

ADVICE ON  
Surfaces for Horses  
in England and Wales

The  
British  
Horse  
Society



The term multi-use path is used throughout for simplicity to include any path or track with horse access. In England and Wales this covers bridleways, restricted byways, byways open to all traffic, unsurfaced unclassified roads ('green lanes') and permissive routes.

In Scotland horses have a right of responsible access to most land, but paths and tracks are of high importance for equestrian access. Please refer to the companion advice note for Scotland or contact Helene Mauchlen, BHS Director for Scotland, [h.mauchlen@bhs.org.uk](mailto:h.mauchlen@bhs.org.uk), 02476 840727.

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## Introduction

Many multi-use paths are tracks of natural low growth vegetation and beaten earth, perhaps with some stone embedded in the consolidated surface. These unsurfaced paths are ideal for equestrian use and capable of sustaining such use if they are adequately drained, kept clear of excess vegetation and the volume of traffic is low enough that the surface is not badly poached during wet weather.

The level of intervention or maintenance required to establish or maintain natural paths is closely related to topography, underlying geology and drainage. On many tracks, regularly cutting vegetation well back and maintaining drains will avoid the need for more extensive works.

On free-draining soils, artificial surfacing is generally unnecessary as the track will usually remain useable even where farm or other use causes minor erosion. Extreme erosion from heavy use may justify intervention by consolidating the existing surface or preventing material being carried away, rather than introducing artificial surfaces.

On all soils or substrates, even poorly draining ones, successful drainage is often a cheaper, easier and more sustainable way to resolve poaching, erosion or other issues than artificial surfaces. The benefits of attention to drainage cannot be over-emphasised.

Where the soil type is clay, or drainage cannot be improved and use is higher than the surface will bear without poaching, then artificial surfacing may be required for the route to remain passable for all users. If a badly poached or rutted surface dries at some times of year to resemble deeply uneven rock, this too may need attention as it is unpleasant and potentially dangerous for all users.

Successful construction and maintenance of multi-use paths will be aided by an understanding of horses, their physiology and action; the effect that horses may have on a surface, and the effect of a surface on a horse.

## Facts about horses

- The average weight of a horse is 500kg and larger riding horses can be 700kg, added to which is the weight of the rider.
- The size of a horse's foot varies from 110mm to 250mm diameter.
- Depending on gait and speed, there may be one, two or three hooves in contact with the ground simultaneously, so a considerable weight can be concentrated on a very small area, particularly as a single foot bearing the full weight will be at the highest speed.



- The point load may be as much as 8.12kN.
- The live load of a horse is around 5kN, which is important where surfaces are suspended, such as bridges or boardwalk.
- A horse's anatomical action flexes the joints in and immediately above the hoof, so at faster paces the toe will dig in and the angle of load will be back as well as down (20 to 40 degrees from vertical). This is more apparent with some horses depending on the flexibility of joints and natural action, which can vary with breed.
- The horse's hoof comprises an insensitive outer layer of horn, which surrounds and protects sensitive inner structures. Most horses in regular work are shod with metal shoes to protect the bearing surface of the hoof wall from excessive wear from hard surfaces. The disadvantage is that the metal shoes, especially when well worn, can slip on some artificial surfaces depending on their polished stone value<sup>1</sup>.
- The sole of the hoof appears hard but is relatively thin and easily bruised (comparable with human nails). On flat, compacted surfaces it will not come into contact with the path because of its natural arch, but on unconsolidated stone surfaces sharp edges of stones may protrude into and bruise the sole of the foot, causing lameness. (Put pressure on your nail with a stone to feel what it may be like.)
- Loose stones may also become wedged between the shoe and the sole, exerting painful pressure on the underlying tissues. Even regularly shaped smaller stones, such as pea gravel, can be uncomfortable for horses. Infection within the hoof resulting from stone punctures or bruising to the sole can cause serious problems. Resultant swelling constrained within the horny hoof wall exacerbates the pain from bruising or puncture hoof injury.
- The level of concussion to both the hoof and horses' legs increases with the hardness of the surface and with the speed at which the horse is moving. This is exactly comparable to humans – running on a pavement transfers a lot more stress to the bones, joints and soft tissues than running on a grass sward, with typical increased wear and risk of deterioration and injury – therefore, riders avoid hard surfaces where possible.
- The greatest risks for horses are:
  - ◆ Slippery tarmac or other sealed surface

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<sup>1</sup> Common measurement of slippage

- ◆ Sharp stones which may bruise the soles of hooves
- ◆ Boggy ground, holes or deep mud in which they may strain or break a leg
- As with humans, slopes or steps (natural or created) change the force through each footfall which may increase stress on the surface. Going up, the thrust is backwards and down; going down a slope, there is a tendency to slide; down a step will cause a concentrated downward force in a small area at the base of the step. The greater weight of a horse (and four feet) puts more stress on a slope or below a drop than a human and is often underestimated.

