

From: jill.tuffnell1@virginmedia.com
Date: 2 December 2024 at 22:09:03 GMT
To: cSET.Order@atkinsrealis.com
Cc: [REDACTED]

Subject: Proposals for the Cambridge South East Transport busway and public rights of way

FAO Lindsay Farmer

I am contacting you in my capacity as Group Secretary of the Cambridge Group of the Ramblers, a statutory consultee for developments affecting public rights of way.

With a great deal of difficulty I have at last been able to open the many files circulated relating to the current plans for the CSET busway. I, and my Committee, are greatly concerned to see the plans as they relate to public rights of way and long-used permissive paths in the vicinity of Nine Wells, a small historic woodland area which is the source of the Hobson's Conduit.

At present there are a number of footpaths which are very well used for recreation; Nine Wells wood is accessed partly by Great Shelford Public Footpath 2, but also by permissive paths running from both the Addenbrookes complex and Urwin Gardens. A footpath also runs alongside the western edge of Nine Wells, linking up with the Great Shelford to Addenbrookes DNA cycle path. These paths mean that it is possible to access Nine Wells directly from Great Shelford Village and also provide circular walks from Addenbrookes itself.

The plans as they are now formulated indicate that the permissive path network is to be extinguished, breaking direct links from both Great Shelford and Addenbrookes. The plans show the maintenance track and cycleway along the west side of the new busway, with no access from Nine Wells, on the east. This is a total change from earlier plans which showed the cycleway track located on the east side of the busway.

The permissive path network established many years ago recognised the substantial growth of employment on the Addenbrookes campus; every day many people are able to make use of these paths for recreation. With the huge increase in jobs envisaged now for future years it is vital that provision is made for outdoor recreation, which the Nine Wells area can provide. Yet now this is threatened to be lost! It is imperative that this valuable footpath network is retained, together with a link to the cycleway alongside the busway.

It is also of concern that there appear to be no improvements to the public rights of way network along other sections of the busway. During earlier consultations, it was stressed that the new cycleway would provide opportunities for new links and circular routes for recreation. In particular, the opportunity should be taken to provide a link north to the Magog Trust reserve.

In summary, the Ramblers are extremely disappointed to see the failure to safeguard current recreational walking routes and the failure to provide new routes. We request a review of the plans as proposed.

Yours sincerely

Jill Tuffnell
Secretary, Cambridge Group of the Ramblers
[REDACTED]

Sent from my iPad

Response to request to provide comments on Cambridge South East Transport Scheme, Transport and Works Act Order – draft order documents 1.1 18 Nov 2024, by Cambridge Ramblers. 6 Dec 2024.

Making it quicker and easier to get to where you need to be.

1.1 As far as walkers and users of Nine Wells are concerned, we are disappointed to have to say that the above claim for the current proposals is less than adequate. We have willingly participated in the Consultations in 2019 and 2020 (which were organised by Mott McDonald) so we are disappointed to see that our comments and suggestions have not been taken into account.

1.2 In particular, from looking at the Rights of Way plans in the draft TWAO (in particular CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans) it appears that the proposal is to prevent walking between the Nine Wells Local Nature Reserve and both the Bio-Medical Campus and Shelford. Currently these connections are provided by the DNA cycletrack, but they do not appear to be reflected in the busway plans in the draft TWAO. We trust that this is not a deliberate policy but merely results from the lack of impact assessment of the needs of walkers.

1.3 If left to stand as proposed, it would mean that Bio-Medical Campus users would be denied access to the Local Nature Reserve. It would also mean that leisure and active travellers between Shelford and Cambridge would be forced to give up the rural Nine Wells route and solely walk on roads and tarmac. In addition there would be no access to Nine Wells from Hobson's Park or the Clay Farm housing estate.

1.4 We note that your report CSET-10-02-00 ES Volume 2 Main Report says “Nine Wells LNR is currently accessed by the public from NCN 11 (DNA Path). The path will be diverted during construction to maintain access, but the diversion will include site crossings which may add some very minor delay to journeys to the Nine Wells LNR. “ Our concern is that there must be **continuing** access after construction is complete.

1.5 The following map (based on OpenStreet Map) shows the footpaths and tracks currently used and which would become unavailable if the proposals were put into practice.

