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Bringing Horses
and People Together

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1st March 2025

Cambridge South East Transport Study TWAO Application

Submission on behalf of the British Horse Society

This response is being submitted on behalf of the British Horse Society (BHS), the BHS is the UK's largest equestrian charity with over 124,000 members and represents the country's 3 million regular horse riders. One of our charitable objectives is "to promote and secure the provision, protection and preservation of rights of way and of access for ridden and driven horses over public roads, highways, footpaths, bridleways, carriageways, public paths and other land."

We are keen to see equestrians included within transport projects to ensure equestrians needs are protected and enhanced along with other users.

BACKGROUND TO OUR COMMENTS

Nationally equestrians have the right to access just 22% of the public rights of way network, with substantially less for carriage drivers. Many of these routes are inaccessible or disconnected as a result of increased traffic and/or development / transport projects, it is therefore important that these public rights are protected. Increasing pressure for development of houses and industry is making even fewer of those bridleways and byways available. Ancient 'green lane' bridleways, byways and unsurfaced roads are being tarmacked as access roads or cycle tracks and engulfed by new development spreading into the countryside. Traffic increases with new development or change of use so roads become even less safe for riders and carriage-drivers (equestrians) to use to access any traffic-free routes there may be.

Historically verges have provided a refuge and could, if mown, provide a segregated route. However, riders are also increasingly excluded from verges by creation of foot-cycleways - segregated provision for other vulnerable non-motorised users but equestrians are excluded and forced into the carriageway.

Economic Contribution

According to horse passport figures, Defra (2024) and economic figures, Beta (2023) there are 18,019 passported horses owned by people living in Cambridgeshire, contributing over £96 million p.a. to the economy. This contribution to the economy, with the majority of this expenditure spent locally on feed, bedding, farriers, vets, riding instructors and riding schools, livery diversification opportunities for landowners etc. shows the importance and contribution of equestrians to the local economy.

The racing industry is worth £4.1 billion pa to the economy nationally. It requires a huge workforce with a variety of skills and relies on large numbers of 'work riders' e.g. at Newmarket. The skills required rely on grass roots experience gained from learning to ride and hack out safely.

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Social Contribution

In Cambridgeshire, there are amazing equestrian centres who, under the BHS scheme Changing Lives through Horses, work with children and young people who have disengaged from the education system. Using the transformative power of working with horses, combined with a focus on developing key skills they can use throughout their lives, leading to increased confidence and self-esteem, enabling them to reengage with society.

There are also Riding for the Disabled Centres – in fact the local riding school in Sawston is an RDA Centre. RDA is a charity which pioneers the therapeutic use of horses and are leaders in disability sport. Their innovative programmes improve mobility, boost physical health and mental wellbeing, build confidence, and teach new skills for those with life challenges.

Health and Wellbeing

Research undertaken by the University of Brighton and Plumpton College

(<https://www.bhs.org.uk/media/gannghxh/health-benefits-of-riding-in-the-uk-full-report.pdf>) on behalf of The British Horse Society found that:

- More than two thirds (68%) of respondents participated in horse riding and associated activities for 30 minutes or more at least three times a week. Sport England estimates that such a level of sporting activity will help an individual achieve or exceed the government's recommended minimum level of physical activity.
- A range of evidence indicates the vast majority (90% plus) of horse riders are female and more than a third (37%) of the female riders of respondents were above 45 years of age. Horse riding is especially well placed to play a valuable role in initiatives to encourage increased physical activity amongst women of all ages.
- Amongst the horse riders who took part in the survey, 39% had taken no other form of physical activity in the last four weeks. This highlights the importance of riding to these people, who might otherwise be sedentary.
- Horse riders with a long-standing illness or disability who took part in the survey are able to undertake horse riding and associated activities at the same self-reported level of frequency and physical intensity as those without such an illness or disability.