## Ideal Path Surface

The ideal path surface preferred by horses and their riders or drivers will therefore be:

- ◆ Non slip
- ◆ Resilient, with some give (25 to 50mm at point load)
- ◆ Well drained
- ◆ Adequate bearing capacity to avoid erosion or poaching
- ◆ Free from stones, especially if angular or sharp edged

## Path Types

Types of path surface, in descending order of preference, are:

- 1 Short, firm, well-drained turf, which is ideal for riding and walking, and usually firm enough for cycling.
- 2 Vegetated paths on firm base such as grassed over forest roads or disused railway tracks stripped of ballast to expose consolidated ash solum, which are ideal for supporting year-round multi-use, provided they are well drained.
- 3 Paths where the natural vegetation is protected or reinforced by some type of partial surfacing, such as embedded stone.
- 4 Formally constructed paths with firm, non-slip surface.
- 5 Sealed surfaces may be necessary to facilitate cycle or wheelchair access, but care should be taken to ensure that the finished surface is not hazardous to horses (see Bituminous Surface Treatment page 7).

## Hard surfaces

On paths where horses are legally included and may be a common user – bridleways and restricted byways – a surface more appropriate to their use than to motor traffic or cycles should be provided. If this is not practical, or other users are in the majority then compromise, in consultation with local BHS representatives, may be reached, preferably in providing parallel surfaces for different users.

On tracks where a hard surface is necessary for vehicles, a grass or other vegetated central or parallel strip offers a better surface for horses while providing reinforced wheel tracks and offers a good compromise solution. It is important that the unsurfaced strip has even ground and grass growth is controlled by use or cutting because if it obscures potential hazards riders are less likely to use it.

On paths such as cycle tracks or permissive paths where horses are included as vulnerable road users but are not the majority user, a less than ideal equestrian surface may be acceptable where use of such a path is preferable to equestrian use of a carriageway with normal road traffic.

## Path Construction

Where a constructed surface is required, the three elements of a good multi-use path construction to be considered are drainage, foundation and surface. The factors influencing all three will depend on local geology, gradient, nature of the path (such as holloway, in woodland, open and windy), local materials and use.

### Points of particular importance on paths for equestrian use

- Weight of horses and effect of horses' hooves must be taken into account in constructing or surfacing any paths and in ensuring drainage level will be adequate to prevent poaching.
- Where hard edged drainage grips or cut-offs have been created in the path, the space between the sides should ideally be less than 100mm or more than 300mm to prevent a horse's foot becoming stuck. They should be clearly visible.
- Brush or fascines traditionally used as floating rafts to support paths over wet ground are not usually recommended on equestrian paths because of risk of horses' hooves slipping through surfacing to penetrate branches below, leading to potential injury. However, they have been used successfully in Northumberland with geotextile to prevent the surfacing sinking into the fascines.

- Free-draining sandy or chalk soils are usually able to withstand horse use without need for surfacing.
- Clay soils are particularly prone to damage by horses. Well-used paths on such soils soon become a sticky mess impassable to walkers, cyclists or riders and may still be impassable in the driest weather if a badly poached surface hardens to jagged uneven rock. Clay paths will usually therefore need attention to drainage to avoid areas becoming wet and perhaps amelioration of the surface with other substances to reduce its overall clay content.

## Drainage, foundation and surface

### Drainage is crucial to the suitability and longevity of a path surface

If drainage is inadequate or inappropriate, any other work may be completely wasted. This is unfortunately too common, so the importance of getting the drainage right cannot be emphasised enough.

In many situations, attention to the drainage may be all that is required for a considerable improvement. It may be feasible to undertake drainage on a project then check how it works for a period before further work to finish the surface. The need for more drainage work may be identified which can then be undertaken without loss of a new surface (because it has not been laid) or it may become apparent that drainage alone has been the solution, or that less surfacing work than originally planned is required.