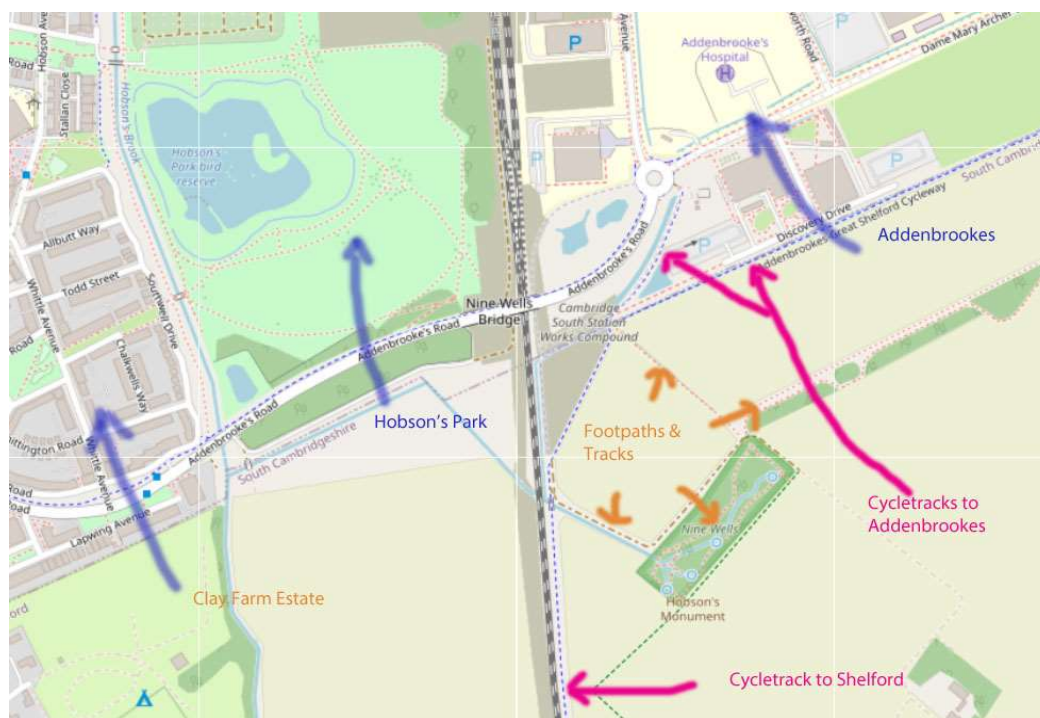


Figure 1

Item	Text	Action
	of Ways (PRowS)	
	A11 Travel Hub	
	<ul style="list-style-type: none"> - 2000+ cars - Separation into north and south car park - The footpath (leading to the bridge over the A11) to be maintained – looking to create a new link to Newmarket Rd and to continue with the provision of the footpath all the way to Granta Park - The footpath to connect to the active travel path at the A11 Travel Hub location 	
	JT questioned the number of vehicular crossings of the footpath.	
	PC (MM) explained there are two crossings of the footpath in the Travel Hub area:	
	1. A road connecting north and south car park	
	JT noted the footpath is used by cyclists crossing the bridge to work on the Babraham side at the same time as the cars coming into the Travel Hub – potential problem.	
	PC suggested to extend the bridge to avoid the crossing.	
	PC (MM) agreed it is a good idea worth considering.	
	SB explained the Scheme proposes to put ramps on the bridge to make it better for the cyclists.	
	2. The public travel route (8 – 12 buses per hour)	
	JT noted potential issue with visibility on the crossing due to a sharp bend in the area of the crossing.	

Figure 3

3.2 However, in the proposed design, it appears that the footpath (FP 12/3) now needs to cross 3 or 4 roads. This appears to be both unsafe and inconvenient for both footpath users and vehicle drivers. We suggest that the design should revert to a much narrower crossing, two roads only, which would reduce the length of any extension to the bridge (if implemented) or width of pedestrian crossing. See comments on below map.

