

Respondent: British Horse Society
Date received: 17/02/2021 via Email

Summary:

Policy FOX/17

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Full text:

Cambridgeshire BHS Access would like to comment on Foxton NP as follows:

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

7.19 The local path network is a key component of Foxton's green infrastructure network. Some paths provide essential links with formal and informal recreation areas. The parish-wide public footpath network, maintained by Cambridgeshire County Council in partnership with landowners, is highly valued by the community. There is however a need to create additional permissive footpaths linking with existing public rights of way to form more circular routes. There are no public bridleways or byways in the parish. Opportunities for walking and cycling will be encouraged, including the creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities. A priority, and recommended in the Melbourn Greenways consultation by the Greater Cambridgeshire Partnership in 2019, is a cycle route linking Foxton with Melbourn Village College. This would enable pupils from Foxton to safely cycle to school, rather than having to cross the busy A10 twice.

This report acknowledges the lack of bridleways in the area but there is no recommendation within this report to improve the situation. It is morally, socially, economically and environmentally correct that public money should be spent to benefit the widest possible groups and the maximum number of people. Restrictive footpaths do not meet this objective. The BHS supports the creation of additional permissive only where it is not possible to create public rights of way which can be protected in perpetuity for future generations. Paths linking with existing public rights of way to form more circular routes are the most useful, however any off road paths should include equestrians as they are recognised as the most vulnerable road user. There is also the potential for upgrading existing footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington and be available to more users. Footpaths with the potential to be upgraded to Bridleways are 94/3 and 94/4. In addition there used to be a path that connected Footpath 94/3,93/1 to Green Lane in Fowlmere.....could this be reinstated as a Bridleway? Similarly could the path beside Mortimers Farm up to Rowleys Hill and back along Hoffers Brook be reinstated and upgraded to a Bridleway?

The fact that Foxton has no Bridleways or Byways certainly needs addressing!

Equestrians must be included in this section to meet local and national policies.

Cyclists, walkers and equestrians have shared successfully Bridleways and Byways since 1968 when cyclists were granted access to them. To date, there has been no report ever of a horse injuring a third party on a public right of way.

Foxton NP

9. Transport

9.1 The purpose of the policies in this section is to help realise the following NP objectives:

Objective 10i: To reduce the impact of traffic in the village and improve safety of all road users. Including equestrians.

Objective 10ii: To encourage people to walk, cycle and use public transport in preference to cars.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Policy intent

9.7 The purpose of policy FOX/17 is to improve the quality of life in Foxton by reducing the impact of traffic in the village and improve safety of all road users. In meeting this objective any measures should ensure the rural character of the village is retained and 'urbanisation' is avoided.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

New Development and Connectivity

9.8 There is good pedestrian connectivity in Foxton, with pavements and paths providing access to all key facilities. However, in a number of locations there is a pavement on only one side of the road that can hinder safe access to properties, bus stops, etc. (Figure 27), and not all routes are fully accessible to those with reduced mobility. While there are no dedicated crossing points on any road, there are few hazards to crossing the main thoroughfares in the village centre and visibility lines are generally good. This is not the case for the A10: The recent creation of a shared pedestrian/cycle path along the route of the A10 has provided a refuge crossing point, but pedestrians and cyclists are largely reliant on the level crossing closing in order to safely cross the road. Difficulty crossing the A10 acts as a significant barrier to the coherence of the village, hindering access to services and facilities such as Foxton School and the village shop for residents who live north of the railway line/A10.

Equestrians also have difficulty crossing the A10 and whilst ideally they would not choose to do so, they are forced to by the fragmented Bridleway network if they want to access other areas. Provision for a safe crossing should also be provided for equestrians. The fragmentation of the existing bridleway network in this area is partly due to the failure of previous planning and transport projects to include provision for equestrians – this can be seen in the bridleways and byways severed by past A10 improvements. This failure should not be allowed to continue. Equestrians need the same access and provision as cyclists.