Drains take many forms in construction, depending on geology, space, gradient and catchment. For routes used by horses, it is important to remember:

- 1 the much greater weight and point load of a horse compared with a pedestrian or cycle, so more drainage may be necessary for the surface to remain sound; and
- 2 that surface drains, cut-offs or other cross slope structures to slow and divert surface water must take account of hoof size as well as potential as a trip or slip hazard.

Guidance on drainage and construction of paths is well covered elsewhere: On the Right Track: Surface Requirements for Shared Use Routes <http://publications.naturalengland.org.uk/file/107005>, Making the Best of Byways [www.archive.defra.gov.uk/rural/documents/countryside/crow/bestofbyways.pdf](http://www.archive.defra.gov.uk/rural/documents/countryside/crow/bestofbyways.pdf) and Paths for All (produced in partnership with, and available from, BHS Scotland).

Once a firm foundation has been prepared a bearing surface layer will be required to spread the loads imposed by the equestrian traffic and to assist

in protecting the foundation. The material chosen for the surfacing should preferably be readily available from local sources so that topping up can easily be undertaken as the need arises.

## Surfacing options

**Grass** paths should always be the first choice for multi-use, but sustainability depends on drainage and soil type. Regular use will help maintain a short sward suitable for all users, and provided trampling from use does not exceed plant growth, virtually no maintenance will be required.

Some mixes of grass species are more resistant to wear than others. Annual meadow grass is one of the most resistant species and can be introduced to or the proportion increased in most swards to improve wear resistance (subject to conservation controls). Usual treatments for grass sward – aerating, scarifying, fertilising, rolling and mowing – can make the sward stronger and denser.

Where use is high and vegetation is unable to keep up with wear resulting in deterioration of the sward despite attention to drainage and the sward quality, artificial surfacing may be required.

Well-drained short grass can provide a suitable year-round alternative parallel to a surfaced path, but it will be avoided if boggy or litter-strewn or where hidden hazards may be concealed by long vegetation. Riders will avoid vegetation that may obscure holes, drainage channels or debris because of risk of injury to the horse. Mowing may be necessary where use is insufficient to restrict grass growth.

On vehicular tracks a grass or other vegetated central or parallel strip offers a better surface for horses while providing reinforced wheel tracks. If the grass growth is not controlled by use or cutting, riders may avoid it in case of obscured hazards.

Rough, tussocky moorland grass is unsuitable for most horses.

**Reinforced grass** paths are where cellular grids of plastic or concrete (geocell) are filled with earth or aggregate. If planted or seeded, the resultant turf may be protected from excess wear, especially by vehicles, because the grid takes most of the contact. The grass can be mown and treated the same as with no reinforcement and the grid can be almost undetectable. Its success depends on the drainage quality of the subsurface and earth, the degree of wear and quality of turf.

Geocell may also be used simply to confine aggregate on a difficult surface or to provide a temporary route for construction traffic without intention of it being vegetated.

If considered for use where there is horse access, care must be taken to identify grids which are not slippery – some are dangerous in providing no grip at all to shod horses – and where the cell size is smaller than a horse's foot so that if the earth contents erodes, the cell will not form a hole which could trap a horse's foot.

If use of geocell is essential, the cell contents should be frequently checked and topped up if necessary to ensure it is as high as the grid to provide a safe path for horses.

**Woodchips** may be popular with riders but are unsuitable for wheelchairs and cyclists. They are difficult to contain to the path and rot relatively quickly, requiring regular removal and/or replacement. They are not recommended.

**Recycled materials** such as shredded tyres, chopped plastic cable casing, and synthetic fabric scraps incorporated with sand, each on a well-draining substrate, can provide an excellent surface for horses. A border may be needed to contain the material within the path width as it is unbound. It can be a good solution on the horse section of multi-use paths with separate tracks for different user types. Care must be taken to ensure there are no metal or other foreign parts included in the material.

Some rubber crumb or shred materials can be bound with resin to form an excellent firm surface that is ideal for horses.

**Rubber compound** interlocking mats, blocks and pavers or hot spray application have been successful in many equestrian applications around racetracks and training yards. It is expensive but may be a solution for short stretches such as a bridge or ramp. On inclined surfaces, consideration must be given to the force of hooves which will be much greater than on the flat. Applications will need to be secure so that they do not tear away from anchor points (mats) or separate from the sub surface (spray applications).