Road Safety

The BHS actively campaigns to improve road safety by making motorists aware of what to do when they encounter horses on the road (see <https://www.bhs.org.uk/go-riding/riding-out-hacking/riding-on-roads/advice-for-motorists/#dead-slow-vr-360-film> -we recommend taking a few moments to watch the film for an impression of how vulnerable equestrians can be in proximity to cars and lorries. Road Safety is a particular concern to equestrians, who are among the most vulnerable road users (VRUs). 2023 data shows:

- 3,383 road incidents involving horses were reported to The British Horse Society.
- 66 horses have died and 86 have been injured.
- 3 people have died and 94 have been injured because of road incidents.
- 85% of incidents occurred because a vehicle passed by too closely or too quickly.
- In 2023-2024 alone, 2,470 horse riders and carriage drivers in England were admitted to hospital after being injured in transport accidents. (NHS Hospital Episodes Statistics).

Research indicates however that only 1 in 10 incidents is being reported to the BHS.

These figures demonstrate the importance of development, including transport projects, being designed to protect, improve and extend provision and will help to prevent these numbers from increasing in the future. NPPF, Paragraph 105 "Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links

to existing rights of way networks including National Trails." Ensuring that all vulnerable road users, including equestrians, are contained within such facilities can only improve their effectiveness, the benefits to local people and their value for money.

National Planning Policy Framework

Para 96. Planning policies and decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which:[. ...]

(c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.

Para 98. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: [...]

(b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Para 103. Access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Para 105. Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

LTNI/20 Cycle Infrastructure Design

"Walking, Cycling and Horse Riding Assessment and Review

4.5.10 DMRB also contains guidance on undertaking a Walking, Cycling & Horse-Riding Assessment and Review (WCHAR).¹⁹ This is applicable to trunk roads, it provides a good basis for assessing the needs of all users along and across interurban roads."

Sustrans Paths for Everyone

"We want to see a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve."

Highway Code Rule 215

Along with information on how to pass horse riders and carriage drivers safely, the Code reminds road users that, "Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider."

Conclusion

The above information shows many reasons why it is important to include equestrians within transport plans. Maintaining and enhancing the current network of bridleways and restricted byways throughout the CSET route will create benefit to equestrians, the local communities and the general public.

Cambridge South East Transport Project

The Society does not comment on whether a project should go ahead but on the impact of projects on the equestrian community.

Building on the success of the St. Ives to Cambridge Busway bridleway, this project has been designed as a multiuser transport corridor rather than just a busway. We applaud the GCP for taking this pro-active approach which will benefit not only cyclists but also soft surface users (walkers, dog walkers, joggers, off road cyclists and equestrians). It is likely that the grass route, with its links to the rights of way network, will be seen as the only benefit of the busway for many residents of the villages through which the route passes. The creation of the grass path will also benefit wildlife and the environment.

However, there are a number of contradictory statements concerning equestrian access within the application documents and some queries about safety. Consequently, the Society's only option is to Object until such time as satisfactory clarification is received.

1. Ambiguity about the inclusion of equestrians on the service track / bridleway

There is no mention of equestrian access nor bridleway in the Explanatory Memorandum. The Design and Access statement contains the following, advising that the service track will only be available to pedestrians and cyclists:

Proposed works

The works for the Proposed Development will include:

- A new busway route, approximately 7.3m wide, will connect the Cambridge Biomedical Campus and the new A11 Travel Hub at Babraham. The majority of the Proposed Development will be a dedicated busway route apart from at the northern end of the site, where the busway vehicles will run along Francis Crick Avenue, on a segregated road.
- A new Travel Hub site off the A1307 / A11; and
- A new Service Track (also known as a Maintenance Track) providing pedestrian and cycle connections along the busway route. It will connect the A11 Travel Hub to the existing pedestrian/cyclepath network around the Cambridge Biomedical Campus.

Yet the following items from the TWAO confirm that the bridleway is part of the scheme:

(a)

Article 10 Rights of way over emergency and maintenance access tracks	This article provides that the use by the public of the bridleway that will be provided on the emergency and maintenance access tracks forming part of the works to be authorised by the Order will be subject to the use of the route for emergency and maintenance purposes. This article is included to permit the use of the emergency and maintenance access tracks by the vehicles for which it is provided, notwithstanding the creation of a public right of way over the track. The article has precedent in article 9 of the Cambridgeshire Order but has been adapted to permit the use of accommodation and occupation crossings wherever located, rather than dealing with a specified location.
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(b)

Objective 3 - Improve road safety for all users of the A1307 corridor

- Reduce the number of accidents at identified accident clusters along the corridor.
- Reduce the number of speed related incidents along the corridor.
- Improve the safety of crossing movements for cyclists, pedestrians and equestrians.

