SUMMARY

1. This document provides the background to and the rationale for the objections made by the Cambridge Group of the Ramblers' Association (Cambridge Ramblers) to the Applicant's current CSET plans.

2. The lack of clarity (in the Applicant's documentation) of the impact of CSET on the walking network leads to significant doubt that the needs of walkers have been taken into consideration. Whilst the proposed busway would eventually add a new path, the impact on existing footways during construction has been mostly ignored and left to the construction contractor to propose. This approach will inevitably lead to disputes and extra costs in the future.

3. We have attempted to interpret the Applicant's drawings and CSET's impact on walking routes as best we can and have documented this herein. The Applicant's plans should be updated to show the walking routes, both during construction work and afterwards, including any temporary diversions. It is only then that we can evaluate whether the plans are reasonable and acceptable.

4. The Applicant's proposal to close all Public Rights of Way (PROW) bisecting the construction, for the duration of the construction, is not acceptable. Temporary closures should only be made when work is taking place in the locality and reasonable diversions should be put in place first and advertised to the general public.

5. Pedestrians walking on the PROW at the A11 Hub should have right of way (pedestrian crossing) when crossing the roads leading into and out of the Hub, as identified in section C below.

A. Footpath Closures & Diversions

A1. Currently the Applicant's plan states “All Public Rights of Way bisecting the Site will be closed for the duration of the construction works. There are no suitable diversions available other than the public highways...”

A2. We note that a Public Right of Way (PROW) is itself a public highway, with the same legal status and protection. However, we assume that the Applicant's reference to “public highways” probably means public roads that permit cars?

A3. We also note that it is not just “communities to the south” of the Site that are affected by the works. There are active walking and cycling routes between the west (Trumpington) and the east (Babraham Road). See section B below for more detail on affected walking routes.

[Page 273,
cd1-1002_environmental_statement_volume_2_main_report_es_main_report]

Walkers, cyclists, horse riders (all groups)	High	Temporary closure of the following public rights of way during construction: • NCN 11 (DNA Path) • Bridleway 212 / 2 • Restricted Byway 12 / 0 • Footpath 12 / 9 • Footpath 39 / 47 • Footpath 12 / 4 Reduced amenity value for users of the remaining public rights of way network which will remain in use throughout construction.	PHH4	DNA Path diversion	Minor	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 way 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.	Slight adverse Not significant

Fig. A1

A4. At the meeting between the Cambridge Ramblers and the Applicant on 2 Dec 2025, Cambridge Ramblers made clear that closure of PROWs, throughout the construction work, will have a huge impact on the walking public. We said “... that often closures and diversions happen for an extended time which is not always necessary. We requested that the Cambridge Ramblers be consulted prior to any diversion being proposed.”

A5. In response, the Applicant said “... that the contractor will inform relevant stakeholder in advance and provide a diversion plan which best suits the location. There is no intention to instruct a complete footpath closure.”

A6. The Applicant also requested that Cambridge Ramblers provide details of changes that they believed to be necessary. So, Cambridge Ramblers provided the following suggested amendment to Page 273, cd1-1002_environmental_statement_volume_2 _main_report_es_main_report, to the Applicant on 22 Jan 2026.

Walkers, cyclists, horse riders (all groups)	XXX Very High	Temporary closure of the following public rights of way during construction: • NCN 11 (DNA Path) • Bridleway 212/2 • Restricted Byway 12/0 • Footpath 12/9 • Footpath 39/47 • Footpath 12/4 Reduced amenity value for users of the remaining public rights of way network which will remain in use throughout construction.	PHH4	DNA Path diversion No public right of way will be closed without a diversion being first implemented. Closure will only affect PROW where there is active work. Where possible, a suitable nearby existing track for the diversion will be used. If no nearby existing track is available, a new track for the diversion will be created. Notice of diversions will be published on a publically available website.	XXX High	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 4) other than the public highways that will bisect the Site (Grantham'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.	Slight adverse Not significant Adverse Significant

Fig. A2

A7. Also on 22 Jan 2026, Cambridge Ramblers provided the following suggested amendment to page 276 of cd1-1002_environmental_statement_volume_2 _main_report_es_main_report.

