[redacted]

From: Paul Cutmore <[redacted]>
Sent: 27 February 2025 06:09
To: TRANSPORTINFRASTRUCTURE
Cc: [redacted]
Subject: Objection to "Cambridge South East Transport (CSET) Order" dated January 2025
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

Dear Secretary of State for Transport

Objection to "Cambridge South East Transport (CSET) Order" dated January 2025, by Cambridge Group Ramblers' Association

Will you please acknowledge receipt of this Objection?

I am writing on behalf of the Cambridge Group of the Ramblers' Association. My postal address is [redacted]. Mobile number: [redacted]

We are objecting to the inadequate provision for footpaths in the above 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.

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 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", 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..". 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". 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”.

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". The clear implication is that the CSET project does not care much about Public Rights of Way.

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, 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 minimise such closures.

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

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,

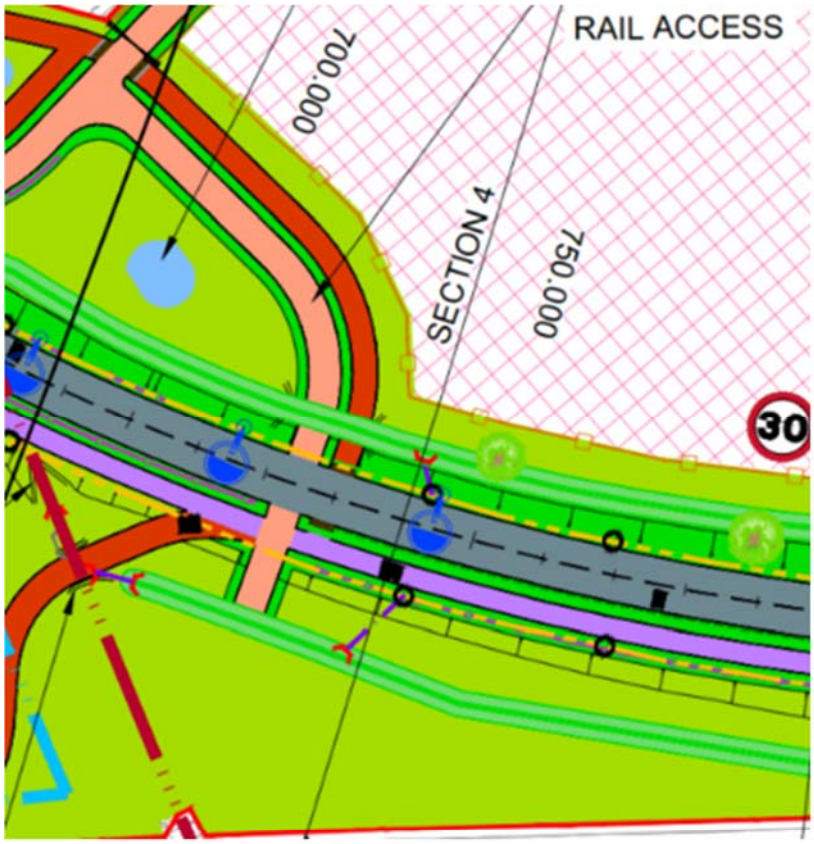
I was passed your further queries from GCP, thank you for getting in touch.