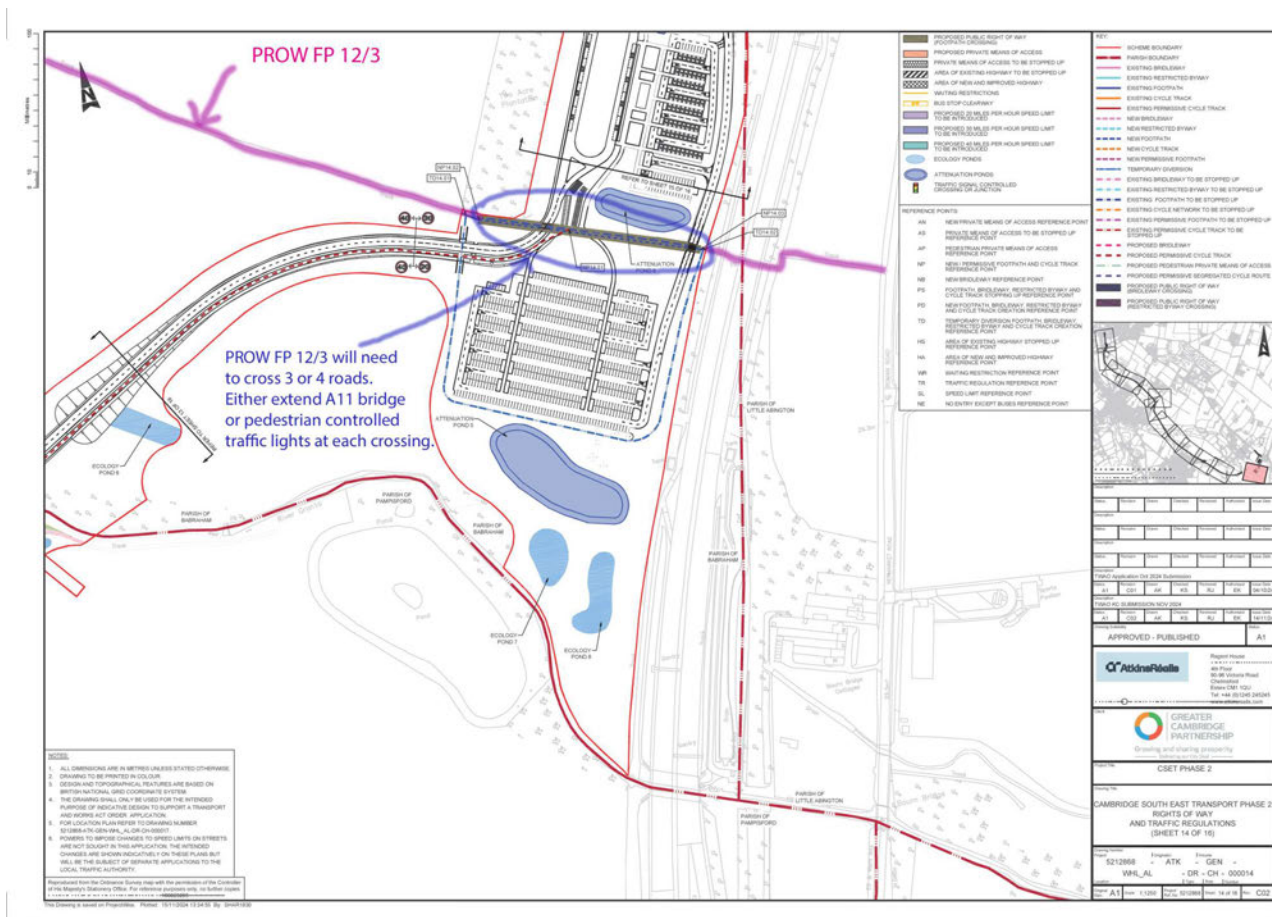


Figure 4

4.1 Diversion or closure of footpaths. We note that the proposal is to temporarily close the following public rights of way:

- Bridleway 212/2 between Stapleford and Babraham
- Restricted Byway 12/10 between Sawston and Bridleway 212/2
- Footpath 12/9 between Sawston and Babraham
- Footpath 12/4 between Babraham and the Abingdons

The report says “There are no suitable diversions available (see Chapter 14) other than the public highways.”

4.2 The report proposes to implement a temporary diversion of the DNA cycle path “Owing to the importance of the NCN 11 (DNA Path) as a commuting route”.