PHH4 DNA Path diversion

13.6.5 A temporary diversion will be put in place for the DNA Path where it crosses the Site. The Principal Contractor will be responsible for developing a diversion route at the detailed design stage, but the most likely diversion route would be to install two temporary Site crossings to allow cyclists and walkers to safely cross the construction site and haul road and continue their journey along a temporary diversion around the back of Works Compound 7, adjacent to the Nine Wells LNR. This would also serve to maintain the existing access to the Nine Wells LNR throughout construction. The diversion would require a temporary crossing of Hobson's Conduit adjacent to the Nine Wells LNR entrance. As the DNA Cycle Path is well used at night, any diversion will be well lit and signed.

Fig. A3

B. Lack of clarity of the impact of the works on footpath routes between Trumpington, Babraham Road, Nine Wells and the Shelfords.

B1. The drawings provided by the Applicant are not easy to interpret or to assess the impact of the proposed busway on the footpath network, particularly in the area encompassing Addenbrookes' Road, NCN11, Nine Wells and the Sustrans cycleway. We have several times asked the Applicant for the current walking routes to be shown on the drawings, but without success.

B2. Here is the latest drawing provided with the Applicant's Change Requests dated 8 Oct 2026, attachment CD-CR6 Amended Proposed Site Plans. We don't find this drawing easy to interpret or understand where the walking routes are to be diverted to.