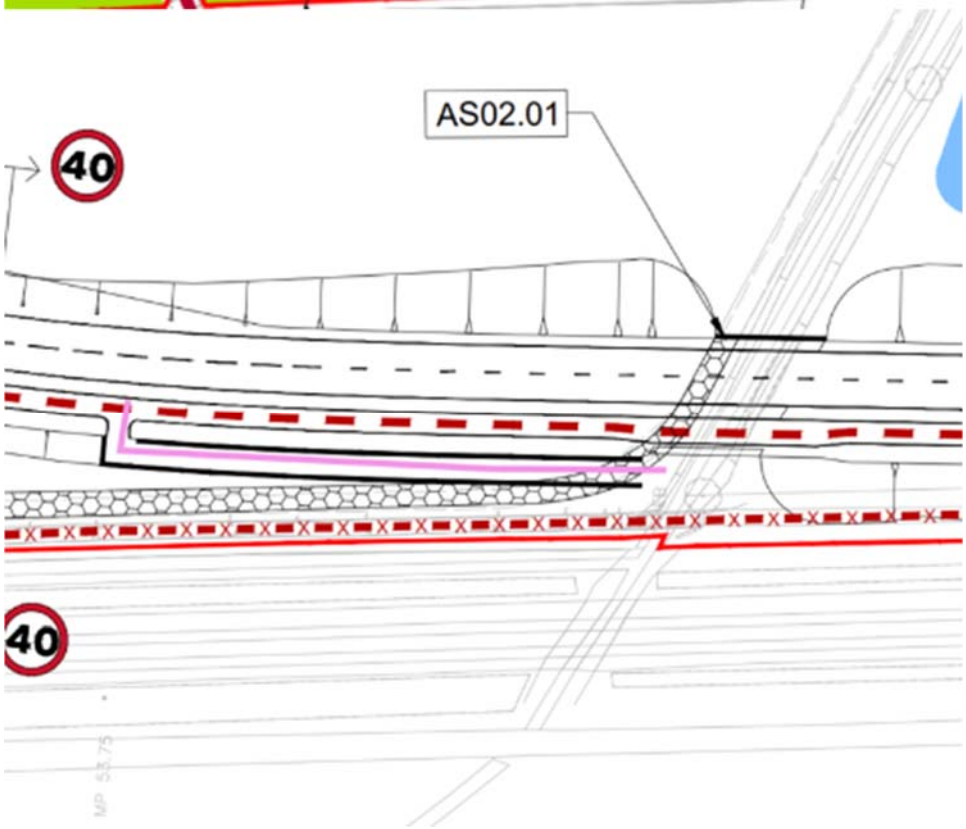
I have pulled out your questions with our response in green:

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

AtkinsRéalis

From: Paul Cutmore <[redacted]>
Date: Thursday, 23 January 2025 at 12:08
To: Greater Cambridge Partnership <[redacted]>
Cc: [redacted] <[redacted]>, [redacted] <[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 AtkinsRéalis 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 <[redacted]>
CC:[redacted], [redacted] <[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 <[redacted]>
Cc: [redacted]; [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 – [redacted]

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

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This email has originated from external sources and has been scanned by DfT's email scanning service.

From: [redacted]
Date: 2 December 2024 at 22:09:03 GMT
To: cSET.Order@atkinsrealis.com
Cc: [redacted]
<[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 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.