(c)

Baseline		Impact assessment				
Receptor	Sensitivity	Impact	Mitigation		Impact magnitude	Residual effect
Walkers, cyclists, horse riders (all groups)	High	Provision of new service track for use by walkers, cyclists, and horse riders.	N/A	None proposed	Moderate	The service track will provide a new segregated route for walkers, cyclists, and horse riders from the Travel Hub to the Cambridge Biomedical Campus and connecting Babraham, Sawston, Stapleford, and Great Shelford. This new route will encourage a modal shift from car transport to non-motorised modes of transport which will improve people's general health and fitness. It will also provide a safer route for cyclists, in particular, who currently use the highway network, reducing the risk of collisions with cars and other motorised transport. This will be a permanent positive health benefit and a significant effect.
						Moderate beneficial Significant

It is essential that confirmation is received that this project includes a bridleway and specifies where that access is to be provided.

2. Inclusion of equestrians all the way from CBC to the A11

Volume 1 Non Technical Summary

Service track

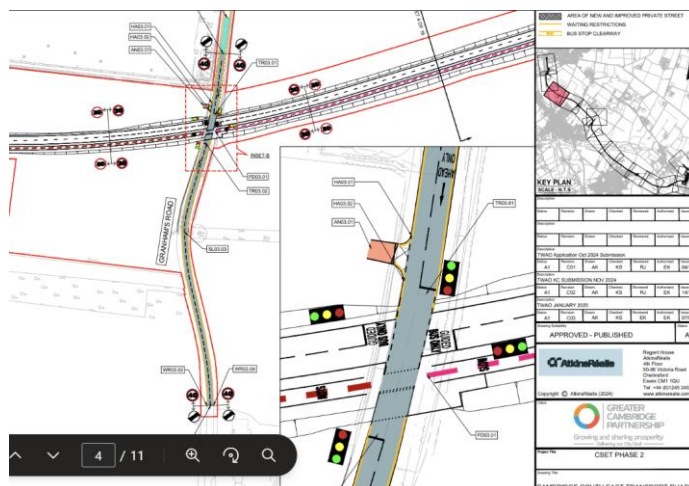
Adjacent to the busway will be the Service Track, providing access along the entire length of the busway for any required maintenance activities and also acting as an emergency refuge for passengers and staff in the event of an incident.

The Service Track will also be able to provide a new segregated route for walkers, cyclists, and for most of the route, horse riders. It is intended to be a public bridleway for the route between the Cambridge Biomedical Campus and the A11 Travel Hub, but created expressly subject to the authority for vehicles connected with the maintenance and safety of the busway to drive on the Service Track.

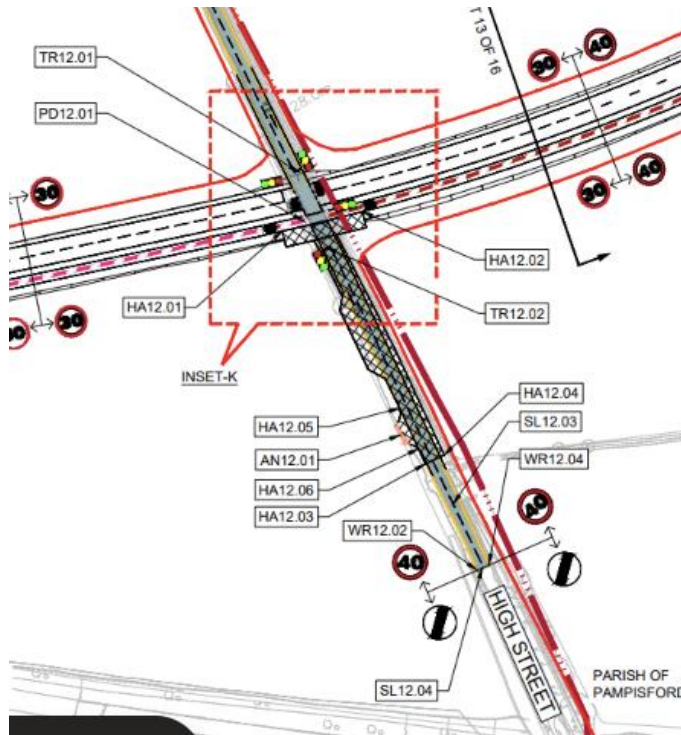
For the majority of the route, the Service Track will be a new facility, but it will merge with and replace the existing DNA Cycle Path (a public cycletrack) where it joins the new busway route from just south of Nine Wells Local Nature Reserve (LNR) and re-joins the existing DNA path at the end of Addenbrooke's Road overbridge.

