

From: [REDACTED]
Cc: [REDACTED]; Joanna.Vincent@dft.gov.uk; Adam.Richards@wbd-uk.com
Subject: Statement of Case by Cambridge Ramblers, CSET Public Inquiry
Date: 18 July 2025 05:33:55
Attachments: [eblBhxAppDr59Qr0.png](#)
[Dhr3KdCAQO70muwY.png](#)
[0stvqSmZTPGQcDox.png](#)
[Att1_24-12-02_Initial Comments.doc](#)
[Att2_24-12-06_CSET Comments from Cambridge Ramblers.pdf](#)

Your Ref: TWA/25/APP/01

Dear Secretary of State for Transport

Statement of Case Cambridge South East Transport (CSET) Public Inquiry, by Cambridge Group of Ramblers' Association

Will you please acknowledge receipt of this Email?

I am writing on behalf of the Cambridge Group of the Ramblers' Association.

We are objecting to the inadequate provision for footpaths in the CSET Order, both public rights of way and permissive or customary footpaths. In particular the CSET Order Plans fail to make effective or safe provision for

- a. **Nine Wells Access.** Pedestrians' access to the Nine Wells Local Nature Reserve (LNR) from areas to the west and south of the proposed busway. Such areas include the Clay Farm development, Hobson's Park and Addenbrookes Road - these areas currently have ready access to Nine Wells via the (permissive) DNA cyclepath. (Attached Att4 Appendix G of the Cambridge South Station TWAO shows the aforementioned areas and their location with respect to Nine Wells.)
- b. **Pedestrian Crossing at A11 Hub.** Pedestrians to cross multiple lanes of vehicles entering and leaving the proposed hub beside the A11.

Also

- c. **Blanket closure of PROWs.** The CSET Order Plans propose giving blanket permission to close a number of Public Rights of Way throughout the duration of the works. We object to this - the contractor should be given incentives to keep all PROWs open for as long as possible and at least whilst little to no work is taking place in the vicinity. Temporary diversions to short sections of Public Rights of Way near to active construction works are feasible and should be adopted rather than total closure.

Finally

- d. **Additional footpath.** In the 2020 consultation we were asked for any suggestion on footpath improvements. At that time the CSET project stressed that the new cycleway would provide opportunities for new links and circular routes for recreation.

A. Nine Wells LNR Access.

There are several tracks that currently give access to the Nine Wells LNR. Tracks approaching Nine Wells from the East are not directly affected by the proposed busway. However, two of the tracks from the north and west of Nine Wells currently are accessed from the DNA cyclepath - these connections can be seen at points A and C on the attached map (Att3).

The proposed busway will intersect (cut-off) the routes between point A and Nine Wells and between point C and Nine Wells - the DNA cyclepath will be routed to the west of the busway, whereas Nine Wells will be located to the East of the busway. Hence to access Nine Wells from the West (Addenbrookes Road, Hobson's Park, Clay Farm) involves crossing the busway - see attached map Att4. And we are told by AtkinsRéalis that "Access Deterrent Planting has been proposed along the guided bus way route and the emergency and maintenance access track" (see email dated 28 January 2025 below), from which we assume that pedestrians will not be able to cross the busway other than at permitted points.

We have been assured by Hellen Brutto of AtkinsRéalis that "...pedestrian access from the DNA path to Nine Wells from the West has been amended in our plans to provide a link to the busway-adjacent walking and cycling route to ensure that walkers can continue to enjoy the ancient woodland.." (see email dated 15 January 2025 below). However we still cannot see this pedestrian access in the CSET Order Plans, so we queried whether pedestrian access across the busway will be provided at points A, B and C on attached map Att3. Hellen Brutto replied that "An uncontrolled pedestrian crossing has been proposed between points A & B" (see email dated 28 January 2025 below). However, it is not clear exactly where this uncontrolled pedestrian crossing will be and if it links up with the paths to Nine Wells. The Order Plans need to explicitly specify that pedestrians will be able and permitted to cross the busway at points A and C and connect with the existing footpaths to Nine Wells.

AtkinsRéalis have also informed us that "An underbridge crossing is also proposed at point B", but the plans make no reference to whether this will be open to pedestrians. Ideally yes, but clarity is of the utmost importance.