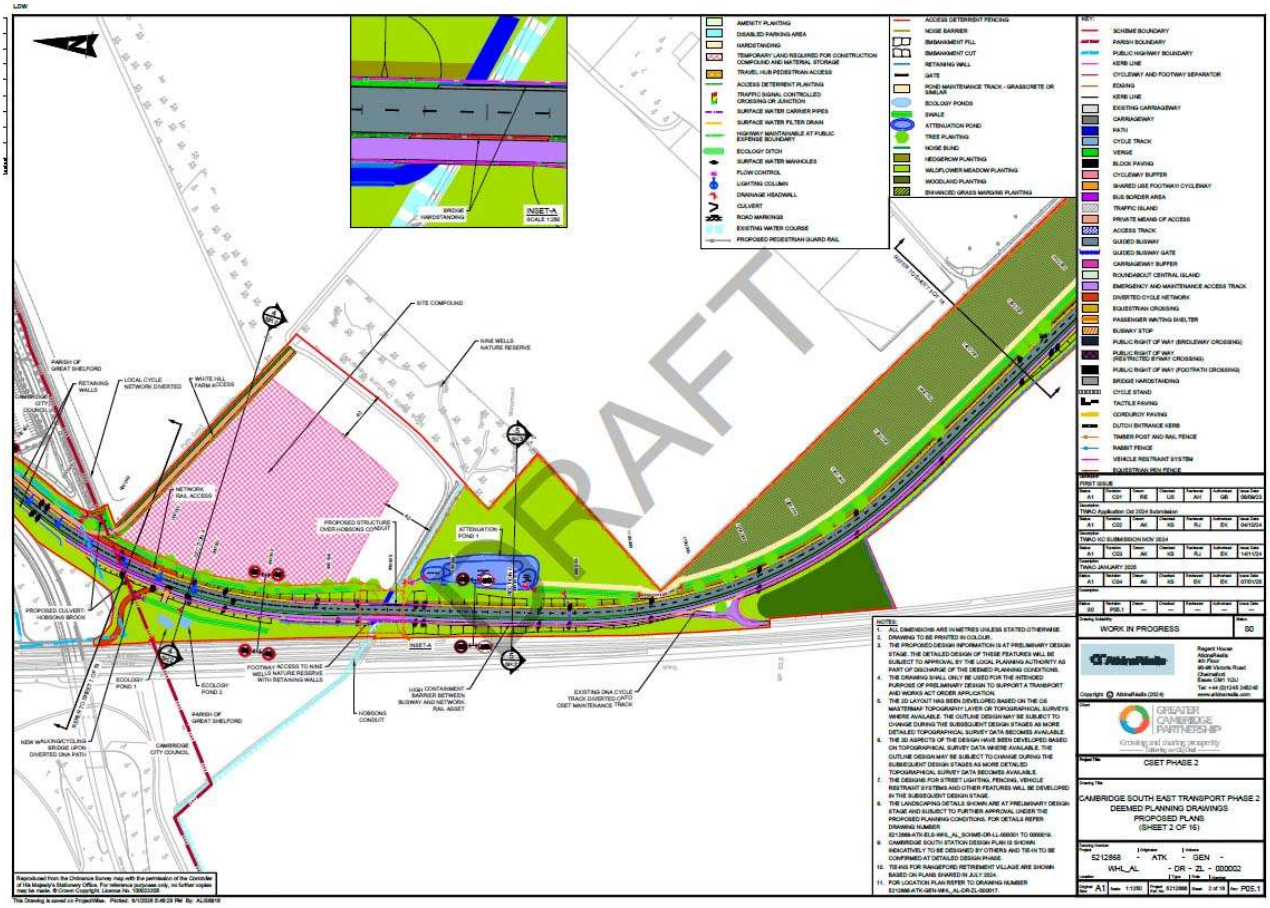


Fig. B1

B3. In order to identify the main “off-road” routes, we have annotated the following OS map to show where pedestrians currently walk.



Fig. B2

B4. The main junctions of the walking routes are labelled A to F - see photos below.

Point A

To South (NCN11)



To North (NCN11)



To West



Point B

To NE (Sustrans cycleway)



To North



To SW (Sustrans c/way)



Point C
To North



Point D
To North East



Bridge to Nine Wells LNR



Point E
Entrance to Nine Wells LNR



View from Nine Wells



Track beside Nine Wells



Point F
South from NCN11 to DNA track



North from DNA track start



East towards Nine Wells



B5. At a meeting between the Applicant and Cambridge Ramblers on 13th October 2026, the Applicant presented the following drawing and highlighted (with the on-screen cursor), where pedestrians could walk.

B6. In order that this is properly documented and understood by all parties we have firstly added explanatory annotations and then added the walking routes to the drawing. We would appreciate the Applicant agreeing that they have understood our annotations and that they agree with our interpretation of the walking routes. If they do not agree, and if it requires a simple modification, we are prepared to do that. However, we would prefer that the Applicant provides their own drawing, in their plans, clearly showing where they propose the walking routes to be, both during construction and afterwards.

B7. In any case, properly documented diversions to any walking route affected by the construction will need to be produced by the Applicant or the Contractor for agreement by stakeholders, including Cambridge Ramblers.

B8. We note that the Applicant has acknowledged that the cycleway NCN11 will be kept open during the construction, with a diversion. There needs to be a similar commitment by the Applicant to keeping *walking* routes open and this should be made clear in the contract with the main contractor. It must be possible for pedestrians to safely cross the construction, with reasonable diversions, at all times. Indeed, it is not difficult to imagine that the main contractor would be more than happy to close all, or most, footpaths across the Site for the duration of the works since it could save them costs. It is therefore imperative that the main contractor is not permitted to do this. If the issue is left open or vague in the Applicant's plans, as it is at the moment, then this will lead to disputes later on and increased costs. Clarity over the use of terms such as NCN11, DNA path and Sustrans cycleways also needs to be improved to remove ambiguity.

B9. The following diagram shows the drawing provided by the Applicant with our annotations of the footways that are impacted by CSET in the vicinity of Addenbrookes.