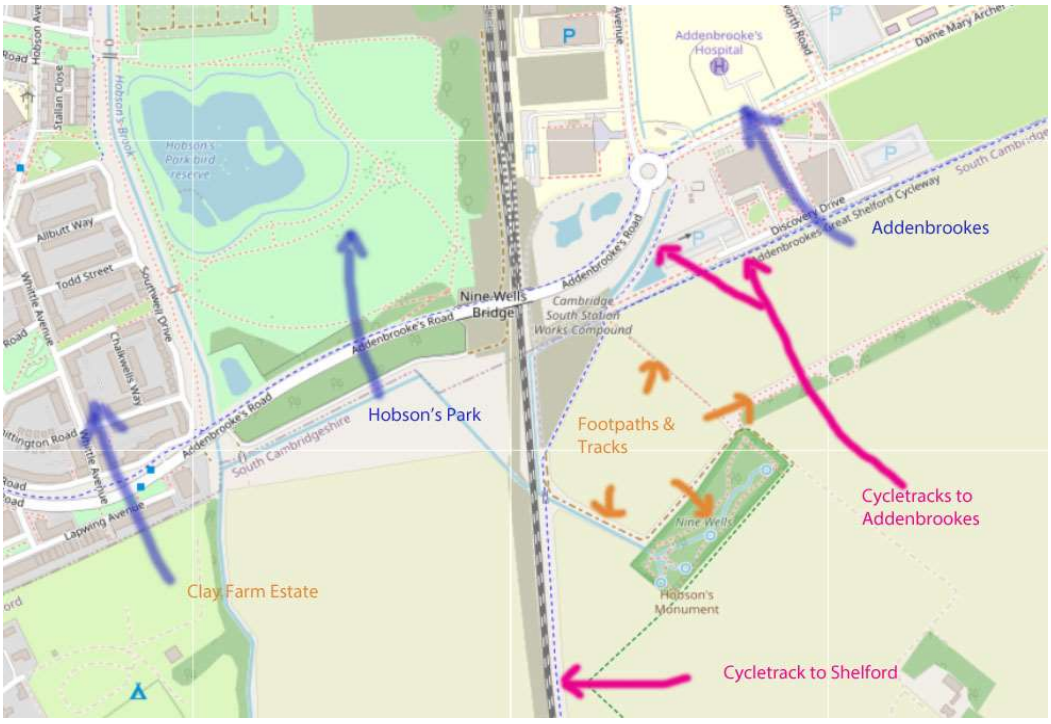


Figure 1

1.7 This matter must be rectified. We make two suggestions in our comments on the following map

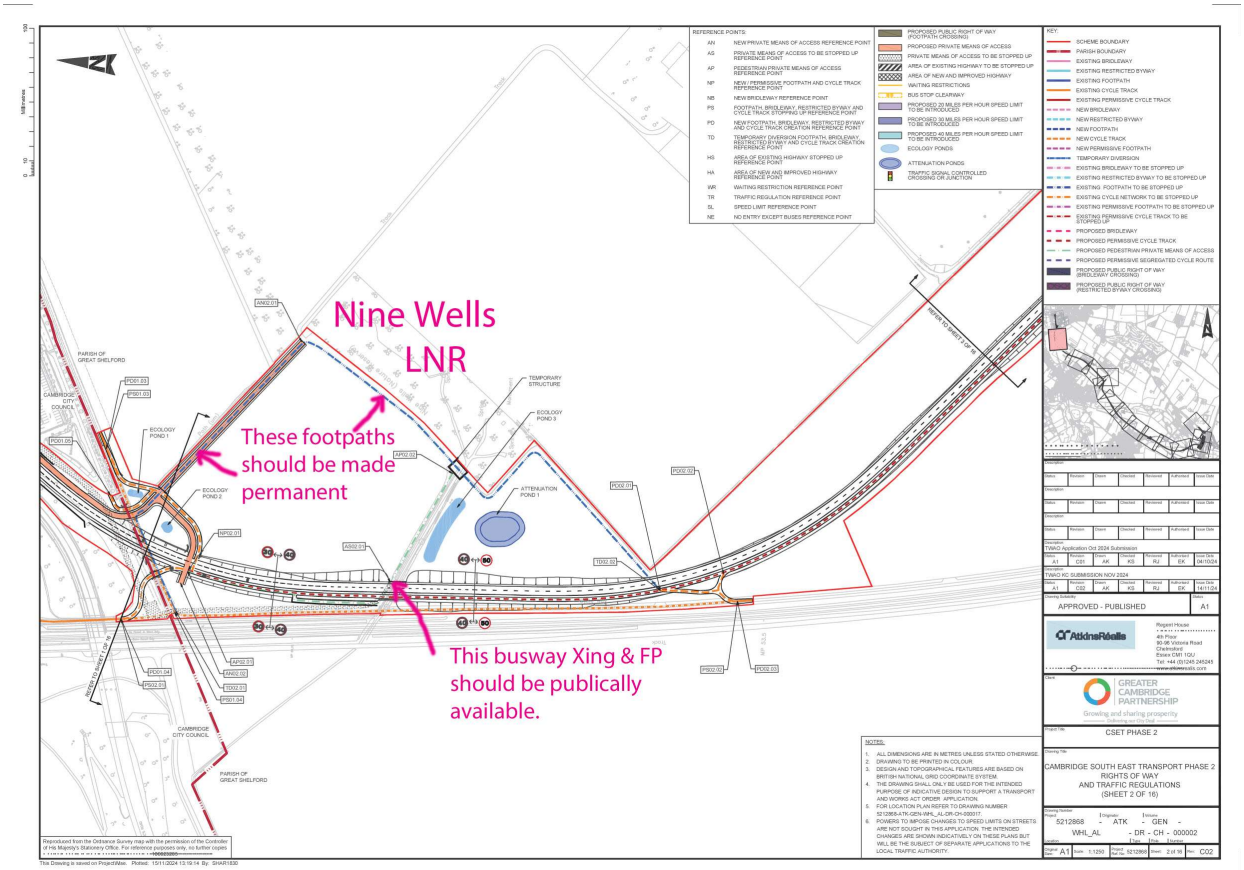


Figure 2

2.1 *CSET-10-02-00 ES Volume 2 Main Report.11.5.1 "The DNA Cycle Path will remain open during the majority of the construction period, but a temporary diversion may be needed during specific operations. There will be close views of construction Compound 7 nearby and of the construction of the Hobson's Conduit crossing and route. The works will form the dominant feature of the view. With the ability to divert the cycle path and maintenance of access, the high sensitivity of the receptor, combined with the major magnitude of change, will result in large adverse effects which are significant. Night time effects have not been considered. "*

2.2 The DNA Cycle Path is well used at night, particularly by hospital and other workers. Any diversion must be well lit and signed.