B. Pedestrian Crossing at A11 Hub.

At the new A11 Travel Hub, the existing PROW FP 12/3 (the path from Babraham to cross the A11) will need to cross the car park. When we were first consulted by the CSET team, we were told that the footpath would only need to cross two roads. We suggested extending the A11 bridge to encompass the crossing of these two roads. See minutes of meeting, on 27 November 2020, in Attachment Att2.

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. If a footbridge is not constructed/extended to cross the Hub access roads, then pedestrian controlled crossings are required. See specific comments on attached map Att5.

C. Diversion or closure of Public Rights of Way (PROW). The CSET Order proposes 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 Main Report says "There are no suitable diversions available (see Chapter 14) other than the public highways." "All public rights of way bisecting the Site will be closed for the duration of the construction works". The Main Report also 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". (CSET-10-02-00 ES Volume 2 Main Report, page 274. See Att7.)

Unfortunately it is not uncommon for site developments to treat public rights of way as significantly less important than roads. Nevertheless, 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.

The Main Report deems the closure of the above PROWs for the full duration as "Not Significant" (CSET-10-02-00 ES Volume 2 Main Report, page 274, Att7). The clear implication is that the CSET project does not care much about Public Rights of Way.

On the other hand, the Main Report states that the **visual impact** of construction on bridleway 212/2 users and residents is "Large Adverse, Significant" (CSET-10-02-00 ES Volume 2 Main Report, page 205, Att8). Furthermore this section of the Main Report proposes "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." This is an apparent contradiction to total closure proposed on page 274, but welcome nevertheless and evidence that total closure is not necessary.

Similarly, and again in apparent contradiction to p274 of the Main Report (Att7), it is stated on page 206 of the Main Report (Att9) and referring to Restricted Byway 12/10, that "The bridleway [sic] will remain open during construction, but a short section will be temporarily diverted where it is immediately adjacent to the works."

Just because the contractor may find it easier to close a footpath, does not mean that it should be allowed. It is possible to implement a diversion around the area of work, at least whilst little to no activity is taking place. It may take the contractor more time to think this through, but giving blanket permission to a contractor to close all intersecting footpaths for the full duration clearly gives them no incentive to be amenable to implementing diversions. If questioned, the stock answer for closure is "for safety". However, 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. Some extra fencing or equipment movement protocol may be all that it takes to safely allow a footpath to be used unimpeded through a good proportion of the works period. The inconvenience of the closure of public rights of way will be significant and the contractor should be specifically instructed to take steps to avoid such closures. Keeping public rights of way open for significant times during the construction period is feasible, if enough attention is paid to making it happen, as evidenced by the more positive approach proposed to keeping bridleway 212/2 open during the day - see Att8 - and short, temporary diversion of restricted byway 12/10 - see Att9. A more positive approach to maintaining the public's right of way should be adopted for the other rights of way proposed for closure (Att7).

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.

D. Additional footpath. In 2020 we suggested a link path between Babraham bridleway 12 and Gog Magog - see attached map Att6. We are disappointed, rather than specifically objecting, that it has not been included in the CSET Order Plan. We nevertheless urge the CSET project to take this opportunity to improve the footpath network in the neighbourhood.

Attachments

Att1. 24-12-02 Initial Comments.doc

Att2. 24-12-06 CSET Comments from Cambridge Ramblers.pdf

Att3. Attachment to Ramblers email of 22-Jan-2025 CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans - Volume 1 page3a.jpg

Att4. Appendix G Proposed landscape context plan-comment.jpg

Att5. 11-DO5-Page 6 CSET-11-DO5-00_Rights of Way & Traffic Regulation Plans - Volume 2.jpg

Att6. Gog Magog-Babraham link path.jpg

Att7 Extract from CSET-10-02-00 ES Volume 2 Main Report, page 274.jpg

Att8 Extract from CSET-10-02-00 ES Volume 2 Main Report, page 205.jpg

Att9 Extract from CSET-10-02-00 ES Volume 2 Main Report, page 206.jpg

Regards

Paul Cutmore

Cambridge Group, Ramblers' Association

Earlier Comments. Below is a copy of recent correspondence between Cambridge Ramblers and AtkinsRéalis who were running the recent CSET Consultation. Our comments made on 2nd and 6th December 2024 are also attached (Att1 & Att2).