9.9 In June 2019, the Greater Cambridge Partnership (GCP) consulted on proposals to create the Melbourn Greenway, with new and improved cycling and walking routes between Cambridge and Royston via Melbourn (with its Village College, attended by Foxton pupils). The consultation included specific proposals relating to Foxton: reducing speed limits on the A10 in the vicinity of the level crossing; introducing a 20 mph limit and a public realm scheme in the centre of Foxton village; and a continuous shared use path on the northern side of the level crossing. Foxton Parish Council supported the proposals as they would improve cycling and walking connectivity with neighbouring villages, Cambridge and Royston. Decisions on how best to progress the project are awaited.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.12 Foxton has an uninterrupted, off-road, segregated pedestrian/cycle route that connects it north through Harston to the outskirts of Cambridge and the Addenbrookes Biomedical Campus, and south towards Melbourn. This may be improved if the GCP proposals for the Melbourn Greenway are implemented.

The path alongside the A10 is a multi user path including access for equestrians. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.13 Cross-country public footpaths connect Foxton to Shepreth, Newton and Fowlmere (Figure 24), but there is no off-road cycle connectivity with neighbouring villages.

Any off road paths should also include equestrians as one of the most vulnerable road users. There is the potential for upgrading footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington. Footpaths with the potential to be upgraded are mentioned in Section 7.19 above ie footpaths 94/3 and 94/4.

9.16 Local Plan policy T1/2 Planning for Sustainable Travel covers many of the local aspirations to ensure provision for sustainable transport in any future developments in Foxton but the wording is generic whereas Policy FOX/18 provides local context. Policy T1/8 Infrastructure and New Development in the Local

Plan covers the need to ensure that when new developments come forward, opportunities will be sought to improve the network of footpaths and cycle links and infrastructure through additional provision and/or upgrading existing pavements/paths. To achieve this, financial contributions may be sought via S106 agreements/Community Infrastructure Levy.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

S106 agreements/Community Infrastructure Levy should be used for all Non Motorised Users to get the best value from this funding. As mentioned below equestrians contribute a lot to the local economy.

9.17 Policy FOX/18 aims to ensure that any future development provides adequate pedestrian and cycle connectivity through a Transport Statement. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Equestrians are the most vulnerable road user group.

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 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.

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 making them a Protected Characteristic Group in terms of the Equality Act. A lot of older women also ride, a group who are known not to engage in traditional exercise such as going to the gym 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. Councils should therefore be encouraging this group, along with all other horse riders to get out into the countryside and enjoy this rural pursuit, but this becomes less attractive if the only place to ride is on the roads, which brings me onto my next point regarding creation of additional Bridleways.

Other NPs that the BHS has reported on, have included the creation of additional Bridleway access, either by upgrading footpaths to Bridleways or by creating new Bridleway paths. They have also tried to improve links with surrounding villages, and thus helping to link up the fragmented Bridleway network as I have mentioned in Section 9.13 above.

In Foxton there are several local equestrians as well as the large livery yards South Cambs Equestrian Centre at Barrington, which accommodates equestrians who will ride out in the Foxton area. The equestrians should be considered in the same way as other Non-motorised users. There are approx. 25,500 horses in Cambridgeshire, contributing £91.8 million pa to the local economy (figures exclude the racing industry). A joined up, safe off road access network is essential for the Cambridgeshire equestrian industry to continue to input positively into the local economy.

Local and national policies and statistics, referred to above to inform the Foxton NP, are set out in more detail below.

Please get in touch with me if you need any further information. I very much look forward to working with the Foxton NP Group to improve safe access to the countryside and ensure safe access for all non-motorised users.

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
- £4.7 billion economic value of the equestrian sector
- 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
- 1.8 million regular riders of 3 million total
- Estimated 67% of riders are female (the proportion is likely much higher for hacking)
- Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning

<https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

• 'Rights of way and other forms of off-road access are essential facilities for this industry to flourish, and to save riders from having to risk their lives riding on the roads. The lack of a comprehensive rights of way network is inhibiting the horse industry's growth.'

o 'equestrian access is a form of sustainable recreation... gives more people the chance to participate in sport and leisure activities... equestrian rights of way are especially needed in urban areas ... where there are many riders and drivers who are totally dependent on them for exercise many women and children feel safer when riding alone than they do when walking or cycling alone.

