TRANSPORT AND WORKS ACT 1992

Transport and Works (Inquiries Procedure) Rules 2004

The Cambridge South East Transport Order ("CSET")
(Ref: TWA/25/APP/01)

Summary Proof of Evidence of Lynda Warth for The British Horse Society



For horses. For people. For life.

The British Horse Society is an Appointed Representative of Howden Insurance Brokers Limited
(Firm reference 309639) who are authorised and regulated by the Financial Conduct Authority.

Registered Charity Nos. 210504 (England and Wales), SC038516 (Scotland) and 1382 (Isle of Man).

THE BRITISH HORSE SOCIETY

Summary Proof of Evidence – Cambridge South East Transport (CSET) TWAO Inquiry

BHS does not Object to the CSET scheme but seeks safe, practical and legally secure equestrian access. This summary identifies the outstanding matters for the Inspector; the full BHS Statement of Case provides the wider background and reasoning.

1. Statutory rights and future connectivity

BHS welcomes the proposed statutory bridleway between Granhams Road and High Street, Babraham. The Applicant confirms that CSET infrastructure is physically capable of accommodating equestrian use, but its documents differ on the extent of that suitability and the access described in the Environmental Masterplan. The BHS seeks clarity on this discrepancy and the legal status of access along the whole route.

The absence of existing onward connections should not, by itself, justify withholding statutory rights over sections that can safely accommodate equestrians. General concerns about interactions with other users or vehicles should be evidenced and addressed through design and mitigation. Permissive access is not equivalent to a statutory public right.

There is a circular barrier to future connectivity: landowners may reasonably be reluctant to grant an onward connection to a route where secure statutory access does not exist. The absence of rights could therefore prevent the very connections relied upon to justify withholding them. BHS seeks statutory rights over all suitable sections. Only if that is not possible then the Order must secure a clear review mechanism, with defined triggers, timescales, responsibilities, funding and legal process for securing those rights when safe onward connections become available. Route ends and signalised crossings must be safe and practical. BHS accepts that riders may need to turn around where no safe onward route exists; this must not prejudice future connections.

2. Specific design and access matters

Bridleway 212/2: retain the crossing over the guided busway and ensure it is safe and practical for horses. Review whether gates are necessary; where required, provide equestrian-suitable gates and plan mounting blocks to British Standard BS5709:2018 as recommended in BHS Guidance. Specify a grippy surface, safe transitions, bus warnings and adequate waiting space.

River Granta bridges: confirm suitable parapet infill and kickboard arrangements on Structures 6 and 8, with BHS review of detailed designs.

Babraham interim route and crossing: retain or reinstate the original lollipop loop as an interim circular return towards Sawston. This is not a substitute for CSET equestrian access or future connectivity towards and across the A11. Retain the Pegasus crossing specified in the current design at High Street, Babraham, and confirm its final specification accommodates horse riders safely.

Hobson's Brook: retain the proposed 2.4m headroom and confirm that horses can be led through safely when dismounted. BHS relies on relevant Court of Appeal consideration and BHS guidance, while recognising that the judgment does not establish a universal design standard.

3. Restricted Byway 12/10

The byway is legally available to pedestrians, cyclists, horse riders and horse-drawn vehicles. Its constrained approaches and interactions with the EMAT, busway, farm access and other users require a full Stage 2 Road Safety Audit of the complete crossing movement. The assessment must consider space to approach, wait, manoeuvre and cross, including for groups of horses and horse-drawn vehicles; potential vehicle and noise conflicts; proportionate access control; and realistic alternatives from Bridleway 196/24, including whether North Farm Fields agricultural access is available to equestrians. BHS should be consulted before arrangements are finalised.

4. EMAT grassed soft-surface provision

The grassed verge is functional access infrastructure, not merely landscaping. It should be progressively created during construction and secured through the construction and delivery contracts. Requirements must cover soil preparation, grading, seeding, establishment criteria, protection from construction damage, monitoring, remedial work and long-term maintenance. Responsibilities, timescales and funding must be explicit, including for work after the main contract ends. Mere Way illustrates the risks of leaving these matters uncertain.

BHS seeks safe, legally secure and lasting equestrian access.

British Horse Society **6 November 2026**