On 28/01/2025 09:59, Brutto, Hellen wrote:

Dear Paul,

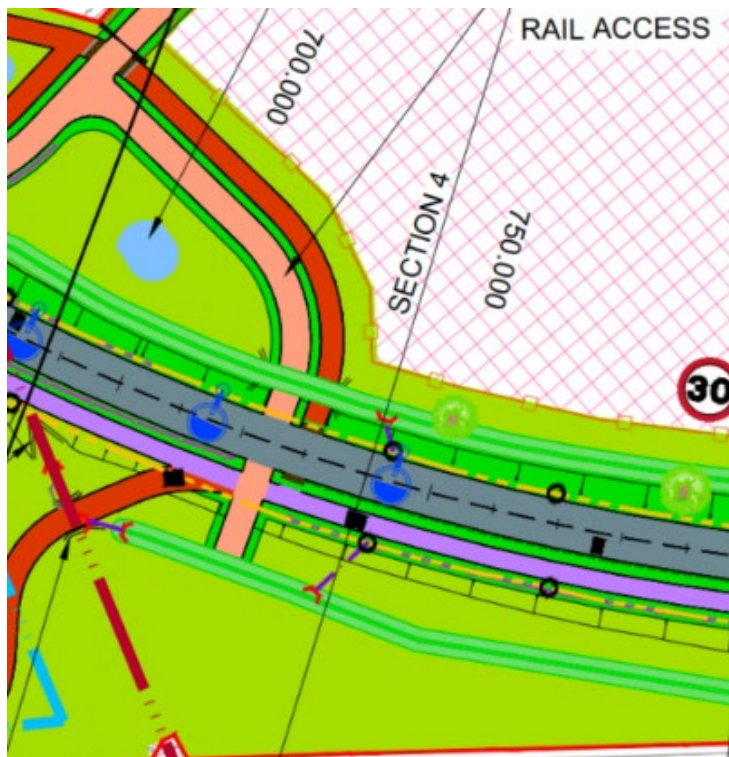
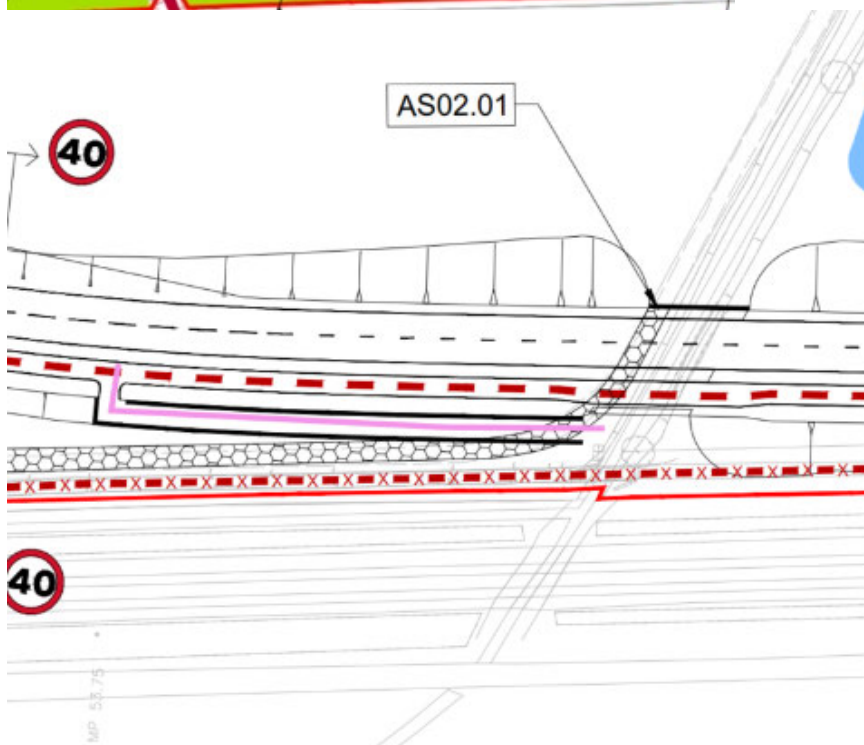
I was passed your further queries from GCP, thank you for getting in touch.