3.1 **Travel 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, below.

Item	Text	Action
	of Ways (PRoWs) **A11 Travel Hub** - 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.

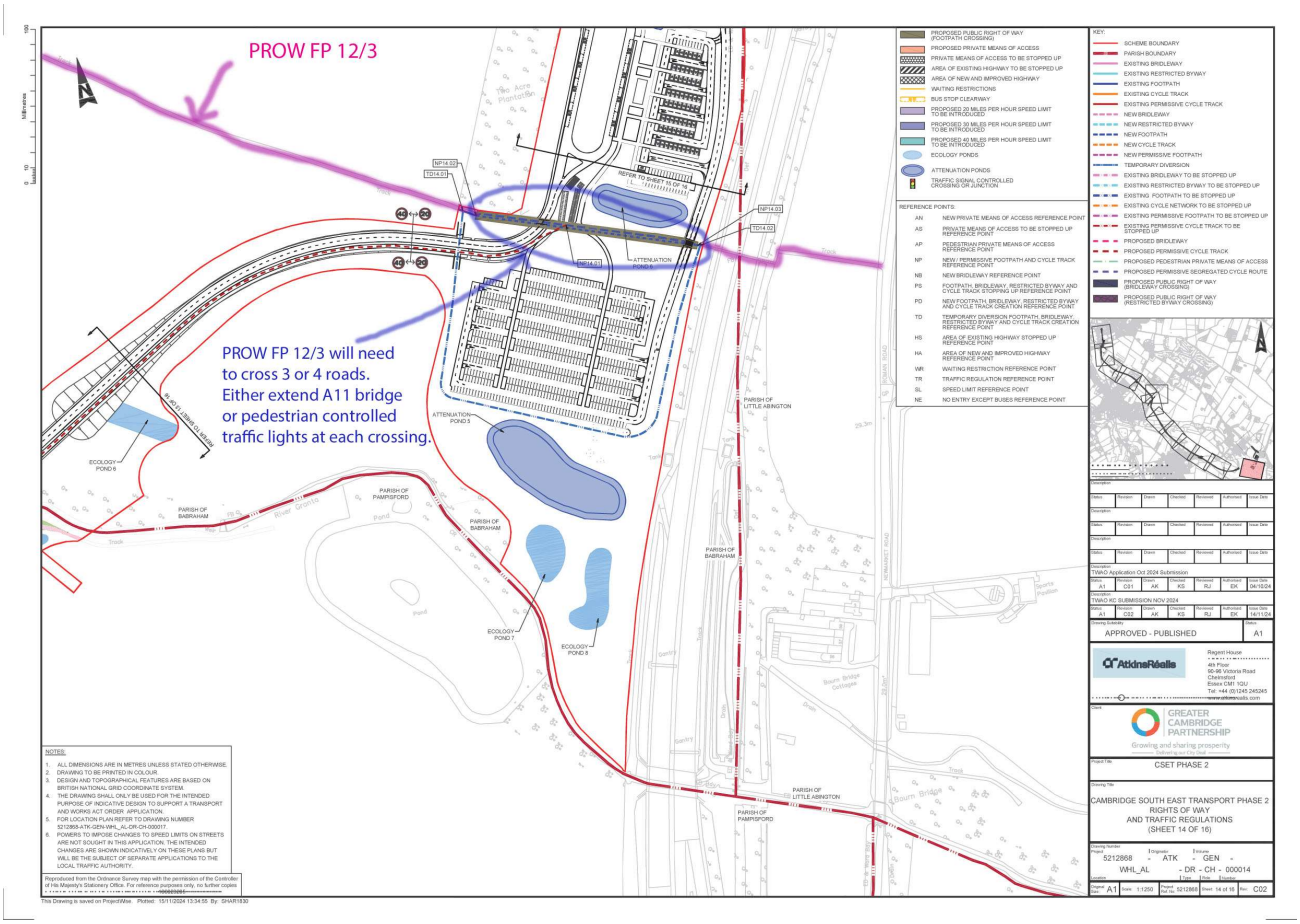


Figure 4

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.