o Failure to provide for horse riders and carriage drivers '... calls into question present policies on gender, health and wellbeing, welfare, equality of opportunity, discrimination and personal freedom'

<http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

The East has one of the worst records for road accidents involving equestrians (NHS Hospital Episodes Statistics)

National and Local Policies supporting equestrian access provision:

- The Cambridgeshire and Peterborough Local Transport Plan refers throughout to the need to provide for Active Travel which is defined as 'walking, cycling and horse riding'. <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp/>
- Highways England Accessibility Strategy states:

'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike.'https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526226/S150749_Accessibility_Strategy_4pp_V3.pdf

• NPPF

Policy 58 Requiring Good design
Create safe and accessible environments.

Paragraphs 73 and 81 of the NPPF require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

NPPF Section 8 Promoting healthy communities

Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.

Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.

Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

- The Cambridgeshire Rights of Way Improvement Plan published by the Cambridgeshire County Council in 2016 contains the following statements of action and guiding principles.
Guiding Principle 2 "Countryside Access provision should be safe for users and encourage healthy activities..."
Statement of Action 5 'Filling in the gaps'
Statement of Action 8 'A better countryside environment' and relates to guiding principle GP8 (page 22) "The countryside access experience in Cambridgeshire should be straightforward, enjoyable and inspiring."
[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20(1).pdf)
- Appendix 11 of The Cambridgeshire Green Infrastructure Network clearly states that walking, horse riding and cycling access is now required and should incorporate the linking of existing permissive access and rights of way network for walkers, cyclists AND horseriders.
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Change suggested by respondent:

-

Attachments: None

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Summary:

Policy FOX/18

Equestrians also have difficulty crossing A10 and whilst not ideal are forced to by fragmented Bridleway network to access other areas. Provision for safe crossing should also be provided for equestrians. Fragmentation of existing bridleway network is partly due to failure of previous planning and transport projects to include provision for equestrians. Equestrians need the same access and provision as cyclists.

Melbourn Greenway proposal mentioned in para 9.9 also includes equestrians. Multi use path along A10 includes access for equestrians.

Potential to update footpaths to bridleway - provide links to neighbourhood villages.

S106 agreement /CIL should be used for all non-motorised users including equestrians.

Equestrians must be included to meet requirements of local and national policies

Full text:

Cambridgeshire BHS Access would like to comment on Foxtton NP as follows:

Foxtton NP

Improve the extent of the non-motorised path network

Background and Justification

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Create safe and accessible environments.

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important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

NPPF Section 8 Promoting healthy communities

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Statement of Action 5 'Filling in the gaps'

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Change suggested by respondent:

-

Attachments: None

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Summary:

Equestrians are most vulnerable road user group

Due to fragmented bridleway network equestrians no choice but to use roads. High accident statistics in East of England.

Access to only 22% of public rights of way. Horse riding mostly female - protected characteristic group in Equality Act. Many older women get exercise from horse riding - good for mental and physical health.

Other plans have upgraded footpaths to bridleways or created new ones.

Several local equestrians in Foxton plus livery yards. Contribute to local economy.

Full text:

Cambridgeshire BHS Access would like to comment on Foxton NP as follows:

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

7.19 The local path network is a key component of Foxton's green infrastructure network. Some paths provide essential links with formal and informal recreation areas. The parish-wide public footpath network, maintained by Cambridgeshire County Council in partnership with landowners, is highly valued by the community. There is however a need to create additional permissive footpaths linking with existing public rights of way to form more circular routes. There are no public bridleways or byways in the parish. Opportunities for walking and cycling will be encouraged, including the creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities. A priority, and recommended in the Melbourn Greenways consultation by the Greater Cambridgeshire Partnership in 2019, is a cycle route linking Foxton with Melbourn Village College. This would enable pupils from Foxton to safely cycle to school, rather than having to cross the busy A10 twice.

