



The Cambridge South East Transport Order

Transport And Works Act 1992

Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006

Applicant's Statement of Common Ground with West Suffolk 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 Scheme can be found in Chapter [2] of the Applicant's Environmental Statement (Doc Ref [CD1-10.02]) and the Non-Technical Summary (Doc Ref [CD1.10-01]).
- 1.1.3. This SoCG does not seek to replicate information which is available elsewhere within the application documents. All application documents referred to are available on the Inquiry website:
<https://gateleyhamer-pi.com/en-gb/cset/>
- 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) West Suffolk Council.
- 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. West Suffolk Council is the district-level Council and Planning Authority for the area of Suffolk including Haverhill which lies to the east of the CSET2 scheme. West Suffolk Council has previously been a member of the Local Liaison Forum which ran from February 2017 to June 2021.

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 West Suffolk Council 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 West Suffolk Council.

2. Record of Engagement

A summary of the meetings and correspondence that has taken place between the Applicant and West Suffolk Council in relation to the application is outlined in **Table 2-1** below.

Table 2-1 - Record of Engagement

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
31 October 2025	Email	Meeting date agreed following introduction by representatives of Haverhill Town Council and ONE Haverhill Partnership to West Suffolk Council
27 November 2025	Meeting	A joint meeting between Haverhill Town Council, ONE Haverhill Partnership and West Suffolk Council and GCP. An update was provided on the Public Inquiry process and timeline. Key Topics: Future proofing the current busway alignment Traffic concerns on the A1307 between Haverhill and the A11 Bus frequency Key Outcomes: Agreed that further discussion was welcomed, alongside the development of a Statement of Common Ground. The main concern around future proofing the current busway alignment is highlighted below with a response position provided by the CSET2 design team.
28 November 2025	Email	Follow up email, acknowledging concerns and discussion held at the meeting on 27 November 2025 with meeting minutes to follow.
19 December 2025	Email	Following the 27 November 2025 meeting, meeting minutes circulated.
20 May 2026	Email	Email providing an update on the TWA0 timeline and confirmation that a draft SoCG will be provided in due course.
11 June 2026	Email	Draft SoCG provided and comments requested.
17 July 2026	Email	Comments on the draft SoCG received
23 July 2026	Email	Final draft of the SoCG provided with position updates provided
26 August 2026	Email	Final draft reissued with request for final sign off

3. Issues

3.1. Issues agreed, not agreed or under discussion

Table 3.1.1 below details the issues which have been agreed, not agreed or are under discussion between the Applicant and West Suffolk Council. West Suffolk Council supports the strategic intent of the Cambridge Southeast Transport Order which would deliver a new busway, travel hub and path for walkers and cyclists to the southeast of Cambridge.

Table 3-1 – Issues

Issue No.	Issue	Document Reference	West Suffolk Council’s Position	Applicant’s Position	Status
1.	Overall strategic aspiration	n/a	West Suffolk Council supports the strategic intent of the Cambridge Southeast Transport Order which would deliver a new busway, travel hub and path for walkers and cyclists to the southeast of Cambridge.	The applicant welcomes this position of strategic support.	Agreed
2.	Scheme Design	CD3-12 REP-07 SoC	The current design of the scheme does not allow for onward bus journeys on the highway from the A11 travel hub towards Linton and Haverhill to be delivered as seamlessly as possible.	Haverhill and Linton have been identified as key settlements in Greater Cambridge with significant growth and development driving additional transport demands. The Scheme delivers public transport enhancements to improve public transport accessibility for communities and employment centres including CBC, Granta Business Park, Babraham and Babraham Research Campus and Haverhill. Services that use the Guided Busway will reach Haverhill and Linton along the A1307 after leaving the Guided Busway at the A11.	Under Discussion
3.	Future proofing the current busway alignment	CD3-12 REP-07 SoC Minutes of meeting held 27 November 2025	Concerns regarding the current design prior to where the busway enters the travel hub. West Suffolk Council agree that the provision of a potential spur to the south towards Granta Park would be advantageous and ultimately would ease later cost implications as opposed to creating a new spur junction. West Suffolk Council request any amends to the design could support a later extension. For instance, ensure that lighting columns are not located where a potential future spur could be located.	The Scheme design does not preclude any potential spur connection in the future. At detailed design, the Scheme design would need to review the maintenance and access track and consider potential spur connection locations and if appropriate add specific design requirements to the works scope to minimise any disruptive or abortive works to the Busway & track, should a spur be built in future. The cost of creating a spur will be very modest in comparison to the cost of any future A11 crossing, and the desire to save the former cost should not constrain the ability to deliver the latter. Discussions will take place regarding the scope for future detailed design and Haverhill Town Council and ONE Haverhill Partnership will continue to be engaged as the design process continues.	Agreed
4.	Traffic concerns	CD3-12 REP-07 SoC Minutes of meeting held 27 November 2025	There are concerns that there will be traffic impacts on the A1307 and Fourwentways. The aspiration is to make the user experience of exiting the travel hub onto the A1307 at peak times, to be as frictionless as possible. It is unclear whether the traffic assessments and modelling information and conclusions shared at the meeting of 27 November 2025 included the 6,000 dwellings subsequently allocated at Land adjacent to A11 and A1307 at Grange Farm.	Traffic assessments, looking at capacity for the roundabout on the A1307 have been undertaken. These assessments looked at the junction for future years and in regards to the Fourwentways roundabout and did not identify any major traffic concerns. No dwellings have been allocated at Grange Farm. With the publication of the Reg 19 version of the Local Plan, it seems likely such an allocation may take place. Allocation and consent will require new traffic assessment and modelling work to be undertaken. Data shared in November 2025 would not reflect the development	Agreed

Issue No.	Issue	Document Reference	West Suffolk Council's Position	Applicant's Position	Status
5.	Bus frequency	Minutes of meeting held 27 November 2025	Concerns regarding the frequency of bus services continuing beyond the Travel Hub.	Some bus services would terminate at the Travel Hub but with some services continuing onto Haverhill with 8 services per hour using the Travel Hub. The final confirmed frequency will be determined by the CPCA and transport authority, if a bus franchise is in place, or a future bus operator if operated commercially.	Under Discussion
3.1.1. 6.	Gas Pipeline	Meeting held 27 November 2025	Question regarding whether the route assessment was revisited following the issues raised regarding the gas pipeline.	The NGT pipeline requires us to revise the layout to remove areas where people will gather (i.e. the Travel Hub building, waiting area and bus stops) from the location of the pipeline. That does not necessarily preclude further parking provision and there is no need to reassess the route.	Agreed

Signed on behalf of Cambridgeshire County Council:

Name: [Redacted]

Authorised Signatory

Dated: 4 September 2026

Signed on behalf of West Suffolk Council:

Name: [Redacted]

Authorised Signatory

3 September 2026
Dated: