

Point 11. I would like it noted that that Charles walked the route without gaining land owners permission. He also did not follow the correct route according to his map and in fact took in far more roadwork than the route actually comprises.

12. As horse riders we regularly cross over the A4260 as there is a huge network of bridleways accessible but we do not ride along these roads, merely cross directly over.

16. Nethercote road is subject to a 20mph limit not 30mph.

17. Yes it is a different problem to meeting trains. The area is quiet and you can have as much time as you need to deal with the bridges and narrow paths. Nothing will come to chase you that is large, fast and loud.

18. Due to not following the correct route you missed a yard. However, within a 3 mile radius there are at least 300 horses. Several livery yards but often as part of a farm so not clear on google maps.

22. Yes correct, ample room to manoeuvre by the crossing so as to avoid being too close when a train passes.

23. The existing bridleway is not suitable now as a canter track due to the incorrect resurfacing done by Network Rail when installing their footbridge.

24. Correct, the bridleway has been closed for over 4 years (the maximum time allowed is 6 months).

25. A) When the level crossing was in active use all trains were required to sound their horn a fair distance away from the crossing to warn any user. This allowed horse riders time to move away until the train had passed. As previously mentioned in point 22 there is plenty of room to move away until the train has passed. Riders had a personal preference whether to use the phone mounted or dismounted but again if a train was heard there was time to replace the phone, move away, wait for the train to pass and then call back.

B) Important to note that these gates did not pose an issue. On the circular Kirtlington route there are 8 gates to pass through. The gates on the crossing only needed to be pulled to be opened, they did not have catches and there was no rush as the signal man had turned the lights to red whilst horses crossed and until the user phoned back to say all clear. The floor was surfaced to make the crossing smooth so no chance of tripping over the railway line.

26. No reason to be nervous. Very safe once you've called the signal man.

27. Again, railway lights are red, can always call the signaller if there is a problem.

29. The local Pony Club don't just ride in arenas. We educate our membership and take them out hacking. This is a nice circular route with very little hacking on the road. It is not safe to use the proposed route with any horse let alone a group of maybe 5-15 children of varying experience. A train will frighten the ponies, and if one gets frightened the likelihood is the

rest will. Using the crossing meant all ponies and riders could wait a safe distance from the line whilst someone called the signalman and said it was safe to cross.

32. It is not possible to know the train timetable, certainly not that of freight trains so how would any rider know when they were least likely to meet a train?

33. Post and wire is dangerous - please see report from the vet via BHS.

34. The existing bridleway was a grass track until NR resurfaced it without gaining the correct permissions.

36. With the closing of the crossing riders currently have to continue from Pigeons Lock along Old Whitehill, along Whitehill (a 60mph single track road with blind bends and a lot of inconsiderate drivers), then through the village of Tackley passed the church before rejoining the bridleway at Crecy Hill. For many, this has made the circular route too far and not safe enough.

37. Not true - we have a lot of off road hacking in this area so many riders are in fact able to come from several miles away to complete this route without encountering many, if any roads.

38. Correct, You can also communicate with drivers who can take action if necessary.

43. How can you say what will startle and what will frighten a horse? It is not possible to predict that.

44. Horses that run from the train will then be chased by that train for the duration of the bridleway, there is nowhere to turn away from the railway line. As was seen recently in London with the Household Cavalry horses, some of those ran for 5 miles. Once in a heightened state it is very hard to calm a horse. What do I do if that happens to me and I am riding with my 2 young children, both on as 'bomb' proof ponies as you can get. If I go, they go too. How do they learn to ride if we cannot safely use the bridleway. And what about the people using the bridleway on foot.....

46. We have horses in the village who graze next to this line, yet one was still frightened by a train when being ridden and their rider fell and nearly had a rather nasty accident.

48. Grazing in a field allows horses free choice to assess whether they wish to remain next to the line and deem it safe. Riding a horse means that the horse has to do as the rider asks regardless of whether they are feeling worried.

53. The existing bridleway is about 400m away from the railway line, with a hedge so the trains do not pose a threat.

57. Not an advantage, the existing bridleway does not lead onto a road, therefore collision extremely low, and it is a farm track, once calmer a horse may stop to graze. The new route allows direct access into the village of Tackley and therefore traffic. And, horses do run through fences, it could well end up on the railway line. Frightened animals do not do sensible things.

62. Passing of trains when standing sideways to them is entirely different to being followed/approached by a train.
63. Again, room to move away for anyone that needs too.
65. How do you warn those from out of area who use this route? A bridleway should be a safe passage for all.
69. Familiarisation is not the correct terminology here as an expert should know. It is now habituation that is used.
70. Is this really feasible?
71. Not ideal for those of us who live here and try to avoid roads when there is a perfectly suitable solution.
73. Again, riders can communicate with traffic on roads and they can respond.
78. Correct, the crossing was safe.
83. As your examples demonstrate, none are comparable in distance, height of trains or having no time away from the track during that route.
86. The report has been taken out of context. It was written to say that horses must not be excluded due to railway lines however each case is individual. In this case there are alternatives.
90. The 41 examples from NR of bridleways are not accurate. Only 8 of them compare in length. 1 does not even exist. My response about these is in previous documentation from me so I will not repeat.
95. We have regular freight trains that take minutes to pass, imagine being chased by that.
99. Again, I refer to the incident in London where horses crashed into double decker buses, taxis and pedestrians had to move a significant amount out of the way. No option for that here.
101. The existing bridleway is not surfaced correctly.
104. The existing bridleway was suitable for cantering all year round until NR resurfaced it.
108. B - correct this would work for horse riders.
D - this would mean 60 metres of riding next to the railway where you can hear a train coming and choose not to use that route at that time. There is space at either end to stand back from the railway. You can also see if there are any other users in that corridor and wait for them to pass before entering to make it safe. At either end again, you can move away from a train if you did happen to encounter one rather than having 900m of corridor to contend with. There is a distinct improvement in pleasure using this route, the stress levels alone would be reduced. It runs alongside the woodland and so a much more natural environment than a fenced corridor.

E - as above.

109. If you did agree they were safer then NR would not have paid you to write this report. It is not you that has to live with this forever it is us.

112. Staying inside on nearly all occasions is not safe enough. What happens if I am with my children and one horse jumps over and the other 2 don't - that poses a huge safety problem.

120. But you are a long distance from the track and you do not need to approach the crossing when a train comes. Again, they had to sound their horn on their approach allowing ample time to step back.

121. Is this acceptable when there is a safer alternative at a similar, or less of a cost.

122. We are being forced to use this bridleway. It could take years to habituate a horse enough to deem it safe enough to use this route, by which point the kids will have grown out of their ponies and onto the next one, or youngsters are coming through. We are being prevented from using an existing safe route to this alternative when there are other options available.