I have pulled out your questions with our response in green:

I note that on the previous version of this map (in CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans - Volume 1 dated November 2024) the path from point B to Nine Wells was designated as "Proposed Pedestrian Private Means of Access", but this designation has been removed from the current map (January 2025). I don't understand the significance of this change - can you please explain? **The access is still there only the rights have been removed.**

I also note that the plans designate the path from A to C, via Nine Wells, as a "Temporary Diversion". This implies that after the temporary period, it will no longer be accessible. Is this the case? I assume that "diversion" in this context is referring to the DNA path which will be closed. In our opinion it should remain accessible after the temporary diversion; or in other words it should be a permanent diversion (of the DNA path). **The DNA path will be accessible during and after construction. The temporary diversion shown on plans is for DNA path and is for construction sequencing/phasing, so as to maintain accessibility for the DNA path during the construction period. Following completion of the guided busway, the DNA path will be diverted to emergency and maintenance access (active travel path) along the guided bus way route but will still be accessible.**

As far as I can tell, after the busway is built, walkers from Hobson's Park or the Shelfords can only access Nine Wells if they can cross the busway at points A, B and C. Is this what is planned and will these be safe crossing points for walkers? If not, how can walkers get to Nine Wells? Will the busway be fenced to prevent walkers crossing elsewhere? **An uncontrolled pedestrian crossing has been proposed between points A & B, please see the snip below and refer to drawing CSET-12-DP4B-00_Proposed Site Plans. An underbridge crossing is also proposed at point B and is shown on CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans - Volume 1 (snip from plans below). Access Deterrent Planting has been proposed along the guided bus way route and the emergency and maintenance access track.**



I hope you find these responses helpful. Going forward, to find the most up to date information on the Cambridge South East Transport (CSET) scheme and the TWAO which has now been submitted, please visit the website at this link.

www.greatercambridge.org.uk/cset-twao

Thank you

Hellen Brutto

Associate Director

From: Paul Cutmore <[REDACTED]>
Date: Thursday, 23 January 2025 at 12:08
To: Greater Cambridge Partnership <hello@greatercambridge.org.uk>
Cc: [REDACTED]
Subject: Fwd: Cambridge Ramblers' Response to CSET Draft TWAO

Dear Greater Cambridge Partnership

Could you please forward the following email to the Cambridge South East Transport (CSET) team? It is our (Cambridge Ramblers) reply to Hellen Brutto of the AtkinsRéal team who emailed us on 15th January, but apparently their email address is no longer monitored.

Could you also please forward this email to Jane Osayimwen who reports on progress on CSET to the Non Motorised User Working Group?

Many thanks

Paul Cutmore

Cambridge Group, Ramblers' Association

----- Forwarded Message -----

Subject: Re: Cambridge Ramblers' Response to CSET Draft TWAO
Date: Wed, 22 Jan 2025 15:45:09 +0000
From: Paul Cutmore <[REDACTED]>
To: CSET Order <CSET.Order@atkinsrealis.com>
CC: [REDACTED]

Dear Hellen

Many thanks for your reply to my and Jill's concern about potential lack of access by walkers to Nine Wells Local Nature Reserve after the busway is built.

I am reassured that you say "...pedestrian access from the DNA path to Nine Wells from the West has been amended in our plans to provide a link to the busway-adjacent walking and cycling route to ensure that walkers can continue to enjoy the ancient woodland..".

Our concerns should be ameliorated if we could see how this pedestrian access would be implemented in practice and for this to be shown in the plans.

It would help us to satisfy our concerns, if we could see where on the map this access to Nine Wells from the busway-adjacent route would be, in particular where pedestrians could safely cross the busway. I have looked at the amended "CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans - Volume 1" dated January 2025, in particular page 3 which I have attached, with a few annotations.

To help you understand our concerns, I'll briefly explain what routes walkers can currently undertake, referencing the attached map. In principle these routes should remain open to the public, as far as possible during the CSET works, and in any case after the CSET work is complete.

Currently walkers can access Nine Wells at points A and C on the attached map. Walkers from Hobsons Park (on the Addenbrookes Road) and the Bio-Medical Campus would typically gain access via point A. Walkers from the Shelfords, coming along the DNA path, can access Nine Wells at point C.

I note that on the previous version of this map (in CSET-11-DO4-00_Rights of Way & Traffic Regulation Plans - Volume 1 dated November 2024) the path from point B to Nine Wells was designated as "Proposed Pedestrian Private Means of Access", but this designation has been removed from the current map (January 2025). I don't understand the significance of this change - can you please explain?