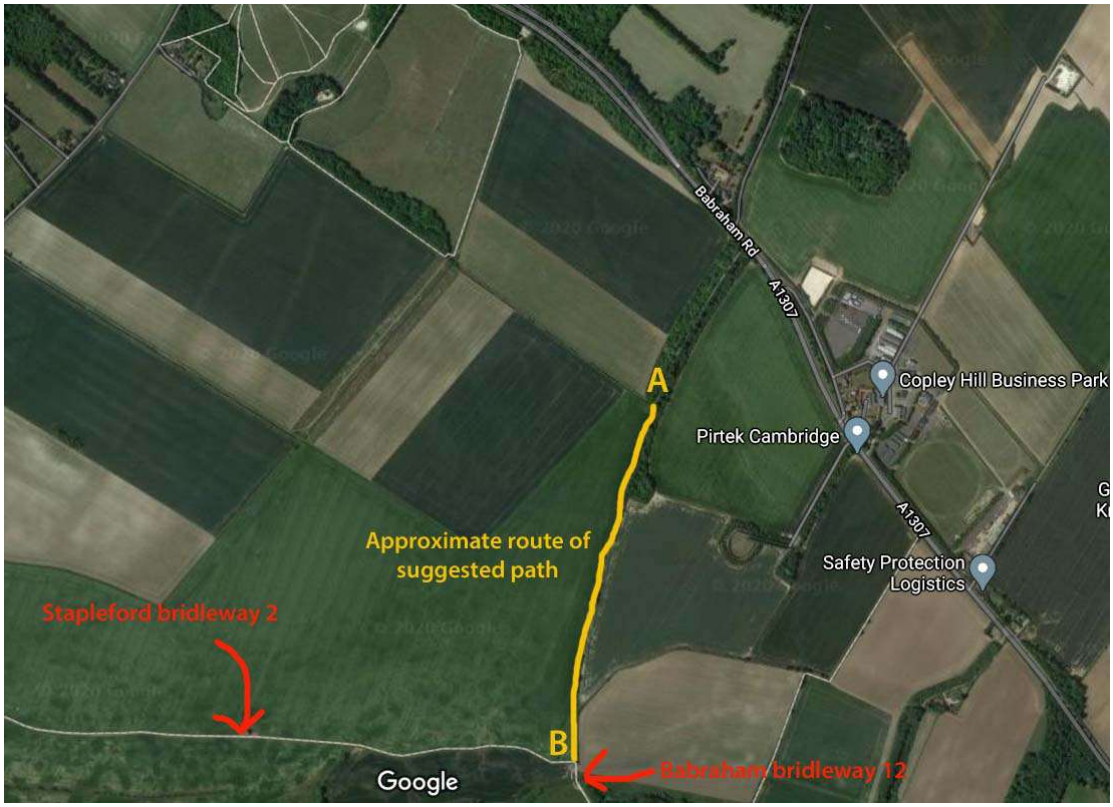
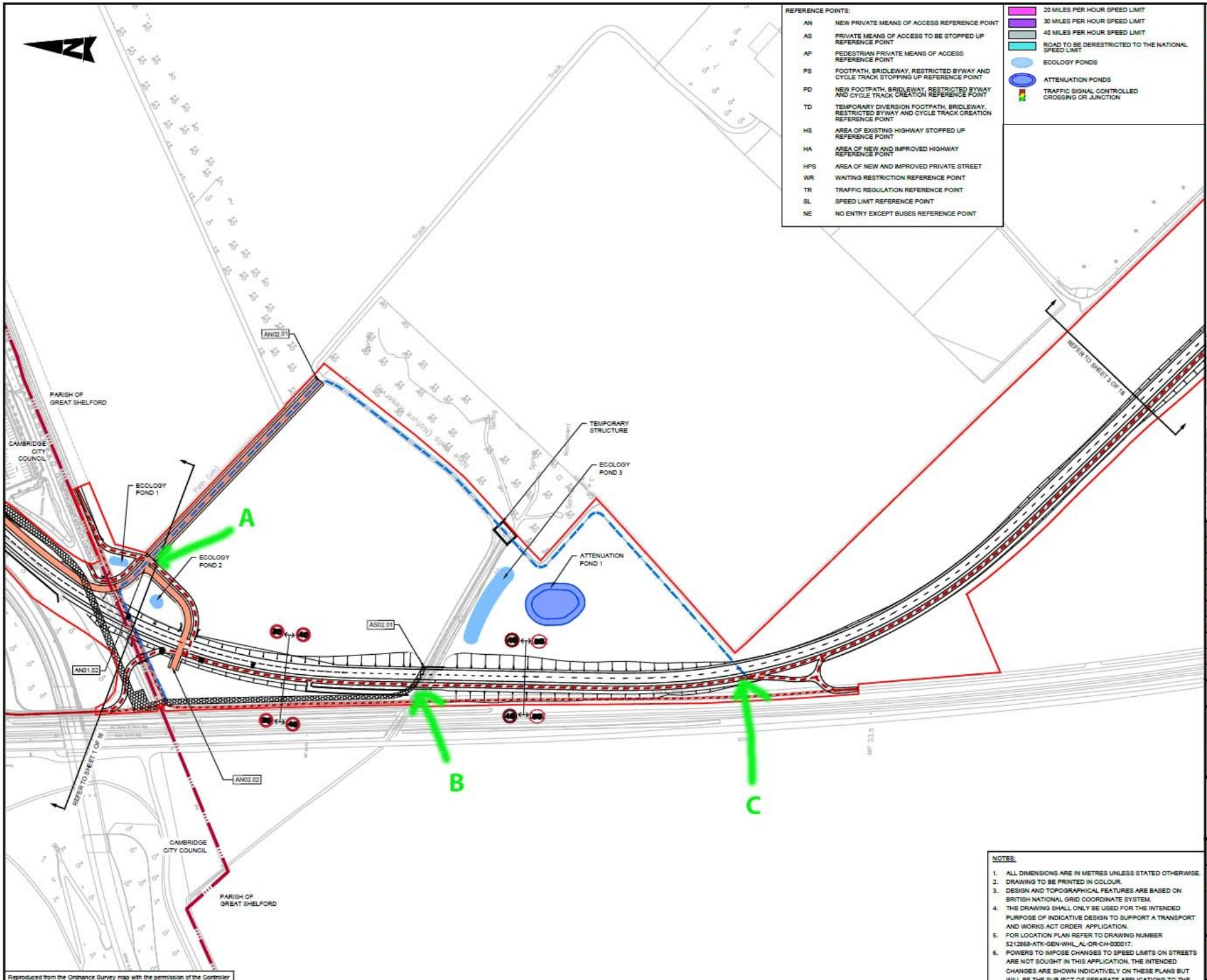
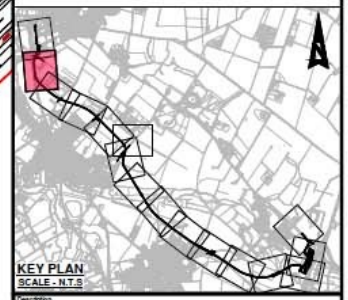