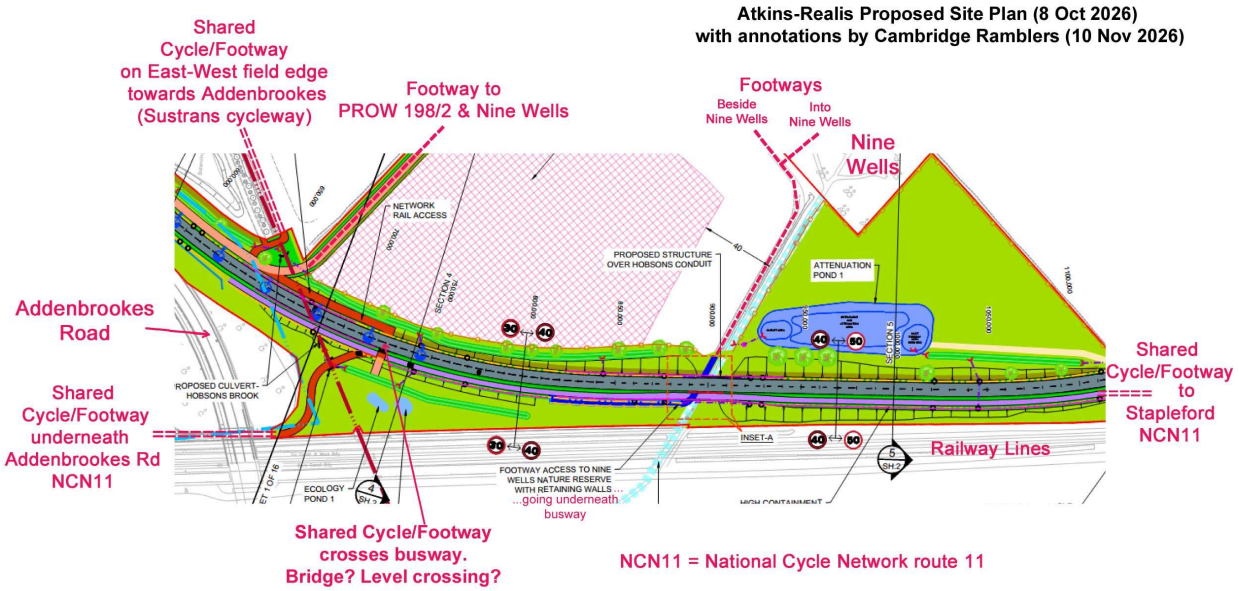


Fig. B3

B10. The following diagram shows our understanding of the intended walking routes after CSET is implemented.