**Boardwalk** is not always appropriate for horse use but some situations have no other solution, although a form of Irish ford (adjacent pipes laid laterally across the path width so water can pass through with surface on top) and/or causeways have been used successfully where boardwalk was suggested.

As with a bridge, solidity and anti-slip finish are important with good landings at the ends, clear sightlines so that any users can choose to wait rather than share the boardwalk and adequate width – 2m is recommended but BHS representatives may agree a lesser width in local circumstances where it is practical. Passing places may be required on long lengths.

Wire mesh must not be used to attempt a non-slip surface as it may catch the nails used in horse shoes. There are grit products which can be applied to boards which are successful for all users, particularly if used from new. A kickboard along edges may increase safety.

**Stone flags** have been used commonly historically to provide safe paths across boggy uplands, in particular, and modern flags have been used successfully on such as the Pennine Bridleway. There is a danger where such paths are narrow if the ground immediately next to the path is boggy and a horse could step off the path when attempting to pass others. Additional flags or other hard surfacing should be used to create passing places wide enough for users to comfortably pass each other or for a horse to turn if necessary on long sections or where the full length cannot be seen. Ideally users should be able to see before setting foot on the flags whether the next section of the path is clear.

**Soil reversal** has been used successfully on many bridleways over poorly drained ground in northern England.

**Sand** is popular with riders, provided it is not too deep (recommended 75mm on 150mm depth of free-draining sub-base) but it is usually difficult to contain on a path. It can be good on horse-only sections.

**Stone pitching** is not ideal for horses but may be necessary to provide a firm entry/exit to a ford, and may be the only option on some heavily used steep hill paths. Smaller random (rather than dressed) stones laid to provide a slightly irregular finished surface will allow more grip than large, flat stone faces, but only if the horse's hoof can be placed flat on their top surface. Stones should be pitched vertically with the longest face into the slope. Adjoining stones should be pitched to provide a foothold of minimum 200mm width. Downhill gradient of foothold should be less than five degrees. Stone which may become polished and slippery through wear (such as limestone) should be avoided.

**Steps** can be used by horses, particularly if there is room to allow all four feet to stand together between risers, but wherever possible an alternative should be found, such as a graded ramp which is better for most users, including those with impaired mobility and cyclists. Where steps are the only option the following dimensions are ideal but may be adjusted in consultation with local BHS representatives:

- Riser height should be minimum 150mm, maximum 250mm
- Tread depth (distance from front to back of step) should be minimum 2000mm

**Aggregate** (stone, road planings, broken brick or concrete) should only be

used as a substrate or structural layer. They are rarely appropriate for multi-use paths because the physiology of horses' feet mean that angular stones are damaging and may result in mild or serious lameness.

Such surfaces may occur naturally, or where erosion has removed an upper surface layer, or where construction has omitted an upper surface layer. Whatever the circumstance of it arising, such a surface is 'out of repair' as it limits use by natural and legitimate users (horse riders).

The surface must be finished with 75-100mm depth compacted MOT type 1 (40mm-dust) dressed with dust to fill the spaces between the stones.

Any new construction or path restoration project should always provide a finished surface to this standard. It is not acceptable to leave an unconsolidated surface of stones following work. Any stony tracks may need improvement in this way to avoid injury to horses (see page 1).

**Bredon gravel and hoggin** are specific types of aggregate which are considered self-binding. They can be very successful for horse use. Such aggregates tend to improve with weathering, which assists the consolidation process. Care may be required in their first year of use in gateways or inclines where horses' hooves may dig into and loosen the surface. Periodic compaction over the first year may be required to ensure the surface does not loosen and start to scatter or degrade.

**Road planings** are used successfully and relatively cheaply to form a base course, on top of geotextile if the subsurface is wet, rolled and consolidated then topped with whinstone 3mm to dust (or similar local stone). This is a popular solution for railway trails as it provides some give for horse and pedestrian use but is still smooth enough for cycles. Planings can be consolidated, sometimes with added bitumen to form a sealed surface again – this is not recommended and guidance for Bituminous Surface Treatment (below) should be followed.

