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Statement of Common Ground Between The British Horse Society/ The Swavesey District Bridleway Association and Cambridgeshire County Council

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Transport and Works Act 1992

The Transport and Works (Inquiries Procedure) Rules 2004

The Cambridge South East Transport Order 202[X]

Applicant's Statement of Common Ground with The British Horse Society & Swavesey District Bridleway Association

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Author:	Cambridgeshire County Council

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1 Introduction

1.1 Purpose of this document

1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the Cambridge South East Transport Scheme (the "Scheme") as part of the application made by Cambridgeshire County Council (the "Applicant") to the Secretary of State for Transport, for a Transport and Works Act Order (TWAO) under sections 1, 3 and 6 of the Transport and Works Act 1992 (the "1992 Act").

1.1.2 A detailed description of the Cambridge South East Transport scheme ("The Scheme") can be found in Chapter [2] of the Applicant's Environmental Statement (Doc Ref **[CD1-10.02]**)

1.1.3 This SoCG does not seek to replicate information which is available elsewhere with the application documents. All application documents referred to are available on the Inquiry website.

1.1.4 This SoCG has been produced to confirm to the Inquiry and Secretary of State where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing parties to identify and focus on specific issues that may need to be addressed during the Inquiry.

1.2 Parties to this Statement of Common Ground

1.2.1 This SoCG has been prepared between (1) the Applicant and (2) The British Horse Society and The Swavesey District Bridleway Association.

1.2.2 The Applicant is the Local Highway Authority for its administrative area for the strategic road network and has the necessary powers and duties to operate, manage, maintain, and enhance the local transport network.

1.2.3 The Swavesey District Bridleway Association are supported by the British Horse Society, who are described as the largest equestrian charity in the UK. Their interest in the process is related to access for equestrians along and around the CSET scheme and their consideration in the development of the scheme.

1.3 Terminology

1.3.1 Within the table in Section 3, Issues of this SoCG, the terminology is as follows:

- "Agreed" indicates area(s) of agreement.
- "Under Discussion" indicates area(s) of current disagreement where resolution remains possible, and where parties continue discussing the issue(s) to determine whether they can reach agreement by the end of the Inquiry; and
- "Not Agreed" indicates a final position for area(s) of disagreement where the resolution of the divergent positions will not be possible, and parties agree on this point.

1.3.2 It can be assumed that any matters not specifically referred to in Section 3, "Issues of this SoCG" are not of material interest or relevant to The British Horse Society and therefore have not been subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to The British Horse Society and The Swavesey District Bridleway Association.

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2 Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between the Applicant and The British Horse Society and The Swavesey District Bridleway Association in relation to the application is outlined in **Table 2.1.1** below.

Table 2.1 Record of Engagement

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
29-Sep-20	Online Meeting	**Key Topics:** Outline of the CSET scheme and input from BHS to support the design with regards to equestrian use Part of designing the public transport corridor is to avoid creating segregation and severance of routes, but it is also always good to see if there are any opportunities for creation of new routes or better connectivity for all users. It would be good to understand the if there are any informal routes in the area and any opportunities to improve the connectivity of the already present routes in the area. BHS raised the accessibility issues around the crossing of the A11 bridge for equestrian users, along with issues with the proposed width of slopes. Discussion on the access across junctions such as the restricted byway – which was confirmed had appropriate sightlines to cross safely. Setting design principles to accommodate horse-riding to progress through the scheme design **Key Outcomes:** BHS to present on the challenges to the equestrian community in the area, date agreed
21-Oct-20	Online Meeting	Presentation delivered by the BHS outlining issues for equestrians in greater Cambridgeshire, highlighting areas of good practice already in place in the district and highlighting concerns around inadequacies surrounding equestrian access.