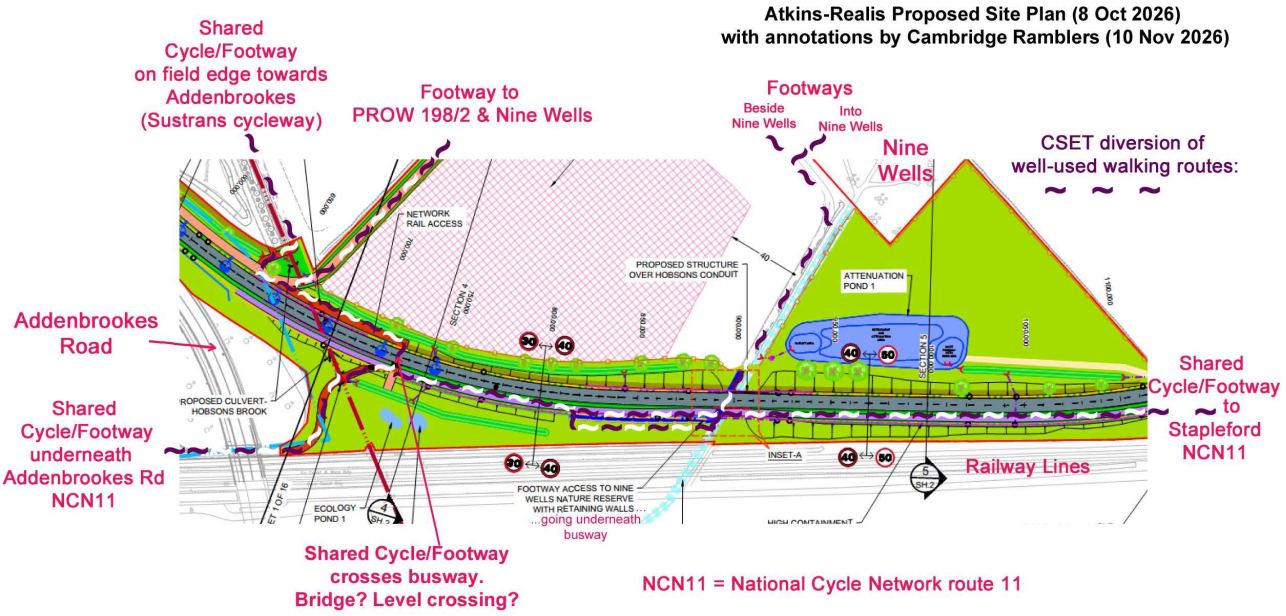


Fig. B4

Close-up of Busway crossing 1

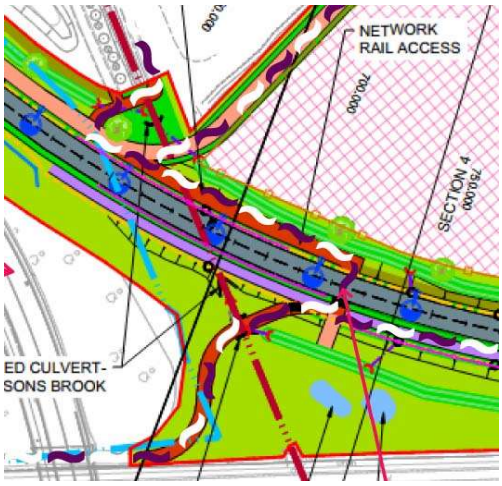


Fig. B5

Close-up of Busway crossing 2

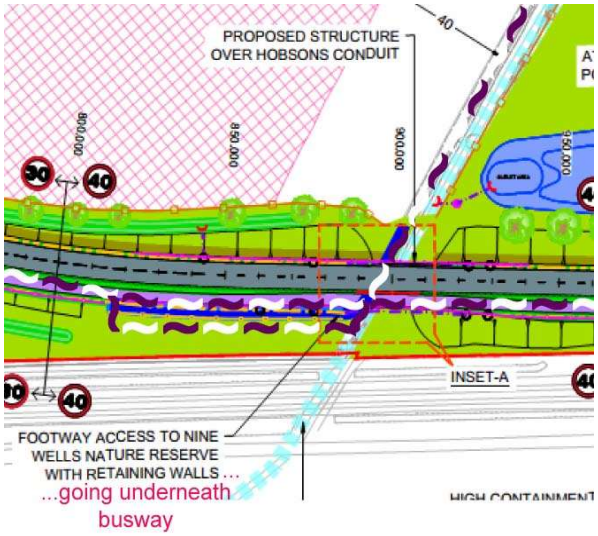


Fig. B6

B11. We also have two queries on CD-CR5 Amended Public Rights of Way Plans, attachment to email from Atkins-Realis 8 Oct 2026, 18:22 - see below:

Extract from CD-CR5 Amended Public Rights of Way Plans
attachment to email from Atkins-Realis 8 Oct 2026, 18:22

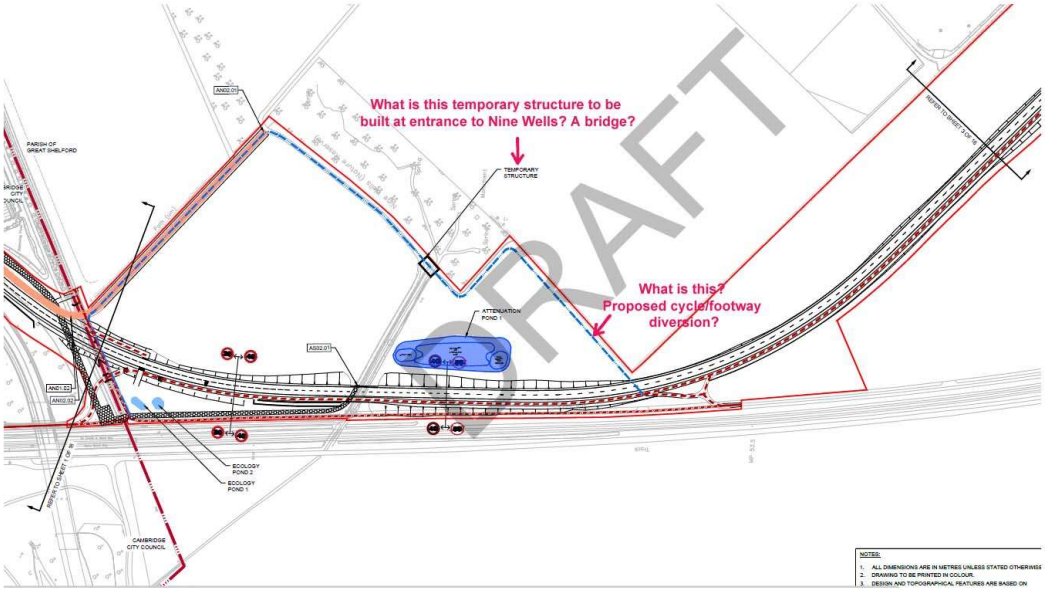


Fig. B7

B12. It is important that any diversions to the existing footways that need to be implemented during construction are identified in the Applicant's plans, even if more detailed work is required at a later stage. At least one crossing of the busway route needs to remain open at all times. Footways to West, North, East and South need to remain interconnected at all times. These requirements must be communicated to the construction contractor.

C. A11 Hub

C1. A pedestrian crossing must be provided where PROW 12/4 will cross the proposed incoming and outgoing roads to the A11 Hub. This was agreed at the meeting between the Applicant and Cambridge Ramblers on 13 Oct 2026, and needs to be specifically included in the Applicant's planning documents - see below:



Fig. C1