This report acknowledges the lack of bridleways in the area but there is no recommendation within this report to improve the situation. It is morally, socially, economically and environmentally correct that public money should be spent to benefit the widest possible groups and the maximum number of people. Restrictive footpaths do not meet this objective. The BHS supports the creation of additional permissive only where it is not possible to create public rights of way which can be protected in perpetuity for future generations. Paths linking with existing public rights of way to form more circular routes are the most useful, however any off road paths should include equestrians as they are recognised as the most vulnerable road user. There is also the potential for upgrading existing footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington and be available to more users. Footpaths with the potential to be upgraded to Bridleways are 94/3 and 94/4. In addition there used to be a path that connected Footpath 94/3,93/1 to Green Lane in Fowlmere.....could this be reinstated as a Bridleway? Similarly could the path beside Mortimers Farm up to Rowleys Hill and back along Hoffers Brook be reinstated and upgraded to a Bridleway?

The fact that Foxton has no Bridleways or Byways certainly needs addressing!

Equestrians must be included in this section to meet local and national policies.

Cyclists, walkers and equestrians have shared successfully Bridleways and Byways since 1968 when cyclists were granted access to them. To date, there has been no report ever of a horse injuring a third party on a public right of way.

Foxton NP

9. Transport

9.1 The purpose of the policies in this section is to help realise the following NP objectives:

Objective 10i: To reduce the impact of traffic in the village and improve safety of all road users. Including equestrians.

Objective 10ii: To encourage people to walk, cycle and use public transport in preference to cars.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Policy intent

9.7 The purpose of policy FOX/17 is to improve the quality of life in Foxton by reducing the impact of traffic in the village and improve safety of all road users. In meeting this objective any measures should ensure the rural character of the village is retained and 'urbanisation' is avoided.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

New Development and Connectivity

9.8 There is good pedestrian connectivity in Foxton, with pavements and paths providing access to all key facilities. However, in a number of locations there is a pavement on only one side of the road that can hinder safe access to properties, bus stops, etc. (Figure 27), and not all routes are fully accessible to those with reduced mobility. While there are no dedicated crossing points on any road, there are few hazards to crossing the main thoroughfares in the village centre and visibility lines are generally good. This is not the case for the A10: The recent creation of a shared pedestrian/cycle path along the route of the A10 has provided a refuge crossing point, but pedestrians and cyclists are largely reliant on the level crossing closing in order to safely cross the road. Difficulty crossing the A10 acts as a significant barrier to the coherence of the village, hindering access to services and facilities such as Foxton School and the village shop for residents who live north of the railway line/A10.

Equestrians also have difficulty crossing the A10 and whilst ideally they would not choose to do so, they are forced to by the fragmented Bridleway network if they want to access other areas. Provision for a safe crossing should also be provided for equestrians. The fragmentation of the existing bridleway network in this area is partly due to the failure of previous planning and transport projects to include provision for equestrians – this can be seen in the bridleways and byways severed by past A10 improvements. This failure should not be allowed to continue. Equestrians need the same access and provision as cyclists.

9.9 In June 2019, the Greater Cambridge Partnership (GCP) consulted on proposals to create the Melbourn Greenway, with new and improved cycling and walking routes between Cambridge and Royston via Melbourn (with its Village College, attended by Foxton pupils). The consultation included specific proposals relating to Foxton: reducing speed limits on the A10 in the vicinity of the level crossing; introducing a 20 mph limit and a public realm scheme in the centre of Foxton village; and a continuous shared use path on the northern side of the level crossing. Foxton Parish Council supported the proposals as they would improve cycling and walking connectivity with neighbouring villages, Cambridge and Royston. Decisions on how best to progress the project are awaited.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.12 Foxton has an uninterrupted, off-road, segregated pedestrian/cycle route that connects it north through Harston to the outskirts of Cambridge and the Addenbrookes Biomedical Campus, and south towards Melbourn. This may be improved if the GCP proposals for the Melbourn Greenway are implemented.

The path alongside the A10 is a multi user path including access for equestrians. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.13 Cross-country public footpaths connect Foxton to Shepreth, Newton and Fowlmere (Figure 24), but there is no off-road cycle connectivity with

neighbouring villages.

Any off road paths should also include equestrians as one of the most vulnerable road users. There is the potential for upgrading footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington. Footpaths with the potential to be upgraded are mentioned in Section 7.19 above ie footpaths 94/3 and 94/4.