The above statement confirms that the bridleway will run between CBC and the A11 Travel Hub, however there are drawings that do not correlate with this statement:

Rights of Way & Traffic Regulation Plans - Volume 1



The route between CBC and Granhams Road is coloured with a red dashed line designated as a shared pedestrian and cycle path. The route from Grahams Road is a pink dashed line designated as a bridleway. Clearly it is not acceptable to expel equestrians from a safe off-road path onto a busy road with no safe access. It may be that this route is intended to somehow tie in with the Sawston Greenway but if that is the case, that needs to be clearly defined with appropriate equestrian provision.



The same applies at High Street, Babraham. The bridleway suddenly stops and becomes a shared pedestrian / cycle path. Failure to create equestrian access to the A11 now means that there will never be the opportunity for equestrian inclusive access over the A11 leaving horses and their riders trapped either side of the A11. This is not what was agreed in previous scheme designs. It has only appeared since the removal of the horse box parking facility at the P&R. The Society is concerned that exclusion from access to the A11 is an attempt to exclude equestrians from any new bridge access over the A11. It should be noted that well over 70 horses are liveried at the Land Settlement area of North Road and South Road, Abington. The A11 is currently an impenetrable barrier for all equestrians.

Crossing of the A11 is part of the Linton Greenway – equestrians should benefit equally with other vulnerable road users from publicly funded transport projects.

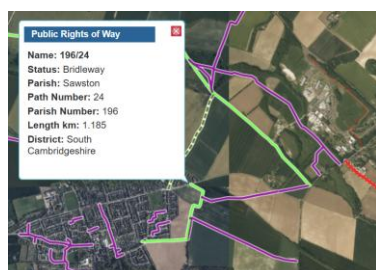
3. Diversions and Alternative routes for equestrians

Public Rights of Way

13.4.18 There are numerous public rights of way within 500 m of the Site, including footpaths, bridleways, a restricted byway and the DNA Path as shown on Figure 13.3. The following public rights of way directly intersect the Site:

- NCN 11 (DNA Path)
- Bridleway 212 / 2
- Restricted Byway 12 / 0
- Footpath 12 / 9
- Footpath 39 / 47
- Footpath 12 / 4

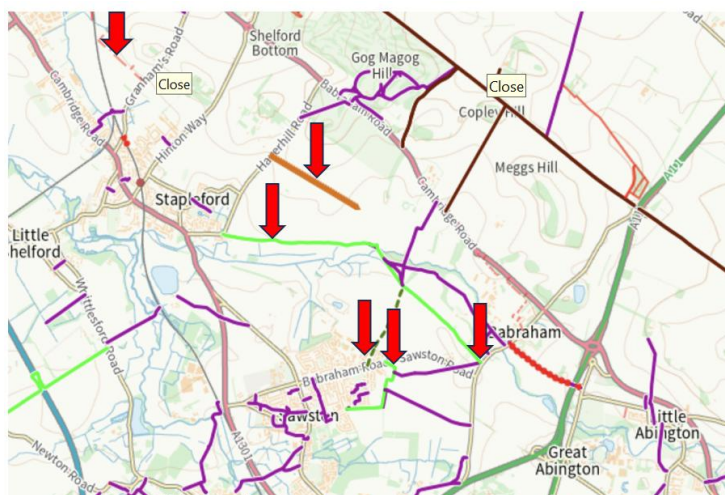
The restricted byway is 12/10 not 12/0.