Figure 5





Description	Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date
TWAO Application Oct 2024 Submission	A1	C01	AK	KS	RJ	EK	04/10/24
TWAO KC SUBMISSION NOV 2024	A1	C02	AK	KS	RJ	EK	14/11/24
TWAO JANUARY 2025	A1	C03	AK	KS	EK	EK	07/01/25

Drawing Suitability: APPROVED - PUBLISHED
Status: A1

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Client: GREATER CAMBRIDGE PARTNERSHIP
Growing and sharing prosperity
Delivering our City Deal

Project Title: CSET PHASE 2

Drawing Title:
CAMBRIDGE SOUTH EAST TRANSPORT PHASE 2
RIGHTS OF WAY
AND TRAFFIC REGULATIONS
(SHEET 2 OF 16)

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.
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5. FOR LOCATION PLAN REFER TO DRAWING NUMBER 5212868-ATK-GEN-WHL_AL-DR-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.

Drawing Number	Project	Originator	Volume	Location	Type	Role	Number
	5212868	ATK	GEN	WHL_AL	DR	CH	000002

Original Size	Scale	Project Ref. No	Sheet	Rev
A1	1:1250	5212868	2 of 16	C03

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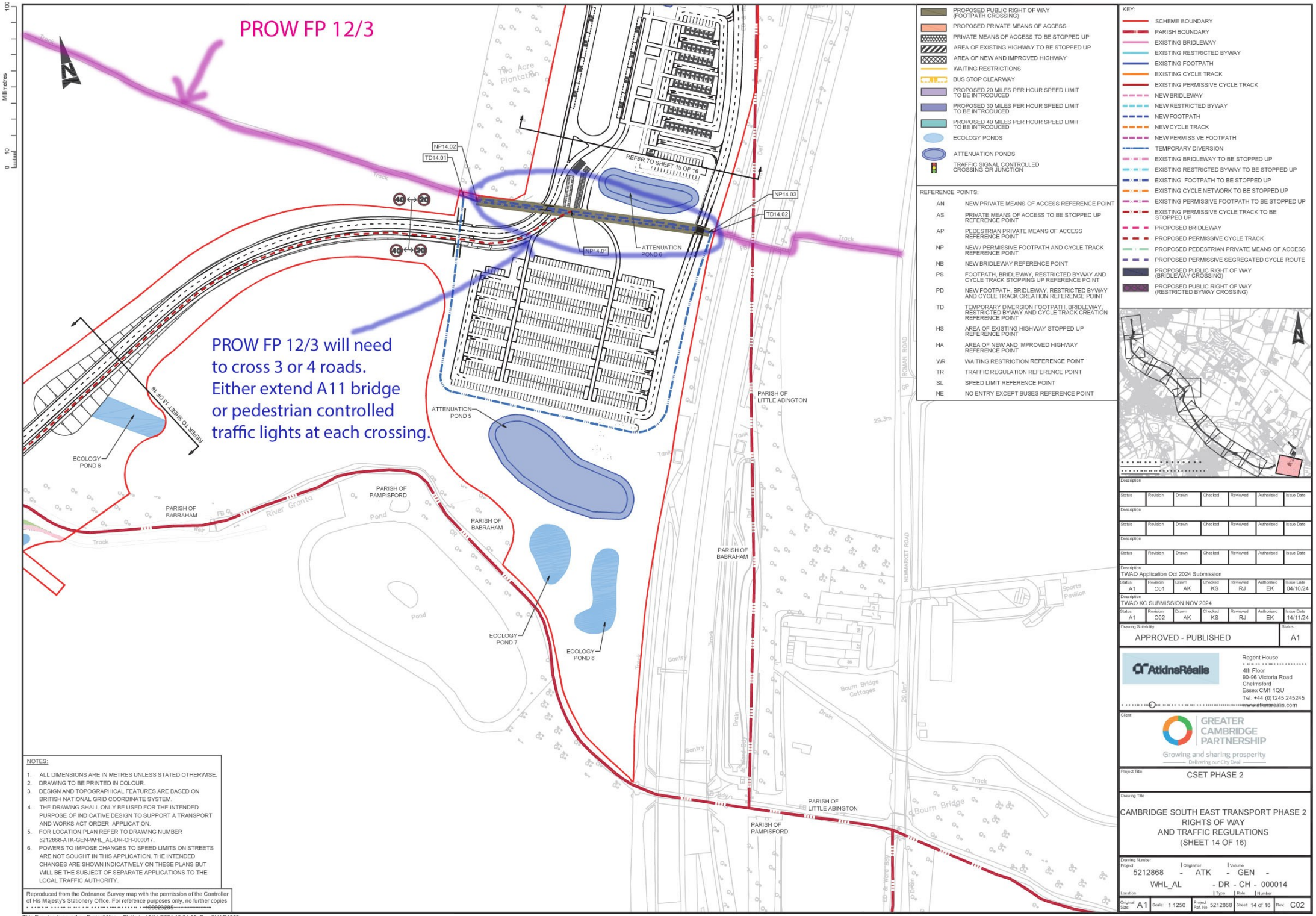

PROPOSED PUBLIC RIGHT OF WAY (FOOTPATH CROSSING)
PROPOSED PRIVATE MEANS OF ACCESS
PRIVATE MEANS OF ACCESS TO BE STOPPED UP
AREA OF EXISTING HIGHWAY TO BE STOPPED UP
AREA OF NEW AND IMPROVED HIGHWAY
WAITING RESTRICTIONS
BUS STOP CLEARWAY
PROPOSED 20 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
PROPOSED 30 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
PROPOSED 40 MILES PER HOUR SPEED LIMIT TO BE INTRODUCED
ECOLOGY 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 BRIDLEWAY REFERENCE POINT
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PD	NEW FOOTPATH, BRIDLEWAY, RESTRICTED BYWAY AND CYCLE TRACK CREATION REFERENCE POINT
TD	TEMPORARY DIVERSION FOOTPATH, BRIDLEWAY, RESTRICTED BYWAY AND CYCLE TRACK CREATION REFERENCE POINT
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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 BRIDLEWAY
EXISTING RESTRICTED BYWAY
EXISTING FOOTPATH
EXISTING CYCLE TRACK
EXISTING PERMISSIVE CYCLE TRACK
NEW BRIDLEWAY
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Project Title: CSET PHASE 2

Drawing Title: CAMBRIDGE SOUTH EAST TRANSPORT PHASE 2 RIGHTS OF WAY AND TRAFFIC REGULATIONS (SHEET 14 OF 16)