9.16 Local Plan policy T1/2 Planning for Sustainable Travel covers many of the local aspirations to ensure provision for sustainable transport in any future developments in Foxton but the wording is generic whereas Policy FOX/18 provides local context. Policy T1/8 Infrastructure and New Development in the Local Plan covers the need to ensure that when new developments come forward, opportunities will be sought to improve the network of footpaths and cycle links and infrastructure through additional provision and/or upgrading existing pavements/paths. To achieve this, financial contributions may be sought via S106 agreements/Community Infrastructure Levy.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

S106 agreements/Community Infrastructure Levy should be used for all Non Motorised Users to get the best value from this funding. As mentioned below equestrians contribute a lot to the local economy.

9.17 Policy FOX/18 aims to ensure that any future development provides adequate pedestrian and cycle connectivity through a Transport Statement. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Equestrians are the most vulnerable road user group.

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 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.

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 making them a Protected Characteristic Group in terms of the Equality Act. A lot of older women also ride, a group who are known not to engage in traditional exercise such as going to the gym 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. Councils should therefore be encouraging this group, along with all other horse riders to get out into the countryside and enjoy this rural pursuit, but this becomes less attractive if the only place to ride is on the roads, which brings me onto my next point regarding creation of additional Bridleways.

Other NPs that the BHS has reported on, have included the creation of additional Bridleway access, either by upgrading footpaths to Bridleways or by creating new Bridleway paths. They have also tried to improve links with surrounding villages, and thus helping to link up the fragmented Bridleway network as I have mentioned in Section 9.13 above.

In Foxton there are several local equestrians as well as the large livery yards South Cambs Equestrian Centre at Barrington, which accommodates equestrians who will ride out in the Foxton area. The equestrians should be considered in the same way as other Non-motorised users. There are approx. 25,500 horses in Cambridgeshire, contributing £91.8 million pa to the local economy (figures exclude the racing industry). A joined up, safe off road access network is essential for the Cambridgeshire equestrian industry to continue to input positively into the local economy.

Local and national policies and statistics, referred to above to inform the Foxton NP, are set out in more detail below.

Please get in touch with me if you need any further information. I very much look forward to working with the Foxton NP Group to improve safe access to the countryside and ensure safe access for all non-motorised users.

Kind regards,

Lesley Golding
BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
- £4.7 billion economic value of the equestrian sector
- 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
- 1.8 million regular riders of 3 million total
- Estimated 67% of riders are female (the proportion is likely much higher for hacking)
- Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning

<https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

• 'Rights of way and other forms of off-road access are essential facilities for this industry to flourish, and to save riders from having to risk their lives riding on the roads. The lack of a comprehensive rights of way network is inhibiting the horse industry's growth.'

o 'equestrian access is a form of sustainable recreation... gives more people the chance to participate in sport and leisure activities... equestrian rights of way are especially needed in urban areas ... where there are many riders and drivers who are totally dependent on them for exercise many women and children feel safer when riding alone than they do when walking or cycling alone.

o Failure to provide for horse riders and carriage drivers '... calls into question present policies on gender, health and wellbeing, welfare, equality of opportunity, discrimination and personal freedom'

<http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

The East has one of the worst records for road accidents involving equestrians (NHS Hospital Episodes Statistics)

National and Local Policies supporting equestrian access provision:

- The Cambridgeshire and Peterborough Local Transport Plan refers throughout to the need to provide for Active Travel which is defined as 'walking, cycling and horse riding'. <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl/>
- Highways England Accessibility Strategy states:

'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike.'https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526226/S150749_Accessibility_Strategy_4pp_V3.pdf

• NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

Paragraphs 73 and 81 of the NPPF require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

NPPF Section 8 Promoting healthy communities

Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.

Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.

Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

• The Cambridgeshire Rights of Way Improvement Plan published by the Cambridgeshire County Council in 2016 contains the following statements of action and guiding principles.

Guiding Principle 2 "Countryside Access provision should be safe for users and encourage healthy activities...."

Statement of Action 5 'Filling in the gaps'

Statement of Action 8 'A better countryside environment' and relates to guiding principle GP8 (page 22) "The countryside access experience in Cambridgeshire should be straightforward, enjoyable and inspiring."