Bridleway 196/24 Sawston has been omitted.

Walkers, cyclists, horse riders (all groups)	High	<p>Temporary closure of the following public rights of way during construction:</p> <ul style="list-style-type: none"> • NCN 11 (DNA Path) • Bridleway 212 / 2 • Restricted Byway 12 / 0 • Footpath 12 / 9 • Footpath 39 / 47 • Footpath 12 / 4 <p>Reduced amenity value for users of the remaining public rights of way network which will remain in use throughout construction.</p>	PHH4	DNA Path diversion	Minor	<p>All public rights of way bisecting the Site will be closed for the duration of the construction works. There are no suitable diversions available (see Chapter 14) other than the public highways that will bisect the Site (Granham's Road, Hinton Way, Haverhill Road, Sawston Road / Babraham Road, High Street) resulting in some potentially lengthy increases in journey times and distances. For users of the public rights of way that will remain open but are close to the Site, there will be a reduction in amenity resulting from visual (see Chapter 11) and noise (see Chapter 7) impacts that could potentially deter people from using them and reducing opportunities for active travel. There could also be some displacement of walkers on to the other footpaths that will remain open. This could result in a negative health outcome. Owing to the importance of the NCN 11 (DNA Path) as a commuting route for cyclists and walkers, a temporary diversion will be implemented which will maintain access along the route to Cambridge Biomedical Campus and Cambridge from the communities to the south. There will be a small increase in journey time and distance and a reduction in amenity value, but this will not be significant. This effect could disproportionately impact low-income groups who may be more reliant on non-motorised forms of transport.</p>	Slight adverse Not significant
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This statement completely ignores equestrians. There is a contradiction between the third and the seventh columns. One states that the paths will be temporarily closed. The other states that the paths will be closed for the duration of the construction with no definition of 'construction'. The project impacts all the equestrian access in the area – the red arrows denote bridleways and other permitted equestrian access. Closure of the bridleway network for any length of time is not 'Slight adverse. Not significant'. It is highly significant.



There are no safe options for horse riders other than the bridleway network (which includes byways and restricted byways). The rights of way cannot be closed for the duration of the construction works without any other safe access being put in place. Owners of the horses at Sawston Riding School use the rights of way network. It is essential for these horses, as it is for all the other privately owned horses, to be able to hack out away from the restrictions of the arena – it is their relaxation time. Some horses training is hacking out. The alternative is that horses are confined to their yards for months on end which will become a welfare and safety issue.

There must be arrangements put in place for alternative access whilst the work is being carried out. It should be a condition of any approval that access to at least one suitably surfaced off road path must be accessible for all equestrians throughout the duration of the works. Temporary access could be required from landowners and arrangements made for closed routes to be available at the weekends and during the summer evenings outside working hours. The application includes access to wide swathes of land, this should be reviewed for opportunities for peripheral temporary access. The temporary use of existing footpaths for equestrian access should be explored.

The BHS, local bridleway group and the riding school should be consulted on all proposals.

13.8 Summary of significant effects

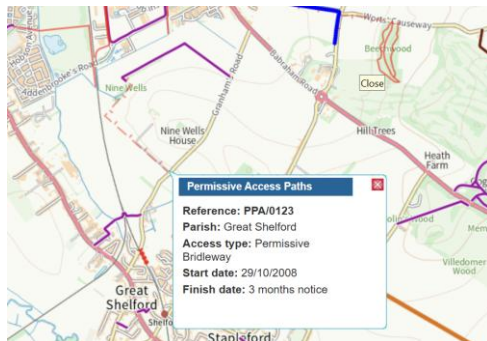
13.8.1 During construction, significant adverse effects will occur to the following receptors:

- Commercial businesses – due to disrupted access
- Residents of houses in the vicinity of the construction works (all groups) – due to a loss of amenity
- Health and social care services (all groups) – due to access disruptions to the Papworth Royal Hospital and Addenbrooke's Hospital

The vast majority of horse riders are women and girls. If the bridleway network is closed without diversions or alternative routes, there will be significant adverse effects on females – a group with a protected characteristic in terms of Equality.

