid oedd yn tarddu o'r Cyngor. Byddwch yn ofalus wrth glicio dolenni neu atodiadau agoriadol. Pan fyddwch yn ansicr, defnyddiwch y botwm 'Report Message'.

To whom it may concern,

Please accept my comments regarding consideration of equestrians needs within the Carmarthenshire revised LDP.

The Future of Generations Act 2015 underpins the importance of access to our outdoor spaces. Equestrians' activities provide great opportunity for people of all ages and disabilities to access the countryside and participate in sport.

Equestrians also can and do contribute significantly to local economies. The LDP, Councils and design engineers etc can, by consulting with local equestrians and associated businesses and with The British Horse Society help to engage and so plan for inclusion and safer off-road access.

Many people find it difficult to respond to online consultations and miss alerts to respond by other means and can be put off by difficult language and complicated terminology. Also, many equestrians find the process daunting.

Active Travel Act so far has designed the policy without full inclusions of equestrians.

Active Travel Act Guidance July 2021 (WG).( Active travel Wales Act 2013).

*1.3.6 Equestrianism is overwhelmingly for leisure purposes rather than as a mode of transport as it rarely displaces a car journey. Forms of equestrian travel (horse riding, carriage driving, pony and trap etc.) are not considered forms of active travel. However, in delivering the provisions of the Act, local authorities should be aware that equestrians are vulnerable road users and should not restrict equestrian access to routes that they currently enjoy. Bridleways can be used by equestrians, walkers and cyclists and so may form part of an active travel route. Enhancements to bridleways should not impede equestrian use or require them to use a less safe route instead. In some cases, it may be more appropriate for all users if separate provision is made for walkers, cyclists and equestrian users. Where active travel routes are planned on an alignment for which there is also high demand from horse riders, the feasibility of accommodating them should also be assessed.*

*11.32.5 Equestrians should not be denied access to routes that they currently have the right to use by changing the classification of the rights of way. There needs to be clear signing of which routes are intended for use by equestrians. If widths permit, separate unsealed surface may be preferable for equestrians.*

There has been a presumption by Welsh Government that equestrians do not use the horse as a mode of transport in Wales. Horse riders and Carriage drivers do use this form of transport to visit family and friends, collect feed, deliver goods and there are equestrians who operate in business for example in sites of environmental importance and commercial enterprises.

Due to vulnerability on the road network, equestrians must risk assess, when best to travel, therefore our presence is not noticed and presumed sometimes by local councils as not existing.

Due to funding cuts on our public rights of Way and reduced maintenance we have sort to encourage local equestrian groups to liaise and partnership with other organisations, Prow, highways, community councils to assist.

<https://www.bhs.org.uk/> More info from our site and I am happy to provide more data.

Cofion cynnes/ kind regards  
Helen  
Access Field Officer for Wales.

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Helen Donnan  
Access Field Officer, Wales

**The British Horse Society**

[REDACTED]  
[REDACTED]

Telephone: [REDACTED]

Mobile: [REDACTED]

Email: [REDACTED]

Website: [www.bhs.org.uk](http://www.bhs.org.uk)

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