## Examples:

Broughton in Furness disused railway line was surfaced with a combination of crushed slate from Burlington slate quarry, mainly MOT grade stone (25mm to dust), topped off with 10mm to dust to form a smooth surface. The stone was laid and spread with a tracked excavator and rolled in with a vibrating roller top a hard surface. It has performed well as a bridleway and cycle route, with some occasional vehicle traffic from land owners. Grass has grown back through the surface in places which needs cutting back or spraying at different times but the slate surface remains very good and fit for purpose.

Durham Railway Paths use road planings extensively throughout their 100 miles with alternatives of dolomite base course where environment dictates and bitumen on slopes where water erosion is a problem. For the latter, asphalt has proved to be the only affordable solution, but is acknowledged as not being ideal for horses. Grass or gravel verges or mounting blocks have been provided where possible.

Coxwell gravel supplied by Grundon was used on a Berkshire byway 15 years ago and still provides a good surface. It has also been used successfully in Richmond Park and for cycle tracks. Grundon's website, [www.grundon.com/](http://www.grundon.com/) provides construction specifications.

**Laid bricks or setts** are rarely suitable on multi-use paths as they tend to be slippery for horses unless the setts have been specifically made with high polished stone value.

**Concrete** gives highly variable results depending on its composition and it can become very dangerously slippery. Consequently, the Society would not normally find it acceptable as a new surface unless local BHS representatives approve its use in the circumstances. Only the specification of concrete that is most likely to be safe (see below) should be used. Remedial action will be required if the surface should become dangerous, which could be more costly than using the specified mix.

The concrete mix most likely to give a safe surface is RC 35/45 CEM1, without added water, as it is least likely to polish. The final tamped and highly roughened surface should be covered to cure slowly and completely. A lower quality concrete may either become polished mortar or, if the aggregate becomes exposed, the aggregate may polish to become slippery. Some gravel aggregates are more likely to become smooth with wear. Crusher run carboniferous limestone or granite is more likely to remain rough even if partially exposed. Aggregate of high polished stone value should be used if there is risk of the mortar wearing.

Concrete which has become slippery can be treated with machinery to roughen the surface by cutting grooves, sometimes in a set pattern of squares. This is commonly undertaken by contractors on dairy farms where slurry degrades the concrete and it has been successful even on slopes.

If concrete is required for vehicular access, a safe surface in between concrete wheel tracks or alongside a concrete track may be a solution.

If use of concrete is unavoidable for short distances, such as a bridge or its transition ramps, then care must be taken to ensure the surface is well roughened and ridged across the width by hard tamping (raising and

lowering the compacting beam). Brushing does not usually give a durable rough finish.

## Bituminous Surface Treatment/Stone Mastic Asphalt 'Tarmac'

Tarmac is a standard carriageway surface in UK for highways or private roads. It may not be appropriate on multi-use paths because it is designed to provide grip for motor vehicle tyres, not for metal horse shoes, and is often dangerously slippery for horses, a problem that may increase or decrease with wear depending on the exact compound in use and its final surface treatment.

Bituminous surfaces consist of a wearing layer of aggregate bound with bitumen. Aggregate and bitumen compounds vary depending on specifications and area. The bitumen forms a film over the stone which is gradually removed by wear.

It is accepted that all bituminous surfaces have the potential to be initially slippery unless appropriate preventative action is taken and this applies even more to horses than to vehicles as the surface treatments are designed for high skid resistance from tyres, not from horses' hooves.

For motor vehicles, the increased skid potential of the unworn film may be reduced in key areas (e.g. junction approaches) by mechanically removal using grit brushing. This can be helpful on parts of the surface which are less used by vehicles but more used by horses such as close to the edge of the road.

The high skid risk can last for an unpredictable length of time depending on the variables of volume and type of traffic, construction method, stone and bitumen types and surface treatments. Vehicular wear can bring about an improvement quite effectively but only in the wheel tracks.

Horses may take different paths which remain slippery for longer periods particularly as horses are likely to keep close to the edge on busy roads where there is little vehicular wear so the slip hazard may remain for a long time. Top dressing with grit on routes used by horses is strongly recommended with attention to the usual path of the horses (i.e. road edge on a busy route).