4. Hobson's Conduit crossing

The permissive bridleway access is not recorded anywhere in the application document:



As a result, equestrians have not been included in the arrangements for links from the new bridleway to that access which leads to other informal access on the ground. This needs to be rectified. Any underpass access could be achieved with mounting blocks so that horse riders can dismount and remount if that is the only option to achieve the access. It is unclear whether the DNA path will form part of the Sawston Greenway or the busway. Whichever it is, equestrians need to be included. Further confusion is the design which includes this statement in the parameter information:

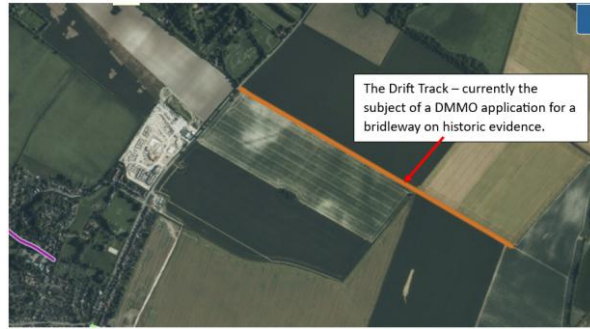
Hobson's Conduit crossing – parameter information:

Span: 15 metres
Width: 14.4m
Height of top of deck above ground level: 3m
Height of equestrian guard rails: 1.8m
Height of pedestrian guard rails: 1.1m
Approach embankment slopes: 1:4 gradient

5. Stapleford

The Rangeford Retirement Home has had a significant negative effect on access safety between the village and the CSETS route. The changes to Haverhill Road mean that some of the infographics in the application are no longer achievable.

The path on the eastern side of Haverhill Road is not a footpath it is an NMU (non-motorised user – pedestrians, cyclists and equestrians) route and has been for many, many years. It is used by equestrians and cyclists as well as pedestrians. It is a safe off road to the path known as the Drift Track. The Drift Track has always been an amenity for the residents of Stapleford. It is not currently on the Definitive Map but there is a DMMO awaiting determination for correction of the status to a public bridleway based on historic evidence. This path attracts many walkers, dog walkers and horse riders. It is essential that there is safe access to this path for all NMU's to protect all highway users.



NMU Path alongside Haverhill Road heading towards Stapleford and the drift track.

The path can be seen above and in the Application D&A photomontage below before it was damaged by the cabling work and Rangeford construction on Haverhill Road and the barriers created by the street lights constructed by Rangefords. The lights are due to be removed but that action has not yet happened. Unless they are moved, it is highly unlikely that even a footpath could be constructed on that section of the highway.



It appears Figure 23 is incorrect in its location – although that could be a misinterpretation of the drawing. Rangeford Development extends beyond the private access indicated in the top right hand corner of the drawing – the same location is circled in both diagrams below. The access proposed in the D&A cannot now be achieved.



The construction of 140 residential units together with the numbers of staff will result in significant increase in the traffic on Haverhill Road. Consequently, NMU access along Haverhill Road is much more dangerous. The original design for CSETS included an off-road path from Stapleford to the A1307 for NMUs. It is to be regretted that this path is no longer included in the project.

The new country park included in the Rangeford Project is to have a brideway link from Haverhill Road to Hinton Way. The access to the country park needs to be for all users because of the increased traffic on Haverhill Road and the loss of the NMU path.

A link has been created from the corner of Gog Magog Way to the busway at the rear of the retirement village. This should be designated as safe access for all NMU's including equestrians. There is a livery yard which borders on to this corner.



1.

2.

1. Red line denotes route of NMU path required must not just be for cyclists and pedestrians but inclusive of equestrians.
2. Shows potential safe off road access to the country park and the Drift Track as included in the Rangeford planning application.

Any link from CSETS to the Country Park should be for all NMU's since these two areas could create a welcome circular route for all soft surface users – walkers, dog walkers, joggers, off road cyclists and equestrians. All new access to the busway planned for cyclists and pedestrians needs to accommodate equestrians as well (that is to the brideway on the maintenance path not to the bus stop itself).

