GREATER CAMBRIDGE PARTNERSHIP

Cambridgeshire County Council

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 Haverhill Town Council & ONE Haverhill Partnership

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First Issue	07/10/2026
Rev 1	
Rev 2	

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) Haverhill Town Council and ONE Haverhill Partnership

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 Haverhill Town Council was established in 1989 and is made up of 16 elected councillors for 7 wards in Haverhill. Haverhill Town Council has previously been a member of the Local Liaison Forum which ran from February 2017 to June 2021.

1.2.4 ONE Haverhill Partnership is an independent strategic partnership that brings organisations and resources together to make them more effective and efficient in the town.

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 Haverhill Town Council and ONE Haverhill Partnership 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 Haverhill Town Council and ONE Haverhill Partnership.

2 Record of Engagement

A summary of the meetings and correspondence that has taken place between the Applicant and Haverhill Town Council and ONE Haverhill Partnership 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
27 June 2025	Email	Email to Haverhill Town Council confirming the process to submit their Statement of Case and acknowledgment of the council's support for the scheme and proposed amendment to the scheme alignment. The email confirmed that the amendment will not from part of the scheme being considered. Under the current plans, it is still expected that services using the busway would continue to operate on-road between the A11 and Haverhill, so this will still have the benefit of the busway infrastructure to reduce journey times and improve reliability for journeys between Haverhill and Cambridge. The email confirms that the amendment has been shared with the project engineers and GCP, who will review and provide an initial response within the statement of case regarding this matter.
31 October 2025	Email	Acknowledgement of the Haverhill Town Council and ONE Haverhill Partnership representation to the Scheme and submission of a Statement of Case. Request for a meeting to further discuss issues and concerns.

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
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 to provide for anticipated future growth in the long term - Traffic concerns on the A1307 between Haverhill and the A11 - Bus frequency and frictionless access and egress at the Travel Hub **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 TWAO 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 from Haverhill Town Council and ONE Haverhill Partnership
23 July 2026	Email	Final draft of the SoCG provided with position updates provided by to Haverhill Town Council and ONE Haverhill Partnership

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
18 September 2026	Email	Email confirms that Haverhill Town Council and ONE Haverhill Partnership agree on the contents of the final draft SoCG. Haverhill Town Council and ONE Haverhill Partnership maintain that "the key substantive position will remain around the suitability of the Babraham site, in points 3 and 5 in the document. Particularly with Grange Farm looming as well, we feel that the choice of the site was not made on the full information available regarding the gas line and becomes even more untenable if Grange Farm gets the green light. If the choice of site was being made today, then we believe Babraham would have scored badly compared to alternatives – and there wasn't much in it to begin with. A spur to enable the Granta Park route to operate would bypass Fourwentways and Grange Farm and open up potential for a far better site for a park-and-ride near Linton or at least allow westbound buses to completely bypass to traffic problems."
23 September 2026	Email	Final SoCG document provided to Haverhill Town Council and ONE Haverhill Partnership.
07 October 2026	Email	Updated final SoCG document provided to Haverhill Town Council and ONE Haverhill Partnership.

It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between the Applicant and Haverhill Town Council and ONE Haverhill Partnership in relation to issues addressed in this SoCG.

3 Issues

Issues agreed, not agreed or under discussion

Table 3.1 below details the issues which have been agreed, not agreed or are under discussion between the Applicant and Haverhill Town Council and ONE Haverhill Partnership.

Table 3.1 - Issues

Issue No.	Issue	Document Reference	Haverhill Town Council and ONE Haverhill Partnership Position	Applicant's Position	Status
1.	Support for improvements to public transport	[CD3-07 REP3SoC]	The Haverhill Town Council and the Partnership have long been supportive of proposals for off-road rapid mass transport between Cambridge and Haverhill.	The applicant welcomes support of proposals for off-road rapid mass transport and acknowledges the particular interest in improving connectivity for Haverhill.	Agreed
			We therefore welcome the proposal for CSET2 as far as it goes – except it only goes as far as the Babraham Travel Hub, and how it terminates there is a source of dismay to us. Haverhill Town Council and ONE Haverhill Partnership fully support improvements to public transport, however, believe that, if it is not amended, the proposed CSET2 route is unlikely to fulfil its stated objectives.	The applicant welcomes support for the scheme and acknowledges the issues raised. The Scheme focuses on improving connectivity to employment sites, Cambridge city centre and the CBC from south east Cambridge, and improving connectivity for settlements such as Sawston, Stapleford and Great Shelford and beyond into West Suffolk. Alongside the busway, the maintenance track provides an active travel facility for shared cycle and footpath use, providing a new, complete, north/south connection between the CBC and the Travel Hub. The capacity of the current transport infrastructure has not been increasing at the pace necessary to accommodate the additional travel demand generated by economic and population growth. This results in congestion and delays along the A1307, which are forecast to significantly worsen without intervention. As the population expands and housing affordability continues to deteriorate, people will be forced to relocate further away from Cambridge. Consequently, improved transport connection is needed between Cambridge and south east Cambridge to support such growth. GCP recognises the additional benefits which might be achieved by further connectivity beyond the current scheme, but the proposed option has been selected as the best performing and does not preclude future investment in extensions to the south.	Not Agreed

Issue No.	Issue	Document Reference	Haverhill Town Council and ONE Haverhill Partnership Position	Applicant's Position	Status
2.	Future proofing the current busway alignment	[CD3-07 REP3SoC] Minutes of meeting held 27 November 2025	Concerning the current design prior to where the busway enters the travel hub. All parties in the representation 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. Haverhill Town Council and ONE Haverhill Partnership 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.	Not Agreed
3.	Traffic concerns	[CD3-07 REP3SoC] Minutes of meeting held 27 November 2025	There are concerns that there will be traffic impacts on and 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.	Not Agreed
4.	Bus frequency	[CD3-07 REP3SoC] 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.	Not Agreed

Issue No.	Issue	Document Reference	Haverhill Town Council and ONE Haverhill Partnership Position	Applicant's Position	Status
5.	Parking capacity	[CD3-07 REP3SoC]	It must also be highlighted that although the Travel Hub was originally intended to have 2,000 car parking spaces (Greater Cambridge Partnership, 2020), the current proposal demonstrates a maximum capacity of only 1,250 car parking spaces. This is a considerable difference between the intended and actual number of spaces, which raises further concerns. Although there is space within the footprint of the Travel Hub for further parking 'if and when demand justifies', the reduction of car parking spaces from up to 2,000 to 1,250 enables a lower density of parking and enhanced landscaping (Mott MacDonald, 2021). The reason for the reduction in car park spaces is an issue with the development-restricted exclusion zone around the high-pressure gas main. The correct assessment of the exclusion zone and the impact on the capacity of the car parking should have prompted a review of the *choice* of site 7 to demonstrate robustness of the choice, not just a redesign of the car park.	The reduction of car parking spaces reflects current demand predictions. It does not preclude any future aspiration for the provision of additional parking or other transport related services. As such we do not propose low density parking which would utilise more space less efficiently. 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.	Not Agreed

Signed on behalf of Cambridgeshire County Council:

Name: .....

Authorised Signatory Peter Blake

Dated: 19/10/2026 .....

Signed on behalf of Haverhill Town Council:

Name: Colin Poole .....

Authorised Signatory .....

Dated: 15/10/2026 .....

Signed on behalf of ONE Haverhill Partnership:

Name: HENRY WILSON .....

Authorised Signatory .....

Dated: 15/10/2026 .....