[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20(1).pdf)

• Appendix 11 of The Cambridgeshire Green Infrastructure Network clearly states that walking, horse riding and cycling access is now required and should incorporate the linking of existing permissive access and rights of way network for walkers, cyclists AND horseriders.

<https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

• The British Horse Society's report Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. <http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

Change suggested by respondent:

-

Attachments: None

68628

Comment

Respondent: Ms Georgina Willis
Date received: 19/02/2021 via Email

Summary:

Before the Foxton neighbourhood plan deadline on 23rd February please add a reminder for local horse riders. It would be great to see more bridleway access around Foxton to Fowlmere.

It would be great for more tracks to be available.

Full text:

Before the Foxton neighbourhood plan deadline on 23rd February please add a reminder for local horse riders. It would be great to see more bridleway access around Foxton to Fowlmere.

It would be great for more tracks to be available.

Change suggested by respondent:

-

Attachments: None

68629

Support

Respondent: Cambridgeshire Local Access Forum**Date received:** 23/02/2021 via Email**Summary:**

We recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. We are also pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended. We would also be interested in being kept informed about the final cycle and walking routes to and from Foxton railway station, from the P&R to Addenbrooke's and any developments concerning the East West rail route that would affect Foxton village in relation access and rights of way.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68630

Comment

Respondent: Cambridgeshire Local Access Forum

Date received: 23/02/2021 via Email

Summary:

Policy FOX/15

Local path network is key component of Foxton's green infrastructure network. Paths provide essential links with recreation areas. Parish-wide public footpath network is highly valued by community. Need to create additional permissive footpaths linking with existing public rights of way to form more circular routes.

No public bridleways or byways in parish.

Opportunities for walking and cycling should be encouraged, including creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities.

A priority is a cycle route linking Foxton with Melbourn Village College. Would enable pupils from Foxton to safely cycle to school, rather than having to cross A10

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68631

Comment

Respondent: Cambridgeshire Local Access Forum

Date received: 23/02/2021 via Email

Summary:

Policy FOX14

Existing open spaces and recreation facilities will be protected from development. Proposals which would reduce the quality or quantity of these facilities will only be permitted where the existing facilities are re-provided to a better quality or quantity in an appropriate location. The biodiversity enhancement/community orchard site adjacent to the meadow and school identified on policy map Figure 30B will be safeguarded for future informal green space provision. Development proposals will not be permitted if they prejudice the delivery of the future provision.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68632

Comment

Respondent: Cambridgeshire Local Access Forum

Date received: 23/02/2021 via Email

Summary:

Policy FOX/15

Having previously stated that there are no bridleways nor byways in village, Policy FOX/15 goes on to call for a wider footpath network and the creation of new footpath / cycle links.

The Cambridgeshire Local Access Forum finds this unacceptable as it does not comply with many areas of the Cambridgeshire Rights of Way Improvement Plan, which states that bridleway network is inadequate, fragmented and in need of improvement. Creation of footpaths and/or footpath /cycle path links will only serve to further fragment bridleway network and add to its inadequacy.

Appendix 2 acknowledges that chalkland is suitable for equestrians where there are already stud farms for the racing industry. Such an area is therefore suitable for all types of equestrian activities and Parish should be looking to providing access facilities.

We request that, through this plan, Foxton Parish Council, undertake to improve rights of way network/active travel network by creation of bridleways (or even better, restricted byways) which are the most inclusive form of access rather than restrictive footpaths and shared cycle/pedestrian paths.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>



Cambridgeshire Local Access Forum

Chair: Mary Sanders
c/o Cambridgeshire County Council
Flood & Biodiversity Team
Shire Hall SH1315
Castle Street
CB3 0AP

Tel: 01223 715686
Email: claf@cambridgeshire.gov.uk

Tuesday 23rd February 2021

Foxton Neighbourhood Plan consultation

To whom it may concern:

The Cambridgeshire Local Access Forum (CLAF) was established through the statutory provisions of the Countryside and Rights of Way Act 2000 and its remit is to advise relevant bodies as defined in Section 94(4) of the Countryside and Rights of Way Act 2000 on matters relating to access to the countryside. Section 94(4) bodies are required by the legislation to take the views of the Local Access Forum into account.

The Cambridgeshire LAF welcomes this opportunity to provide input into the Foxton Neighbourhood Plan and how it might be revised and improved to better reflect the existing and potential future use of the non-motorised transport network across the Parish of Foxton.

We recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. We are also pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended. We would also be interested in being kept informed about the final cycle and walking routes to and from Foxton railway station, from the P&R to Addenbrooke's and any developments concerning the East West rail route that would affect Foxton village in relation access and rights of way.

We have the following points to make about the plan:

1. Improve the Extent of the Non-motorised Path Network

Section 7.19 - The local path network is a key component of Foxton's green infrastructure network. Some paths provide essential links with formal and informal recreation areas. The parish-wide public footpath network, maintained by Cambridgeshire County Council in partnership with landowners, is highly valued by the community. There is, however, a need to create additional permissive footpaths linking with existing public rights of way to form more circular routes. There are no public bridleways or byways in the parish. Opportunities for walking and cycling should be encouraged, including the creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities. A priority, as recommended in the Melbourn Greenways consultation by the Greater Cambridgeshire Partnership in 2019, is a cycle route linking Foxton with Melbourn Village College. This would enable pupils from Foxton to safely cycle to school, rather than having to cross the busy A10 twice.

7.20 Local Plan Policy TI/2 Planning for Sustainable Travel encourages the provision of new routes. Figure 25 shows existing footpaths and cycleways. Policy FOX/14 Protect and Increase Recreational and Informal Open Space Existing open spaces and recreation facilities will be protected from development. Proposals which would reduce the quality or quantity of these facilities will only be permitted where the existing facilities are re-provided to a better quality or quantity in an appropriate location. The biodiversity enhancement/community orchard site adjacent to the meadow and school identified on policy map Figure 30B will be safeguarded for future informal green space provision. Development proposals will not be permitted if they prejudice the delivery of the future provision.

7.21 The purpose of Policy FOX/15 is to support the future expansion of the non-motorised path network - as indicated on Figure 25 and the Policies maps (Figures 30A and B).

Policy FOX/15 - Improve the Extent of the Non-motorised Path Network In order to maintain Foxton's close links to the countryside and facilitate walking or cycling to local services, development proposals will be expected to utilise opportunities to link into the wider footpath network and create new footpath/cycle links where applicable.

Having previously stated that there are no bridleways nor byways in the village, Policy FOX/15 goes on to call for a wider footpath network and the creation of new footpath / cycle links.

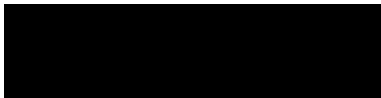
The Cambridgeshire Local Access Forum finds this unacceptable as it does not comply with many areas of the Cambridgeshire Rights of Way Improvement Plan, which states that the bridleway network is inadequate, fragmented and in need of improvement. The creation of footpaths and/or footpath /cycle path links will only serve to further fragment the bridleway network and add to its inadequacy.

This is despite the acknowledgement in Appendix 2 that the chalkland is suitable for equestrians where there are already stud farms for the racing industry. Such an area is therefore suitable for all types of equestrian activities and the Parish should be looking to providing access facilities.

We request that, through this plan, Foxton Parish Council, undertake to improve the rights of way network/active travel network by the creation of bridleways (or even better, restricted byways) which are the most inclusive form of access rather than restrictive footpaths and shared cycle/pedestrian paths.

The CLAF would be happy to discuss further our concerns and how we might resolve these issues.

Yours sincerely

A solid black rectangular box used to redact the signature of Mary Sanders.

Mary Sanders (Chair)

68633

Comment

Respondent: East West Rail

Date received: 23/02/2021 via Email

Summary:

30 January 2020 East West Railway Co announced preferred route option between Bedford and Cambridge.

Preferred route option is located to north of Foxtan Neighbourhood Plan.

Ambition to ensure new railway plays integral role in unlocking land for housing and job growth of scale appropriate to local character and in environmentally responsible way.

Better connectivity can play transforming role by enabling existing businesses be more productive - area becomes more appealing for people starting up businesses. Making it cheaper and quicker to get around area - connecting people to work and homes.