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Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
08-Dec-20	Online Meeting	Discussion of access over the A11 and the upgrades proposed to the current footbridge, request for underpass to be delivered if equestrians will not be permitted over footbridge. Discussion on the Active Travel Path with BHS raising concern on horse-riders being "sandwiched" between the busway and the active travel path on the intermediate grass verge A flythrough of the scheme design was presented, and concerns were raised by the BHS team along the extent of the route, including at Hinton Way, Sawston Station and towards the A11 travel hub. Discussion on future potential to re-classify public rights of way that cross the busway and request from the BHS not to stifle future upgrades to the crossings. Concern raised from BHS on temporary routes when public rights of way would be closed Discussion on the orientation of the active travel path adjacent to the crossing which BHS preferred on the north side – this was suggested as a point of disagreement that the design team preferred on the south for better connection.
18-Mar-21	Online Meeting	The CSET team confirmed that further to discussions with PROW officer at CCC, the active travel path will be for the most part a bridleway. However, North of Dame Mary Archer Way will probably not be progressed as a bridleway as there is currently no onward connections for horse & rider beyond this point. Access to Nine Wells Nature Reserve by horse & rider on PPA/123 is currently in place with agreement of the landowner, and future use would need to be further discussed and agreed with interested parties. However, access is maintained by means of the new access track. BHS reiterated concerns with respect to the position of the Active Travel Path and recommended that consideration be given again to relocating it to the northern side of the Public Transport Route (PTR) to minimise conflict between users on the active travel path and those using the bus stop. The CSET team highlighted the provision of the new Active Travel Path and its connection from Sawston Road heading west and north of the PTR to connect with the existing PROW provided an alternative route and allowed for crossing at a signal-controlled junction. The CSET team identified the re-alignment of the route between Sawston Road & the High Street to a location further south. The CSET team considered that including the Active Travel Path would negate the need to enhance the existing provision alongside Sawston Road. Concerns were raised by the BHS as enhancements would have provided a safe route from Babraham High Street. Discussion of proposed parking for car and trailer and/or horse box at the proposed travel hub.

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Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
24-Jun-21	Online Meeting	**Key Topics:** Discussion on where horse riders currently ride on permissive paths around Nine Wells LNR. The CSET team confirmed this will not impact the permissive paths in question. Noted that riders currently use the DNA path and then the cycle/footpath on the south side of the ditch which runs parallel to CBC's boundary. The BHS would expect to continue on this route in future. Discussion around the classification of the DNA path and it's connection as part of CSET scheme. **Key Outcomes:** Notes of meeting to be produced and the expectations of BHS passed on to the project team.
22-May-24	Online Meeting	**Key Topics:** Discussion of the proposed route of the scheme and explanation provided to the BHS by the design team. Provision of a horse set-down area at the travel hub was not being included. Access for equestrians was provided along the length of the active travel path adjacent to the busway. **Key Outcomes:** Share design changes that have been proposed since the scheme re-commenced to the BHS. Share Signage Strategy with BHS. Design team to confirm the classification of the active travel path. Follow up meeting to be arranged on 30th May.

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Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
30-May-24	Online Meeting	**Key Topics:** Follow up meeting to discuss some requests from the meeting on 22 May 2024. Discussed the design of the active travel path and equestrian access: The soft verge will be 2.5m wide and the maintenance track will be 3m wide; making the total provision for active travel 5.5m in width – this is consistent with the CtoC scheme. PRoW Plan is being developed at the time of the meeting. Confirmed that the removal of the set down area was on the direction of the operations team. The changes to the access to Rangeford Retirement Village have been made because of layout changes introduced by the Village itself. The access has moved approximately 20m to the north and a controlled crossing has been introduced to allow maintenance vehicles to access the Country Park. BHS requested a pedestrian footpath into Stapleford although acknowledged this is not within the scope of the CSET scheme. The CSET team confirmed the active travel path will be legally classified as an emergency access and maintenance track. Concerns were raised by the BHS team that they had not been consulted on the horse set-down area. The CSET team clarified that this request was made by the asset owner rather than a project decision. **Key Outcomes:** BHS to provide a marked-up plan showing equestrian provision they are expecting to see as part of the CSET scheme for the design team to consider. CSET design team were to share a plan of the proposal which highlight pinch points for equestrians and the proposed alternative provisions. BHS will raise any concerns at the next active travel working group.
10-Dec-24	Consultation Response	Response provided by the BHS at the request of GCP ahead of submission of the CSET Order.
28-Nov-25	Online Meeting	**Key Topics:** Outlining of the CSET public inquiry timeline. Acknowledgement of the BHS / SDBA objection made to the application. Related concerns raised by the British Horse Society and Swavesey & District Bridleways Association, including access arrangements around Nine Wells and Babraham. **Key Outcomes:** Suggestion to arrange a site visit with the BHS and proposal to schedule further meetings to discuss potential Statement of Common Ground.