Provided that the aggregates used within the mixes have a high resistance to polishing (high polished stone value means that the stone retains a surface grittiness even when worn) and once the bituminous film has been suitably worn by vehicular traffic may produce an acceptable surface, but not necessarily as wear by wheeled traffic can result in an embedded surface that is more slippery to horses. Embedment due to high surface

pressure is a common cause of failure of surface dressing therefore any surface of this type must be laid on a high quality base layer.

Stone mastic asphalt is such a problem that the BHS worked with an association of highway engineers (CSS, now ADEPT) to produce Horses and Highway Surfacing – A guidance note for highway authorities. Reported incidents of horses slipping on asphalt have increased since the guidance was published in 2005, indicating that it is a continuing and increasing problem. The report recommends grit during construction (e.g. 3mm quartzite at 1kg/m<sup>2</sup>) or post application of dry uncoated grit spread at 1kg/m<sup>2</sup> and rolled with a steel roller to abrade the bituminous film. It is important that the specification to contractors includes such measures as appropriate during construction to minimise the slip or skid incidences.

Where a tarmac surface is unavoidable, the following top dressings have been found good for horse use:

- Calcined bauxite (Lousy Hill, Littlebeck, North Yorkshire)
- 10mm close graded wearing course of dry steel slag aggregate applied while the surface was still hot (Middleham, North Yorkshire)



## Considerations for Shared Use or Cycle Tracks

Bituminous surfaces consist of a wearing layer of aggregate bound with bitumen. Aggregate and bitumen compounds vary depending on specifications and area. The bitumen forms a film over the stone which is gradually removed by wear. Softer surfaces are more ideal for horses than any hard sealed surface, although where a horse-friendly surface is considered impossible because the majority use is cycling there are ways in which horses can be accommodated so that off-road routes are available to all vulnerable road users.

Increasingly:

- Off-road routes are being provided for cycling which could benefit riders who are also vulnerable road users; and
- Surfaces of routes with rights for riders or carriage drivers are being changed to facilitate cycling but to the detriment of equestrian access.

This is particularly influenced by current funding initiatives making provision for cycling. However, with more awareness in the planning stages, it is obvious that all non-motorised vulnerable road users can benefit from all off-road tracks and none need be excluded. There are benefits throughout without the need for greatly increased cost and it is much better to include all who wish to exercise and transport themselves with care for the environment, rather than only accommodating one section of society.

Where equestrian rights exist, natural surfaces are best managed by drainage, strengthening and unsealed surfacing as appropriate to the local conditions rather than seeking a sealed surface. On shared use routes where this has failed or is judged insufficient, the following approach is recommended:

- 1 If a sealed surface is judged to be essential (by the highway authority's rights of way officer), the first choice should be two metres of surface suitable for horses alongside the sealed surface, by dedicating additional width as multi-use path if appropriate.

If it is not possible to have different surfaces alongside one another, then the options should be, in order of preference:

- 2 Two sealed strips for wheels either side of a central softer strip for horses. This is particularly important where there is tall side vegetation<sup>2</sup>, as is

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<sup>2</sup> Where trees or bushes overhang the track for more than half its width in total, or have reduced the width, clearing these back to provide the maximum width will let sun and wind into the track to assist in keeping the surface firm and dry, and improve the available width for all users.

often the case with old railways, as it allows the tallest users – the horse riders whose head height is often over three metres – to be in the centre away from the overhanging vegetation. The two sealed strips can also act as wheel tracks for maintenance vehicles and encourage ‘keep to the left’ use by cyclists. Signs should be used to encourage user separation.

- 3 Divide the surface along the length down the middle with one side sealed, the other half softer<sup>3</sup>. This would be acceptable if one or both sides of the track did not have overhanging vegetation.
4. Where a sealed surface is created, care should be taken to make it non-slip for horses. Surface treatments that have been found to be safest for horses are included on page 7.

**N.B.** Putting a tarmac strip down the middle and leaving two narrow verges, too narrow for horses, is a common bad practice. It forces all users onto the tarmac strip when they would be better served by a choice of surfaces, each of appropriate width. It may cause congestion or conflict between users and excessive wear of one part of the width. It is much better to put the tarmac strip as far to one side as possible.

In certain circumstances, a single surface for all users, designed for the majority user, may be appropriate as an off-road route is better and safer for all than pushing horses onto roads with motor traffic.

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<sup>3</sup> ‘Soft’ does not necessarily mean ‘unstrengthened’. For instance, an old railway line has a certain amount of inherent strength that might only need attention at selected spots.

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