Aim to minimise negative environmental impacts and realize opportunities for improvement.

Want to work with all authorities to ensure developing preferred railway alignment complements existing and emerging spatial frameworks.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95f>

1 Grafton Mews
Midsummer Boulevard
Milton Keynes
MK9 1FB

23 February 2021

Dear Sir/ Madam

Regulation 16 Submission Public Consultation - Foxton Neighbourhood Plan

The East West Railway Company ('EWR Co') would like to take this opportunity to submit representations on the above consultation, which are submitted via email in the form of this letter.

As you are aware, on 30 January 2020 we announced the preferred route option between Bedford and Cambridge¹. This preferred option will link existing stations in Bedford and Cambridge with communities in Cambourne and the area north of Sandy, south of St Neots (see Figure 1). The preferred route option is located to the north of Foxton Neighbourhood Plan area extent.

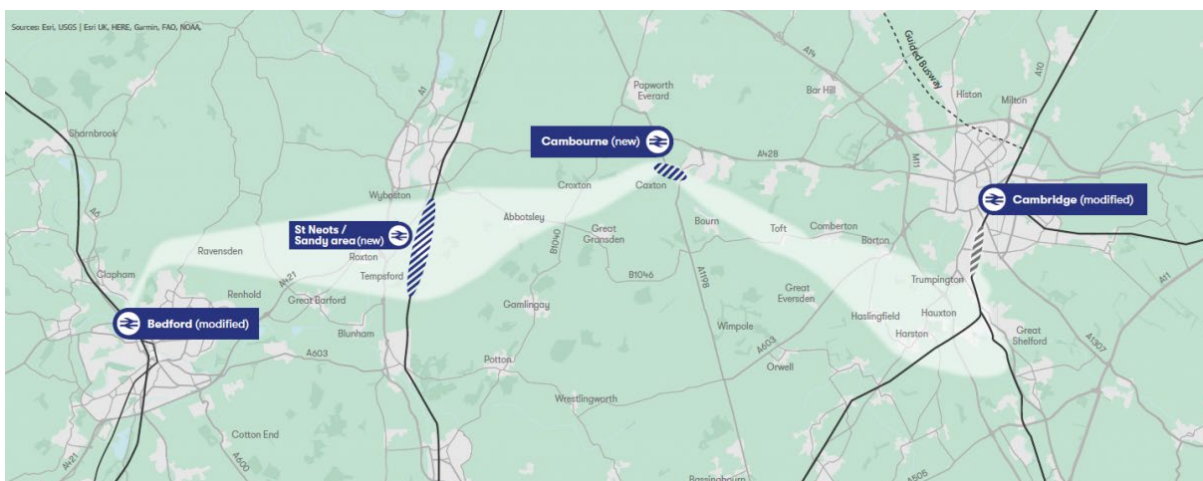


Figure 1: Proposed EWR Central Section route (Image from <https://eastwestrail.co.uk/the-project/central-section>)

It is our ambition to ensure the new railway plays an integral role in unlocking land for housing and job growth, of a scale appropriate to local character and in an environmentally responsible way.

¹ https://eastwestrail-production.s3.eu-west-2.amazonaws.com/public/Preferred-Route-Option-Announcement/Files/d09b928460/B_Version_EAS018_Summary_290120_Digital_B.pdf

We know that better connectivity can play a transformative role by enabling exiting businesses to be more productive, as well as making areas more appealing for people wanting to start businesses. We are focused on making it cheaper and quicker to get around the area – connecting people to their jobs, homes and families, as well as businesses to their employees, suppliers and customers.

Finally, we understand how important it is that the railway is constructed, operated and maintained in way that minimises negative environmental impacts and in fact realises opportunities for improvement. We aim to become a net-zero carbon railway and are committed to achieving biodiversity net gain.

We would like to work proactively with all authorities to ensure that in developing the preferred railway alignment our work will complement existing and emerging spatial frameworks and have regard to key planning, stakeholder and environmental considerations.

This concludes our representations on the Foxton Neighbourhood Plan. Please do not hesitate to contact me should you require clarifications or any further information.

Yours sincerely,

Kirsty Young

Head of Programme Consents
East West Rail Company