4.3 Unfortunately it is not uncommon for site developments to treat public rights of way as significantly less important than roads. Public rights of way are public highways and there is a statutory obligation to keep them open. All the above are commuting routes, not just the DNA cycle path.

4.4 Just because the contractor may find it easier to close a footpath, does not mean that it should be allowed. It is usually possible to implement a diversion around the area of work. It may take the contractor more time to think this through, but it is all too easy for a contractor to demand a footpath closure for the full duration without it being questioned. If questioned, the stock answer is “for safety”. I have seen a number of examples where a footpath is closed, but with no activity being undertaken on it for months on end. This is both infuriating and arguably illegal. If this was a road it would not be tolerated. The inconvenience of the closure of public rights of way will be significant.

4.5 Notification of any closure or diversion must be publicly available. It is not sufficient to just notify “the locals” - travellers from a further distance need to know, preferably online, particularly if it would involve a long diversion which might take a walker several hours to undertake.

5.1 **Additional footpath.** In the 2020 consultation we were asked for any suggestion on footpath improvements. We made the following suggestion for a link path between Babraham bridleway 12 and Gog Magog.

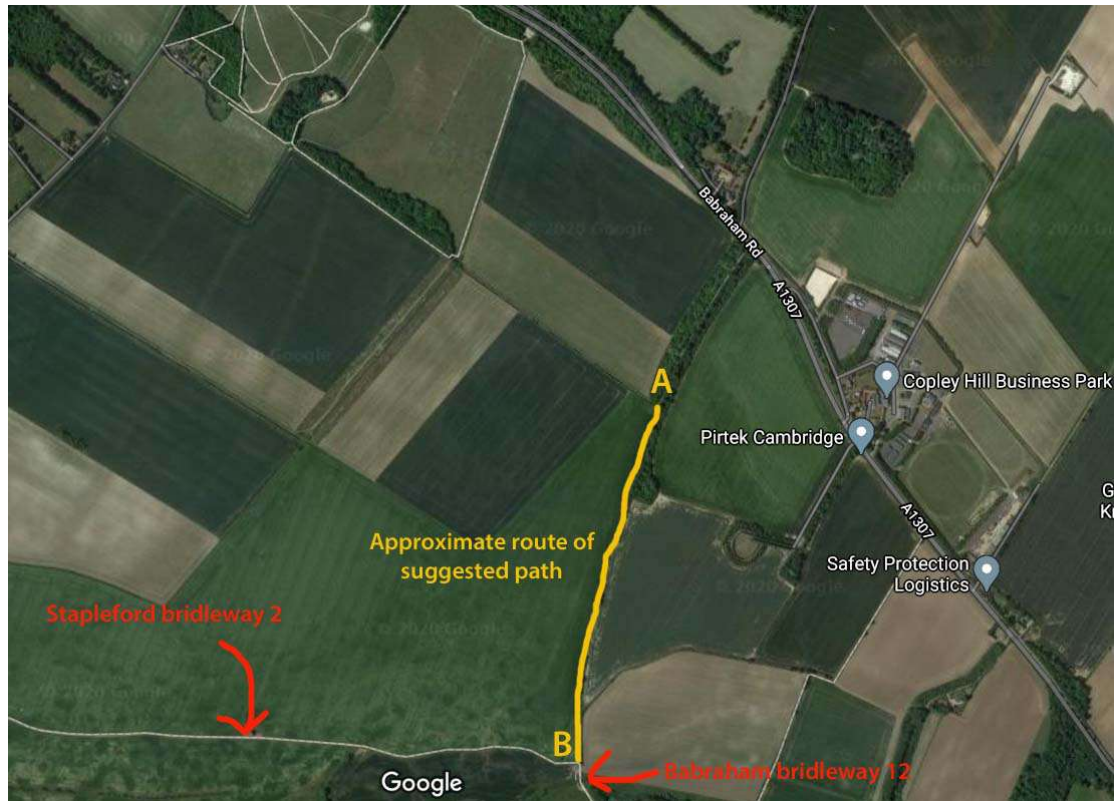
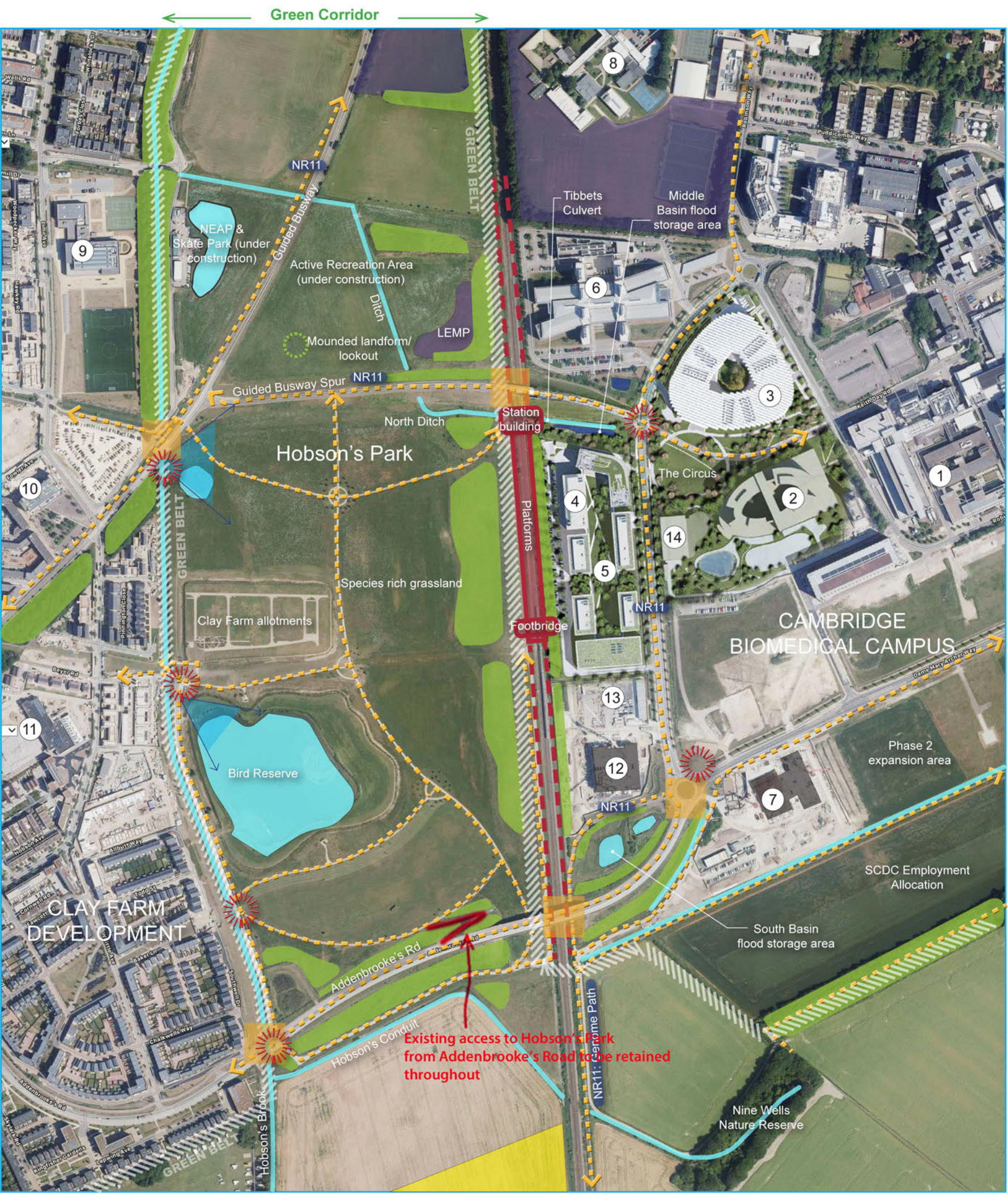


Figure 5





- Key views as identified in the Southern Fringe Area Development Framework
- Key 'Gateways' as identified in the Southern Fringe Area Development Framework
- Key Destination Nodes within adjacent Developments
- Existing shared pedestrian / cycle paths
- Key structural Vegetation
- Water courses/ bodies
- Scheduled Monument
- Cambridge Green Belt
- Protected Open Space (CCC Local Plan 2018)
- Proposed Station, platforms and track widening

