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 Fen Line Users Association

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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 CSET-10-02-00) and the Non-Technical Summary (Doc Ref CSET-10-01-00)

1.1.3 This SoCG does not seek to replicate information which is available elsewhere with 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) Fen Line Users Association.

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 The Fen Line Users Association works to develop services between the Fen Line train stations (King's Lynn, Watlington, Downham Market, Littleport, Ely, Waterbeach, and Cambridge North) and onwards to Cambridge and London. The Association represents the interests of users of the Fen Line to rail industry management, monitors services to ensure that services offered are maintained and improved and informs members of the latest developments.

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 Fen Line Users Association 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 Fen Line Users Association.

2. Record of Engagement

2.1.1 A summary of the meetings and correspondence that has taken place between the Applicant and Fen Line Users Association 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	Acknowledgement by GCP of the Fen Line Users Association objection to the CSET2 TWAO and submission of a Statement of Case. Request for a meeting to further discuss issues and concerns.
5 December 2025	Meeting	The meeting provided an update on the CSET2 TWAO public inquiry process and timeline, as well as discussion of the Fen Line Users Association objection and Statement of Case submission. **Key Topics:** Three key topics were covered which encompasses the issues raised; the general alignment, the route passing Sawston and the northern terminus at Francis Crick Avenue. **Key Outcomes:** - The general alignment: confirmation of the identified preferred option being taken forward. - The route passing Sawston: confirmation of the scheme alignment in relation to Sawston and the previous railway alignment having been subsequently built upon. - The northern terminus at Francis Crick Avenue: confirmation that the busway will not terminate at Francis Crick Avenue. Further discussion was welcomed, alongside the development of a Statement of Common Ground and an amendment of the Fen Line Users Association Statement of Case, in light of the details discussed and plans provided.
5 December 2025	Email	Following the above meeting, Fen Line Users Association were provided with the general arrangement drawing for the FCA Bus Bay Location, along with the bus shelter standard drawing.
19 December 2025	Email	The 5 December 2025 meeting minutes were circulated.
20 May 2026	Email	Email providing an update on the TWAO timeline and confirmation that a draft SoCG will be provided in

Date	Form of Correspondence	Key Topics Discussed and Key Outcomes
		due course. FLUA previously indicated that an amended Statement of Case would be provided, following the meeting on 5 December. This amended SoC was requested.
11 June 2026	Email	Draft SoCG provided to FLUA and comments requested.
22 June 2026	Email	Comments provided by FLUA and confirmed status
26 June 2026	Email	Further comments provided by FLUA and confirmed status
03/07/2026	Email	A final version of the agreed SoC is shared, minus a wet signature

2.1.2 It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between the Applicant and Fen Line Users Association in relation to issues addressed in this SoCG

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3. Issues

3.1 Issues agreed, not agreed or under discussion

3.1.1 Table 3.1.1 below details the issues which have been agreed, not agreed or are under discussion between the Applicant and Fen Line Users Association.

Table 3-1 – Issues

Issue No.	Issue	Document Reference	[INSERT ORGANISATION]'s Position	Applicant's Position	Status	Date and Method of Agreement
1.	Overall public transport improvements	n/a	Fen Line Users Association support the need to improve public transport to the South-East of Cambridge.	The applicant welcomes this position.	Agreed	03/07/2026 Copy of the agreed SoC provided over email
2.	General route	FLUA Statement of Case **[CD3-11] / [CD2-OBJ-325]**	Fen Line Users Association would favour implementation of the original scheme along the A1307 and any cost savings to be put towards reopening the railway to Haverhill.	The applicant notes the preference for the alternative scheme. The applicant has conducted an evidence-based assessment of all the potential options for the Scheme which identified the preferred option as the best performing option; hence this has been taken forward as part of the TWAO application.	Not Agreed	03/07/2026 Copy of the agreed SoC provided over email
3.	Busway alignment and future railway reinstatement	FLUA Statement of Case **[CD3-11] / [CD2-OBJ-325]**	With the currently proposed scheme, the alignment near Sawston leaves no space for the railway to be reinstated in the future. Reopening the railway to Haverhill was recently assessed as "a good case for future development" by the Restoring your Railways scheme. It would provide the growing town of Haverhill with fast and environmentally friendly transport to central Cambridge and beyond, potentially including through trains to Cambridge North and other stations along the line.	The alignment of the CSET2 route adjacent to Sawston is intended to run close to the Sawston community to maximise the benefit to the village and to ensure connection to existing guided busway services. The original railway line at Sawston has now been built upon and forms part of the South Cambridge Business Park, therefore a railway realignment would be needed in any case if any plans were to be taken forward, irrespective of the CSET2 alignment.	Not Agreed	03/07/2026 Copy of the agreed SoC provided over email
4.	Francis Crick Avenue	FLUA Statement of Case **[CD3-11] / [CD2-OBJ-325]**	The terminus on Francis Crick Avenue (FCA) is a very constrained site. If it is intended to be part of a travel to work route with passengers transferring to rail at the new Cambridge South Station, there needs to be provision on the east side for substantial numbers of people to be waiting for their bus home.	The FCA scheme, which is an upgrade to the existing shared use pathways, allows for the CSET2 busway to continue onto FCA once CSET2 is complete. CSET2 buses would continue after passing along FCA and will not terminate on FCA. Buses will travel into the city centre and will not terminate at the station but take a left-hand turn and pass the new Cambridge South Station. There will not be a space conflict on the eastern side of FCA as cyclists will move over to the western side within the new shared pedestrian and cycle facility. By utilising the existing paved footway area adjacent, there will be sufficient width for bus-stop users and path users to pass on the footway.	Agreed	03/07/2026 Copy of the agreed SoC provided over email

Signed on behalf of Cambridgeshire County Council

Name:……

Authorised Signatory

Dated:……

Signed on behalf of Fen Line Users Association

Name: .....

Authorised Signatory

Dated:.....