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Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
13-Feb-26	Email	Plans provided to the CSET project team as evidence of bridleway use and existing access for the Nine Wells area to support the call to include equestrian provision to Nine Wells as part of the CSET scheme.
25-Aug-26	Email	Circulation of the Draft Statement of Common Ground for comment

2.1.2 It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between the Applicant and The British Horse Society and The Swavesey District Bridleway Association in relation to issues addressed in this SoCG.

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3 Issues

3.1 Issues agreed, not agreed or under discussion

3.1.1 **Table 3.1.1** below details the issues which have been agreed, not agreed or are under discussion between the Applicant and The British Horse Society and The Swavesey District Bridleway Association.

Table 3.1.1 - Issues

Issue No.	Issue	Document Reference	The British Horse Society and The Swavesey District Bridleway Association's Position	Applicant's Position	Status
1.	Ambiguity about the inclusion of equestrians on the service track / bridleway	CD2-OBJ-245, pg4	There is no mention of equestrian access nor bridleway in the Explanatory Memorandum and the DAS implies the track will only be available to pedestrians and cyclists.	The emergency, maintenance and access track (EMAT) is designated as a bridleway between Granhams Road and High Street, Babraham, therefore this will be accessible for walkers, wheelers, cyclists and horse riders at this location. Paragraph 1.1.2 of Appendix 1 of the EM states that "Adjoining the route there will be an emergency access and maintenance track that will also provide an active travel path for pedestrians/cyclists and equestrians."	Under Discussion
2.	Designation of Bridleway	CD2-OBJ-245, pg10	There is no acknowledgement of the bridleway to be created along the bus route although the technical notes include provision for equestrians.	The applicant can confirm that between High Street, Babraham and Granhams Road, the active travel path is defined as a bridleway. This is shown on the Rights of Way and Traffic Regulation Plans **[CD1-11.04 to CD1-11.06].**	Under Discussion
3.	Inclusion of equestrians all the way from CBC to the A11	CD2-OBJ-245, pg5	The ES NTS confirms that the bridleway will run throughout between the CBC and A11 Travel Hub however, 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. At High Street, Babraham, the bridleway stops and becomes a shared pedestrian / cycle path which restricts equestrian inclusive access over the A11, which was not what was agreed in previous designs. 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 which is currently an impenetrable barrier for all equestrians.	The active travel route will be able to be used by equestrians between Granhams Road and High Street, Babraham. Beyond these locations there are no safe onward connecting routes or facilities for equestrians and therefore access beyond Granhams Road and High Street, Babraham is been provided. Equestrians would be able to use both Granhams Road or High Street, Babraham to complete circular routes to access other nearby routes on the Bridleway network. The busway and the associated maintenance track will provide the same physical facilities along the route and therefore would be suitable for equestrian usage along the entire route, but it is not proposed to designate the entire route at this time. As the scheme moves towards detailed design, if consent for the CSET scheme is granted, consideration will be given with CCC's PRoW team as to whether permission for bridleway usage can be given over other areas of the route. Where it is safe to accommodate equestrians and where safe equestrian access and egress can be provided then permission for bridleway usage will be granted.	Under Discussion
4.	Diversions and alternative routes for equestrians	CD2-OBJ-245, pg6	The BHS raise concerns regarding the closure of bridleways during construction. There are no alternative safe options other than the bridleway network which is needed for the safety and welfare of horses, specifically those at Sawston Riding School, to be able to hack out along these bridleways. 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 BHS, local bridleway group and the riding school should be consulted on all proposals.	CCC are aware that there will be a need to temporarily restrict access along Public Rights of Way during the construction period to ensure the busway can be delivered safely and promptly. The project is not seeking to permanently remove any access to regular users. During periods of construction where routes may need to be temporarily closed, alternative routes will be determined and discussed with stakeholders. The provision of alternative routes will be secured in the Code of Construction Practice referred to in the deemed planning conditions. Specific plans relating to bridleway and other PRoW temporary closures will not be determined until detailed design, but the applicant will continue to engage with the BHS and will avoid or limit periods of closures where possible.	Under Discussion
5.	Hobson's Conduit Crossing	CD2-OBJ-245, Pg8	Permissive Path PPA/0123 is not recorded within the application documents, and as a result equestrians have not been included in arrangements for links from the new Bridleway to the access to Nine Wells.	PPA/123 has not been recorded in the application documents as it does not interact with the CSET scheme and therefore this route will not be affected by the CSET proposals. As the route is a permissive path, CCC do not have control over the route as it is owned and maintained by a private landowner and is not formally part of the Public Rights of Way network.	Under Discussion