Key Surrounding Buildings and Destinations

- 1 Addenbrooke's Hospital
- 2 New Papworth Hospital (height AGL: 29m)
- 3 AstraZeneca R+D (height AGL: 19m)
- 4 AstraZeneca Energy + Data Centre (height AGL: 20m, and 24m to top of roof plant)
- 5 AstraZeneca R+ D Enabling Buildings (height AGL: 21m)
- 6 Medical Research Council Laboratory (height AGL: 26m, and 31m to top of roof towers)
- 7 Abcam
- 8 Long Road 6th Form College
- 9 Trumpington Community College
- 10 Clay Farm Community Centre
- 11 Trumpington Park Primary School
- 12 Anne McClaren University of Cambridge Research Facility (height AGL: 25.6m, and 29m to top of roof plant)
- 13 Outline planning permission for 14,000m2 office development
- 14 Heart and Lung Research Institute

DRAFT

PROW FP 12/3

PROW FP 12/3 will need to cross 3 or 4 roads. Either extend A11 bridge or pedestrian controlled traffic lights at each crossing.

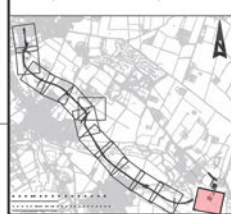
- NOTES**
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
 2. DRAWING TO BE PRINTED IN COLOUR
 3. DESIGN AND TOPOGRAPHICAL FEATURES ARE BASED ON BRITISH NATIONAL GRID COORDINATE SYSTEM
 4. THE DRAWING SHALL ONLY BE USED FOR THE INTENDED PURPOSE OF INDICATIVE DESIGN TO SUPPORT A TRANSPORT AND HIGHWAYS ACT ORDER APPLICATION
 5. FOR LOCATION PLAN REFER TO DRAWING NUMBER S21088-ATH-GEN-001-AL-ON-CH-000017
 6. POWERS TO IMPOSE CHANGES TO SPEED LIMITS ON STREETS ARE NOT SOUGHT IN THIS APPLICATION, THE INTENDED CHANGES ARE SHOWN INDICATIVELY ON THESE PLANS BUT WILL BE THE SUBJECT OF SEPARATE APPLICATIONS TO THE LOCAL TRAFFIC AUTHORITY

Reproduced from the Ordnance Survey map with the permission of the Controller of His Majesty's Stationery Office. For reference purposes only, no further copies

This Drawing is saved on Project55466. Plotted: 15/11/2024 13:34:58 By: Givind1330

- KEY:**
- PROPOSED PUBLIC RIGHT OF WAY (FOOTPATH CROSSING)
 - PROPOSED PRIVATE MEANS OF ACCESS
 - PRIVATE MEANS OF ACCESS TO BE STOPPED UP
 - AREA OF EXISTING HIGHWAY TO BE STOPPED UP
 - AREA OF NEW AND IMPROVED HIGHWAY
 - WAITING RESTRICTIONS
 - BUS STOP CLEARWAY
 - PROPOSED 20 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
 - PROPOSED 30 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
 - PROPOSED 40 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
 - ECOLOGICAL PONDS
 - ATTENUATION PONDS
 - TRAFFIC SIGNAL CONTROLLED CROSSING OR JUNCTION
- REFERENCE POINTS:**
- AN NEW PRIVATE MEANS OF ACCESS REFERENCE POINT
 - AS PRIVATE MEANS OF ACCESS TO BE STOPPED UP REFERENCE POINT
 - AP PEDESTRIAN PRIVATE MEANS OF ACCESS REFERENCE POINT
 - NP NEW PERMISSIVE FOOTPATH AND CYCLE TRACK REFERENCE POINT
 - NB NEW BIKELANE REFERENCE POINT
 - PD FOOTPATH, BIKELANE, RESTRICTED BYWAY AND CYCLE TRACK STOPPING UP REFERENCE POINT
 - PD NEW FOOTPATH, BIKELANE, RESTRICTED BYWAY AND CYCLE TRACK CREATION REFERENCE POINT
 - TD TEMPORARY DIVERSION FOOTPATH, BIKELANE, RESTRICTED BYWAY AND CYCLE TRACK CREATION REFERENCE POINT
 - HS AREA OF EXISTING HIGHWAY STOPPED UP REFERENCE POINT
 - HA AREA OF NEW AND IMPROVED HIGHWAY REFERENCE POINT
 - WR WAITING RESTRICTION REFERENCE POINT
 - TR TRAFFIC REGULATION REFERENCE POINT
 - SL SPEED LIMIT REFERENCE POINT
 - NE NO ENTRY EXCEPT BUSES REFERENCE POINT