6. Stapleford Bridleway 212/2

There appears to be no information on how the crossing of the bridleway is to be undertaken. What surfacing is proposed. What safety measures are in to be put in place. This, and all other rights of way crossings, will require a Change of Surface Application.

This bridleway is currently the only rural public access path in Stapleford and is very heavily used by all NMU's, particularly in the summer months. It is essential that the surfacing solution is satisfactory for all users, including equestrians.

It is acknowledged that with the busway bridleway (the D&A does not reference the new bridleway) there will be an improvement in the rights of way amenity for the area.

7. River Granta (Stapleford) Crossing

There is no acknowledgement of the bridleway to be created along the bus route although the technical notes include provision for equestrians:

River Granta (Stapleford) crossing – parameter information

Width: 14.4m

Height of top of deck above ground level: 5.1m

Height of equestrian guard rails: 1.8m

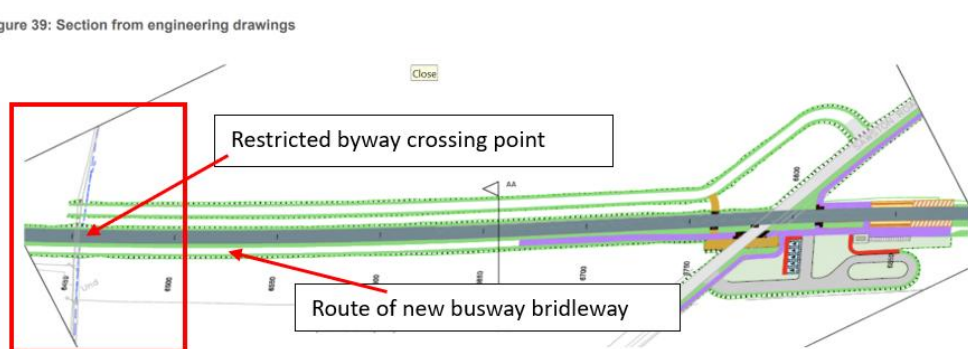
Height of pedestrian guard rails: 1.1m

Approach embankment slopes: 1:4 gradient

8. Sawston

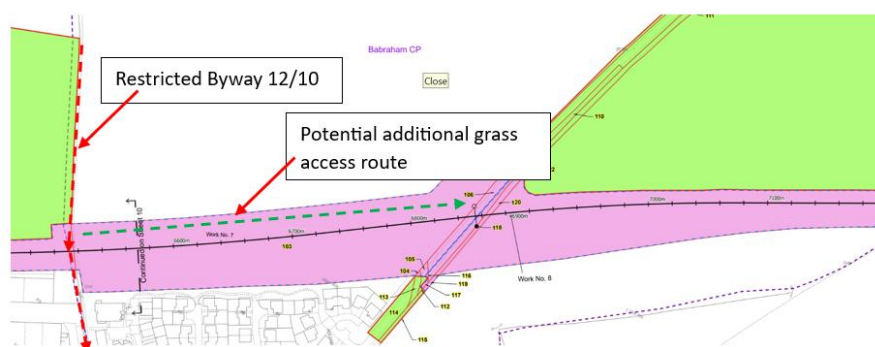
The crossing of the restricted byway is at a very enclosed point on the route. There can be significant sudden noise from the industrial site which is adjacent to the byway but hidden behind a hedge. The byway route itself is, as a result of the development, has become narrow, enclosed and at times, not well maintained. From the outset, we enquired about the possibility of some sort of warning signals of approaching buses at this crossing. There is no mention of this within the application.

Figure 39: Section from engineering drawings



There will need to be significant safety measures at this crossing for all byway users. The Restricted Byway is very well used by walkers, dog walkers, joggers, off road cyclists. There should certainly be a safety audit carried out at this point to ensure that all users of the busway corridor and users of the restricted byway are taken into consideration.