Issue No.	Issue	Document Reference	The British Horse Society and The Swavesey District Bridleway Association's Position	Applicant's Position	Status
6.	Hobson's Conduit Crossing	CD2-OBJ-245, Pg8	Any underpass access could be achieved with mounting blocks [such as under the Hobson's Conduit Structure] so that horse riders can dismount and remount if that is the only option to achieve the access.	The current bridge design for the crossing over Hobsons Brook has been designed to minimise its footprint to limit landscape intrusion and mitigate ecological impact associated with the structure. The headroom under the structure has been designed with 2.4m clearance; this is not sufficient for unmounted horses to pass. Clearance has also not been accounted for since there is no onward provision along the active travel route west of Granhams Road and this section does not form part of the bridleway that equestrians would be permitted to use.	Under Discussion
7.	Sawston Greenway	CD2-OBJ-245, Pg8	It is unclear whether the DNA Path will form part of the Sawston Greenway or the busway, the BHS request that equestrians need to be included.	The Sawston Greenway will run along the active travel path adjacent to the busway close to Nine Wells. The Greenway is a separate scheme to which the powers under the Order for CSET (if granted) would not apply.	Under Discussion
8.	Stapleford	CD2-OBJ-245, Pg8	The Rangeford Retirement Home has had a significant negative effect on access safety between the village and the CSET route. The changes to Haverhill Road mean that some of the designs demonstrated on the application are no longer achievable.	The design submitted within the application reflects the changes to Haverhill Road due to the new retirement village, and these are still considered applicable to the current scenario with the retirement village now completed. The existing verge and equestrian route on the south-eastern side of Haverhill Road is proposed to be retained and is shown on the Proposed Site Plans **[CD1-12.05, pg 8]**. There is also the specification of a signal-controlled Pegasus crossing for equestrians across Haverhill Road for users on the active travel route. The alternative connection to the back of the retirement village does not fall within the CSET order limits but from an engineering point of view this is not seen as a challenge should a path need to be connected to the active travel route, however future agreements would need to be made with CCC and the retirement village for this to progress.	Under Discussion
9.			There appears to be no information on how the crossing of the bridleway (212/2) is to be undertaken including surfacing and proposed safety measures, these crossings will require a Change of Surface Application.	An uncontrolled crossing has been proposed over the bridleway and is shown in the Proposed Site Plans **[CD1-12.05, pg9]**. This is currently shown with gates on the southern side. The crossing material is currently shown as hard surfacing, likely paved or brushed concrete finish. The applicant understands that the BHS would not want a gate at this location. This will be reviewed at detailed design in consultation with BHS alongside decisions for material specifications, surface materials and colours.	Under Discussion
10.	Sawston	CD2-OBJ-245, pg11	There will need to be significant safety measures at the crossing adjacent to Byway 12/10 for all byway users. The byway route itself, as a result of the development, has become narrow, enclosed and at times, not well maintained. From the outset, the BHS enquired about the possibility of some sort of warning signals of approaching buses at this crossing, the BHS further suggested cutting back vegetation to ensure safe sightlines. 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.	A Stage 1 Safety Audit has already been carried out on the scheme designs; this considers the impact of the maintenance track and has contributed to the design of the scheme up to this point. A Stage 2 Road Safety Audit will be carried out as part of the detailed design phase. Provision of signage and ensuring sightlines will be addressed through this process. In the current design, access from the south along Byway 12/10 will bring users onto the active travel path before the busway crossing and therefore will allow a clearer view for walkers and riders in a safe location before crossing the busway, there are no buildings to the north of the busway at this location and therefore measures to enhance visibility at this junction will be delivered as necessary.	Under Discussion
11.	Sawston – Gates	CD2-OBJ-245, pg11	The provision of gates at the restricted bridleway west of Sawston Road are not suitable for equestrian users and appropriate signage will be needed. On the number of right-angle junctions along existing guided busways, none of these are gated as this prolongs the ability to cross the busway safely.	The detailed design stage will allow features such as gates to be reviewed, which will ensure that the most appropriate access features can be specified. This will be reviewed in consultation with organisations including the BHS and SDBA but also in consideration of the risk of vehicular incursions and the threat they may pose to active travel users.	Under Discussion
12.	Sawston – Sections	CD2-OBJ-245, pg11	It is unfortunate that the route of the byway is not shown on the Sections drawing, the BHS suggest an additional grass access route along the north side of the busway to reduce the number of crossings of the busway on the route of the byway.	The location of Section drawings across the route is designed to give a general overview across a selection of locations along the corridor. There is a section at chainage 6700, however this is not near to the byway hence it is not shown.	Under Discussion