- KEY:**
- SCHEME BOUNDARY
 - PARISH BOUNDARY
 - EXISTING BOUNDARY
 - EXISTING RESTRICTED BYWAY
 - EXISTING FOOTPATH
 - EXISTING CYCLE TRACK
 - EXISTING PERMISSIVE CYCLE TRACK
 - NEW BIKELANE
 - NEW RESTRICTED BYWAY
 - NEW FOOTPATH
 - NEW CYCLE TRACK
 - NEW PERMISSIVE FOOTPATH
 - TEMPORARY DIVERSION
 - EXISTING BIKELANE TO BE STOPPED UP
 - EXISTING RESTRICTED BYWAY TO BE STOPPED UP
 - EXISTING FOOTPATH TO BE STOPPED UP
 - EXISTING CYCLE NETWORK TO BE STOPPED UP
 - EXISTING PERMISSIVE FOOTPATH TO BE STOPPED UP
 - EXISTING PERMISSIVE CYCLE TRACK TO BE STOPPED UP
 - PROPOSED BIKELANE
 - PROPOSED PERMISSIVE CYCLE TRACK
 - PROPOSED PERMISSIVE CYCLE TRACK MEANS OF ACCESS
 - PROPOSED PERMISSIVE SEGREGATED CYCLE ROUTE
 - PROPOSED PUBLIC RIGHT OF WAY (BIKELANE CROSSING)
 - PROPOSED PUBLIC RIGHT OF WAY (RESTRICTED BYWAY CROSSING)



Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

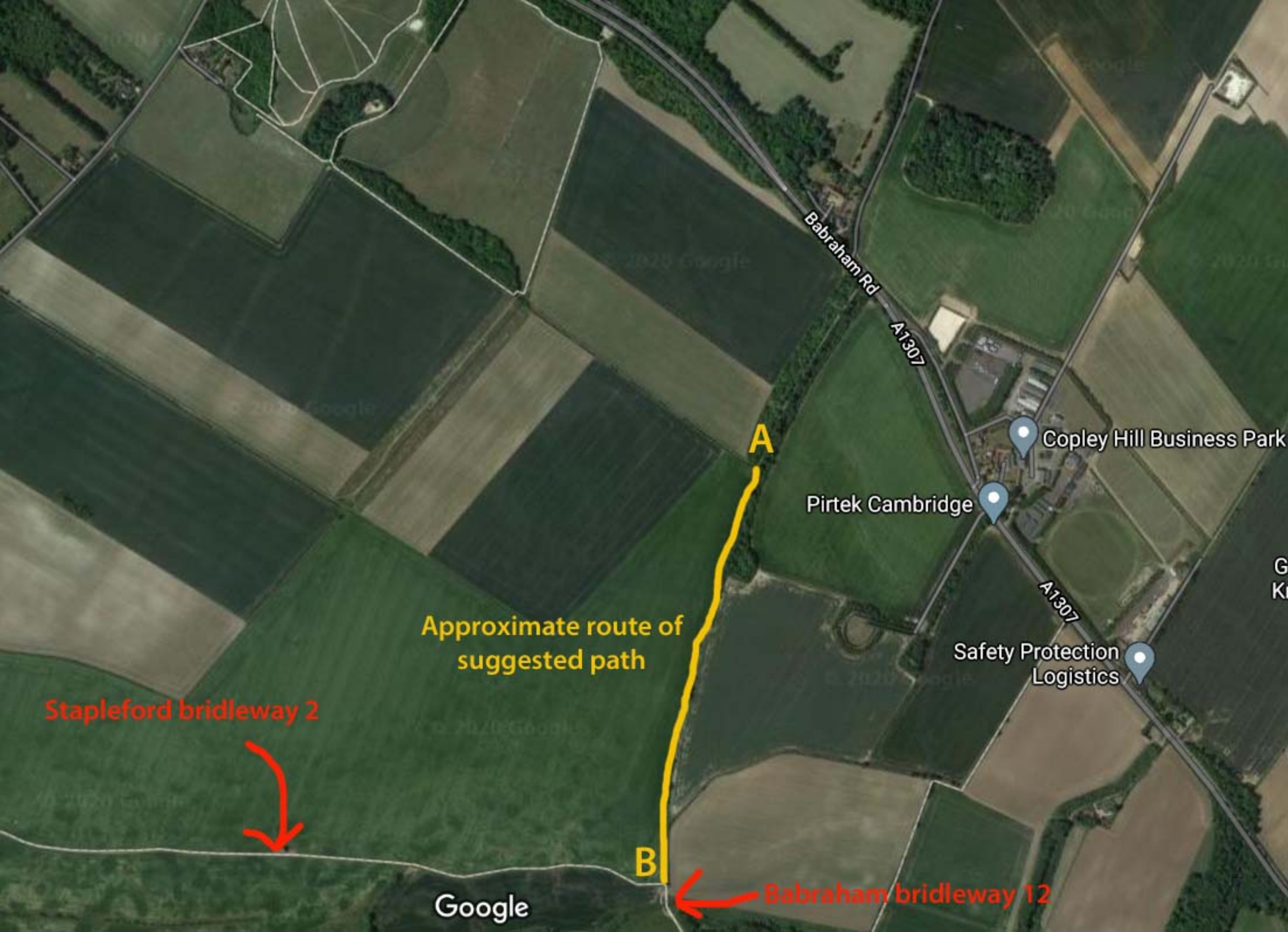
Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10