I also note that the plans designate the path from A to C, via Nine Wells, as a "Temporary Diversion". This implies that after the temporary period, it will no longer be accessible. Is this the case? I assume that "diversion" in this context is referring to the DNA path which will be closed. In our opinion it should remain accessible after the temporary diversion; or in other words it should be a permanent diversion (of the DNA path).

As far as I can tell, after the busway is built, walkers from Hobson's Park or the Shelfords can only access Nine Wells if they can cross the busway at points A, B and C. Is this what is planned and will these be safe crossing points for walkers? If not, how can walkers get to Nine Wells? Will the busway be fenced to prevent walkers crossing elsewhere?

Many thanks for your help in this matter.

Paul Cutmore

Cambridge Group, Ramblers' Association

On 15/01/2025 11:23, CSET Order wrote:

Dear Paul,

I'm just following up on a number of comments submitted regarding the CSET draft TWAO. I note your response on 6 December, alongside Jill's separate response on 2 December.

The GCP are aware of the public benefits associated with increased uptake in the active modes of walking and cycling and therefore, we are committed to this new 9 Km, off-road, walking and cycling route which will connect Cambridge Biomedical Campus to Sawston, Stapleton and Babraham along the Cambridge South East Busway, which will promote physical activity and enhance recreational space for cyclists, pedestrians and horse-riders.

The existing private means of pedestrian access from the DNA path to Nine Wells from the West has been amended in our plans to provide a link to the busway-adjacent walking and cycling route to ensure that walkers can continue to enjoy the ancient woodland which is a popular location for recreational activity. This has been implemented in response to feedback we received from formal consultation. There are no aspirations to change or remove any other Public Rights of Way in this area as a result of this scheme.

The latest design for the busway has amended the location of the walking and cycle track in relation to the proposed busway, however this has not had a material change in terms of access for pedestrians and cyclists who will be able to continue to use Cambridge's network of Walking and Cycling routes and access these through this new high-quality walking and cycling route.

Going forward, for the most up to date information on the Cambridge South East Transport (CSET) scheme and the TWAO, please visit the website at this link, as this mailbox is no longer being monitored.

www.greatercambridge.org.uk/cset-twao

Kind regards

Hellen Brutto

Associate Director

AtkinsRéalis

London, SW1E 5BY, GB



From: Paul Cutmore <[REDACTED]>
Sent: 06 December 2024 15:31
To: CSET Order <CSET.Order@atkinsrealis.com>
Cc: [REDACTED]
Subject: Cambridge Ramblers' Response to CSET Draft TWAO

F.A.O. Lindsay Farmer

Dear Lindsay

As requested, I am attaching (further) comments on the CSET draft TWAO from Cambridge Ramblers.

Please let me know if you have any questions.

Best regards

Paul Cutmore
Cambridge Ramblers

CSET Order – cset.order@atkinsrealis.com

Nov 18, 2024, 15:13 GMT

Dear Sir/Madam,

I am writing to you on behalf of Greater Cambridge Partnership. Please find attached a letter regarding the Cambridge South East Transport Scheme, Transport and Works Act Order – draft order documents. The letter includes a link to the draft order documents for your review and comment. Please can you provide any comments by 6 December 2024.

A hard copy letter has also been posted to you.

Kind regards

Lindsay Farmer (She/Her)

Associate Communication and Engagement Consultant

Infrastructure

AtkinsRéalis

NOTICE – This email message and any attachments may contain information or material that is confidential, privileged, and/or subject to copyright or other rights. Any unauthorized viewing, disclosure, retransmission, dissemination, or other use of or reliance on this message or anything contained therein is strictly prohibited and may be unlawful. If you believe you may have received this message in error, kindly inform the sender by return email and delete this message from your system. Thank you.

The information in this email could be confidential and legally privileged. It is intended solely for the addressee and they will decide who to share this email with (if appropriate). If you receive this email by mistake please notify the sender and delete it immediately. Opinions expressed are those of the individual and do not necessarily represent the opinion of Cambridgeshire County Council. All sent and received email from Cambridgeshire County Council is automatically scanned for the presence of computer viruses and security issues. Any personal data will be processed in line with

the Data Protection legislation, further details at www.cambridgeshire.gov.uk/privacy Visit www.cambridgeshire.gov.uk