

**From:** [Lesley Golding](#) [REDACTED]  
**To:** [North East Cambridge AAP](#)  
**Subject:** Re: Draft North East Cambridge Area Action Plan consultation survey  
**Date:** 13 October 2020 16:42:54

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Please submit my response on behalf of Barton & District Bridleways Group.

Many thanks  
Lesley Golding

On 13 Oct 2020, at 13:52, North East Cambridge AAP  
<nec@greatercambridgeplanning.org> wrote:

Dear Lesley,

Please can you confirm if your comments should be added as the formal response for Barton & District Bridleways Group or as an individual response? We have had a separate response from the County Access & Bridleways Officer of the British Horse Society which will be entered as the formal response from this group.

Kind regards

Greater Cambridge Planning Policy, Strategy & Economy Team

<https://www.scambs.gov.uk/planning/>  
<https://www.cambridge.gov.uk/planning>

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-----Original Message-----

From: North East Cambridge AAP  
Sent: 06 October 2020 15:30  
To: 'Lesley Golding' [REDACTED]  
Subject: RE: Draft North East Cambridge Area Action Plan consultation survey

Dear Lesley Golding,

Thank you for your response.

Can you confirm if you wish your comments to be registered as part of the consultation on the North East Cambridge Area Action Plan which is currently open at [www.greatercambridgeplanning.org/nec?](http://www.greatercambridgeplanning.org/nec?) If so, please be aware that your name will be published alongside your comments, but your contact

details and other personal information will not. For this reason we require you to confirm that you have read and agree to our Privacy Statement.

Please respond to this email to confirm you wish your comments to be registered and that you consent to your details being used in this way. Please can you also confirm that you would like to be kept up to date via email, with this and other planning consultations in the future.

If we don't hear back from you by 20th October we will assume you do not wish your comments to be registered in this way, and we will consider them informal feedback.

Kind regards

Greater Cambridge Planning Policy, Strategy & Economy Team

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-----Original Message-----

From: Lesley Golding [REDACTED]  
Sent: 04 October 2020 15:06  
To: North East Cambridge AAP <nec@greatercambridgeplanning.org>  
Subject: Draft North East Cambridge Area Action Plan consultation survey

Dear Sir

I represent Barton & District Bridleways Group (140 members) and also the BHS as an Access & Bridleways Officer. This email is in response to the Draft North East Cambridge Area Action Plan consultation survey.

This survey makes no mention whatsoever to equestrians and as such it fails to meet the requirements of the Cambridgeshire and Peterborough Local Transport Plan (LTP), as Active Travel is defined in the plan as pedestrians, cyclists and equestrians. This is unacceptable and the complete omission of equestrians from the non-motorised user transport and travel sections needs to be corrected. Everywhere in the document where cyclists and pedestrians are mentioned it should also mention equestrians. It is not good enough to say that horses do not live in urban areas and therefore do not need this access. There are many equestrians located in and around Cambridge city and its rural surrounds on all sides. Horses live within the city confines and are regularly ridden across, through and around it. Any crossing of any major transport barriers, road, rail or river, needs to provide access for equestrians as well as pedestrians and cyclists.

Please find below a list of equestrian access that should be provided in this area:

Safe off road access for Equestrians from Waterbeach to the Guided Busway bridleway.

Greenway link between the Waterbeach Greenway and the Guided busway.

Access for Equestrians to the Jane Costen bridge or an equivalent safe alternative.

A peripheral bridleway, similar to the peripheral bridleway at Cambourne, with links to existing rights of way.

Creation of new Rights of Ways for NMUs to help link up the fragmented ROW network, particularly Bridleways and Byways, providing essential. safe links between villages.

The Chisholm Trail should also be usable by equestrians as well as cyclists and walkers. Equestrians are equally vulnerable and also need safe routes across the city. This project no longer complies with the requirements of the LTP and needs to be reviewed.

The Genome Trail path from Shelford to Addenbrookes should be open to equestrians.

Mere Way is a Public Byway and therefore open to walkers, cyclists, equestrians. This is shown incorrectly in this plan.

Because of the fragmented nature of the bridleway network in this country, equestrians have no choice but to use the roads, which of course are becoming more and more busy as new houses are built, and with this brings more accidents and near misses on the roads affecting equestrians. Horse riders are one of the most vulnerable road users.

Equestrian accident statistics

In the UK the period November 2010 to March 2019 road incidents involving horses :

43 humans died

315 horses died

3757 incidents were reported to the British Horse Society (BHS) although it is believed that this represents only 10% of the actual incidents.

The East of England is one of the regions with the highest accident rates.

Recently in Girton a car had to do an emergency stop to avoid hitting a horse rider after coming round the bend. Luckily no one was hurt, but the vehicle behind did hit the car in front. This could have been avoided.

Horse riders currently only have access to 22% of public rights of way.

The provision of safe off road hacking for equestrians has many benefits.

Horse riders are mostly female and a lot of older women also ride, two groups who are known not to take regular exercise. However horse riding and all the related horse care provides regular exercise, along with the benefits of mental well-being, as horse therapy is well known for relieving stress. We should therefore be encouraging this group, along with all other horse riders to get out into the countryside and enjoy this rural pursuit, however this becomes less

attractive if the only place to ride is on the roads.

In the North East Cambridge Area the GCP should be looking towards creating a cohesive joined-up Rights of Way network, suitable for all user groups, equestrians, cyclists and pedestrians. Care should be taken not to put any one user group, such as equestrians, at risk in the provision of access for others, endangering equestrians with potential fatal consequences. In the provision of access the surfacing of paths should be carefully considered to avoid urbanisation of the countryside. Roadside access should where possible be screened and separated from the road by provision of hedging/vegetation, such as the roadside path at Quy. Such roadside paths should be suitable for all NMU users including equestrians. This would also help with provision of biodiversity and encourage free movement of wildlife by providing safe connections.

This email should please be counted as a response to your survey. As equestrians were not specifically mentioned in the survey it was difficult to respond the the questions directly.

Lesley Golding  
Barton & District Bridleways Group (Chairperson) BHS Access & Bridleways  
Officer

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