Item	Reference	Client	Contract	Contract	Contract	Contract	Contract
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10



Babraham Rd

A1307

Copley Hill Business Park

Pirtek Cambridge

A1307

Safety Protection
Logistics

Approximate route of
suggested path

Stapleford bridleway 2

B

Babraham bridleway 12

Google

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

VP19 Users of Bridleway 212/2 and residents on Haverhill Road looking east	High	The introduction of construction works at the River Granta crossing, within the surrounding agricultural fields and public rights of way, and construction compound 4 which will result in a new landscape feature, lighting, noise and activity.	GEN1	Production of a CEMP and CoCP	Major	During the daytime, the bridleway will remain open during construction , but a short section may be temporarily diverted where it is immediately adjacent to the works. There will be close views of the construction of the busway, materials storage compound and River Granta (Stapleford) Crossing from the bridleway where the busway crosses the PRow. There will be mid-distance, filtered views of construction from the southern end of Haverhill Road and more open mid-distance views from much of the PRow. Construction compound 4 will be visible in the distance from the PRow. The construction works will be the dominant feature in the view. At night, lighting on construction compound 4 will be screened by intervening buildings and vegetation from residential properties at the southern end of Haverhill Road, but occasional task lighting may be visible along the busway. Due to the combined high sensitivity of the receptor and the major magnitude of change, there will be a large adverse effect which is significant.	Large adverse Significant
			LV1	Construction Lighting Plan			

VP22 Users of Restricted Byway 12/10 and residents of North Farm looking south-west	High	The introduction of construction works at North Farm , its surrounding land and at Sawston Road, and construction compound 3 will create new features within the landscape and result in increased noise, lighting and activity.	GEN1	Production of a CEMP and CoCP	Moderate	During the daytime the construction works will run through farmland at North Farm and will cross the PRoW. The bridleway will remain open during construction, but a short section will be temporarily diverted where it is immediately adjacent to the works. There will be close views of the construction of the busway, construction compound 3 and adjacent materials storage compound from the byway and the farmhouse. Some views from the farmhouse will be partially filtered through intervening garden vegetation and an earth bank between the farmhouse and the construction works will partially screen the works at ground level. Overall construction activity will form the dominant element in views from the PRoW and the farm. At night, lighting on construction compound 3 and occasional task lighting along the busway will be visible from North Farm. The lighting will be seen in the context of the lit business units south of the busway. Due to the combination of high sensitivity and a moderate magnitude of change, there will be a moderate adverse effect which is significant.	Moderate adverse Significant
			LV1	Construction Lighting Plan			