

INQ-23

Proposed Network Rail (Tackley Level Crossing) Order 20[]

BHS Response to INQ20 - Note recording Charles Lane's responses to additional items raised in the updated Proof of Evidence of Sue Eeley (on behalf of the British Horse Society) (OBJ-60 W.3)

The BHS acknowledge receipt of INQ20 and notes the contents. It does not intend to respond in length or in any detail. However, it does note that Mr Lane appears to acknowledge and accept that the New Bridleway (Route F) would only be safe for use by “horses familiarised with passing trains”. (see responses to e.g. CL15, CL35, etc.)

This is reinforced by the response to CL65 where Mr Lane acknowledges that a combination of an experienced horse and rider and an inexperienced rider and unfamiliarised horse could safely use the existing bridleway and level crossing but that this would not be possible in a safe manner on the New Bridleway.

The BHS maintains its stance that the ability and opportunity for the average rider to familiarise a horse to trains in an area such as Tackley is very limited and unrealistic due to the lack of access for equestrians to suitable space close to and alongside a rail line.

Finally, with regards to the Response to CL118, the BHS considers that the 60m section could be safely used by groups or individuals of varying experience and degrees of familiarisation. Apart from the Stop, Look, Listen principles, riders could also utilise a smartphone for instance to check the <https://www.realtimetrains.co.uk/> website, referred to in Mr Morse’s evidence on 27 June, and confirm that no trains were expected and thus enable them to traverse the section safely.

The British Horse Society

28 June 2024