It is unfortunate that the route of the byway is not shown on the Sections drawing. Given the high number of crossings likely to take place at this point, dependent on the outcome of the safety review, there could be a case for an additional access path within the pink area of the sections drawing to reduce the number of crossings of the busway on the route of the byway at the existing narrow, enclosed pinch point.



Whilst potentially not within the gift of this project, the opportunity needs to be taken to highlight the need for upgrade of footpath 12/8 Babraham to bridleway since it creates an obvious circular bridleway route and provides safe access for equestrians away from the highway, improving safety for all users. Even if not within the gift of this project, it must be seen as a future upgrade therefore nothing should be

done at the busway crossing of this footpath which would preclude it being upgraded to bridleway status in the future.



9. River Granta Babraham Crossing

It is extremely pleasing to see that this bridge has been designed to accommodate equestrians:

River Granta (Babraham) crossing - parameter information

Width: 14.4m
Height of top of deck above ground level: 5.1m
Height of equestrian guard rails: 1.8m
Height of pedestrian guard rails: 1.1m
Approach embankment slopes: 1:4 gradient

Whilst the parameter information is not consistent with other documents within this TWAO which appear to indicate that equestrian access will not be provided beyond Babraham High Street, it is absolutely essential that this scheme is designed to accommodate equestrians. The reason for this is that any new crossing of the A11 with a bridge must also accommodate equestrians within the transport corridor. Currently, there is no safe access between Babraham and the Abingtons where there is a large and vibrant equestrian community of almost 100 horses. The crossing of the A1307 at Hildersham is the only safe crossing of the A1307 for equestrians – there is no other safe crossing closer to Cambridge. Both the A11 and the A1307 are barriers to linked up safe off-road routes for equestrians.

A new crossing of the A11 has already been mooted on several occasions since the current provision is woefully inadequate for all users – all that is required is the funding and given the drive for better access to Cambridge from the east, especially for those NMU's engaging in active travel modes, (walking cycling and horse riding), funds could be forthcoming. It would be a travesty of justice for equestrians to be excluded from any publicly funded access improvement because they were not included on this last section of CSETS.

This statement was included in the meeting documents of the GCP Joint Assembly 20th February 2025 demonstrating that there are plans for future safe access over the A11. It should be remembered that horses often take no more space than cargo bikes.

Linton Greenway:

- Design work to be progressed for a consultation in 2026 on the proposals for crossing the A11 and the remaining sections east of Linton Village College and from Granta Park to Hildersham.

10. Babraham

As has been mentioned above, it is unacceptable that the bridleway provision stops at High Street, Babraham. That has never been discussed with the BHS – it would have been objected to on the grounds of safety and lack of future connectivity to a new safe crossing of the A11. Equestrians must be included in this section of the route (as per the undertaking given in Volume 1 Non Technical Summary noted above – ‘from CBC to the A11 Travel Hub’).

We would not advocate access for equestrians into the P&R at this stage. The original design included a ‘lollipop’ loop to enable equestrians and other soft surface users, particularly dog walkers, runners, off road cyclists, to return towards Sawston without physically having to turn around and retrace their steps. This is important for equestrians and apparently also for the mindset of dogs whilst being walked – the route continues without turning back on itself which can increase anticipation of ‘home’ for both types of animal making them more excitable. It is understood joggers also find the concept of retracing their steps to be discouraging.

Any future access to a bridge would need to be around the P&R and that should be borne in mind again for all soft surface bridleway users and leisure users of the hardtop path alongside the busway who are using the route to access the crossing over the A11 for leisure purposes. These are all facilities turning a busway into a transport corridor for both utility and leisure purposes benefiting the maximum different users within the community at very little extra cost.

11. Rights of Way Opportunities

It must be acknowledged that the grass bridleway will be the one benefit to the communities along the route for those people for whom the negative impacts of a transport corridor on the countryside is a significant disbenefit. The new right of way will have the opportunity to offer new circular routes with the existing right of way network however, since none of the plans for this application actually show the Rights of Way network, it has to be assumed that no other potential new rights of way creation opportunities have been explored which could further enhance the opportunities to access the countryside, which is an opportunity missed.

Lynda Warth
County Access & Bridleways Officer – Cambridgeshire
British Horse Society