Issue No.	Issue	Document Reference	The British Horse Society and The Swavesey District Bridleway Association's Position	Applicant's Position	Status
13.	Sawston – Footpath 12/8	CD2-OBJ-245, pg11	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.	Footpath 12/8 is not contained within the order limits of the scheme and therefore would not be subject to the powers within the Order (if granted). Footpath 12/9 does cross the scheme, however only the section which crosses the busway will be upgraded as part of this scheme, as the remainder does not form part of the CSET project.	Under Discussion
14.	River Granta Babraham Crossing	CD2-OBJ-245, pg12	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 essential that this scheme is designed to accommodate equestrians. 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, which is important for equestrians.	Equestrian access will not be provided between High Street, Babraham and the travel hub as there is no safe onward route for horses from the Travel Hub and this would require horse-riders to enter onto the A1307. Horse Box Parking is not permitted at the Travel Hub and height restriction barriers will be put in place to restrict large commercial and similar vehicles. Access for equestrians has been restricted beyond Babraham, hence the provision of a "lollipop loop" has no longer been provided as part of the scheme.	Under Discussion
15.	Babraham - crossing	Meeting 28/11/25	The BHS request the designation of a Pegasus Crossing at High Street, Babraham	The crossing at High Street has been specified as a Pegasus Crossing under the current design. The final crossing specification will be confirmed at detailed design.	Under Discussion

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Signed on behalf of Cambridgeshire County Council:

Name:……

Authorised Signatory

Dated:……

Signed on behalf of The British Horse Society/The Swavesey District Bridleway Association:

Name:……

Authorised Signatory

Dated:……

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