Drawing Number: Project 5212868 - Originator ATK - Volume GEN - WHL_AL - Type DR - Role CH - Number 000014

Location | Original Size: A1 | Scale: 1:1250 | Project Ref. No.: 5212868 | Sheet: 14 of 16 | Rev: C02

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CAMBRIDGE SOUTH STATION

Landscape/ Townscape Integration
SITE CONTEXT PLAN

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

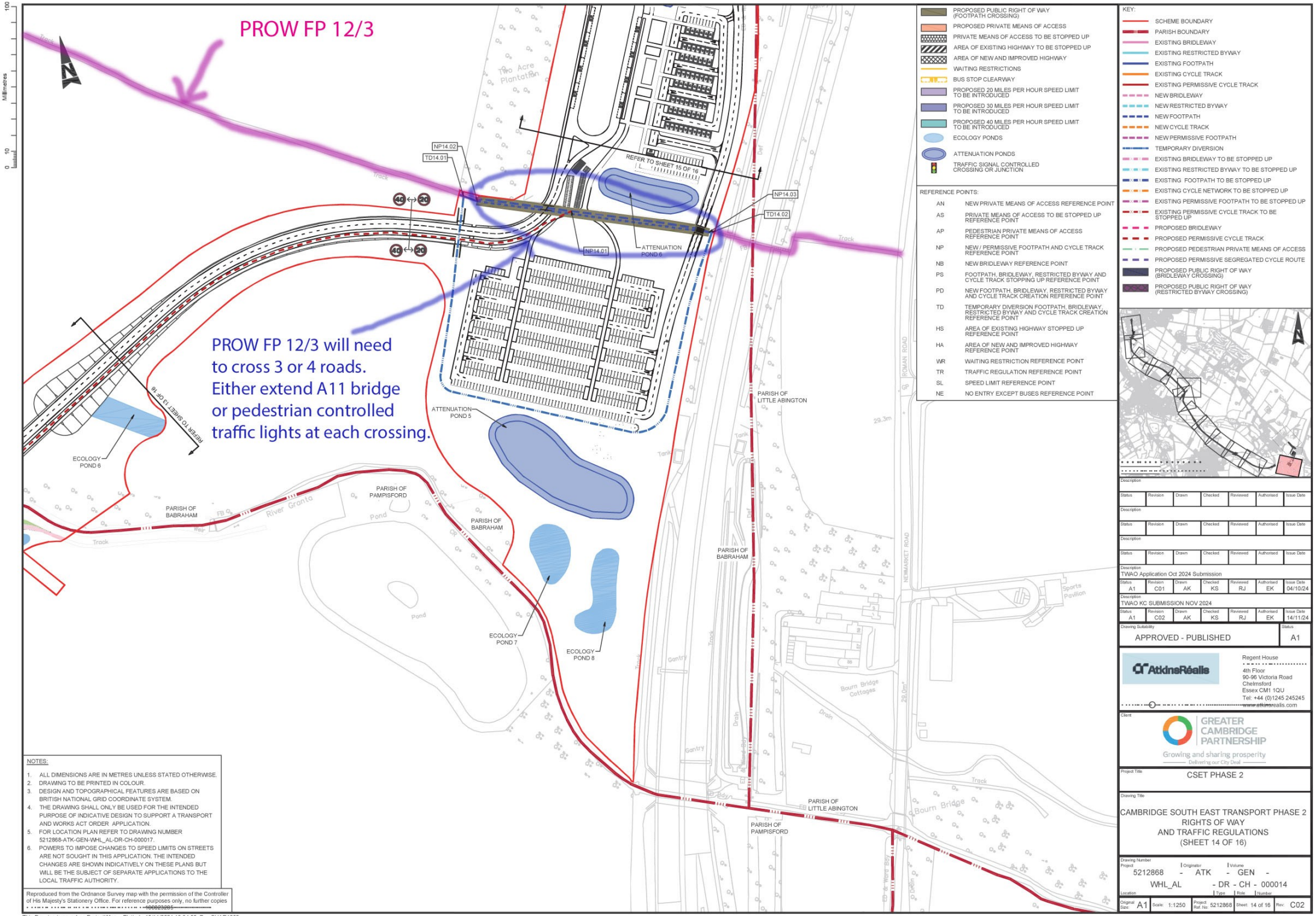
Key Surrounding Buildings and Destinations

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

29/09/2020
Rev B

ARCADIS Design & Consultancy for natural and built assets



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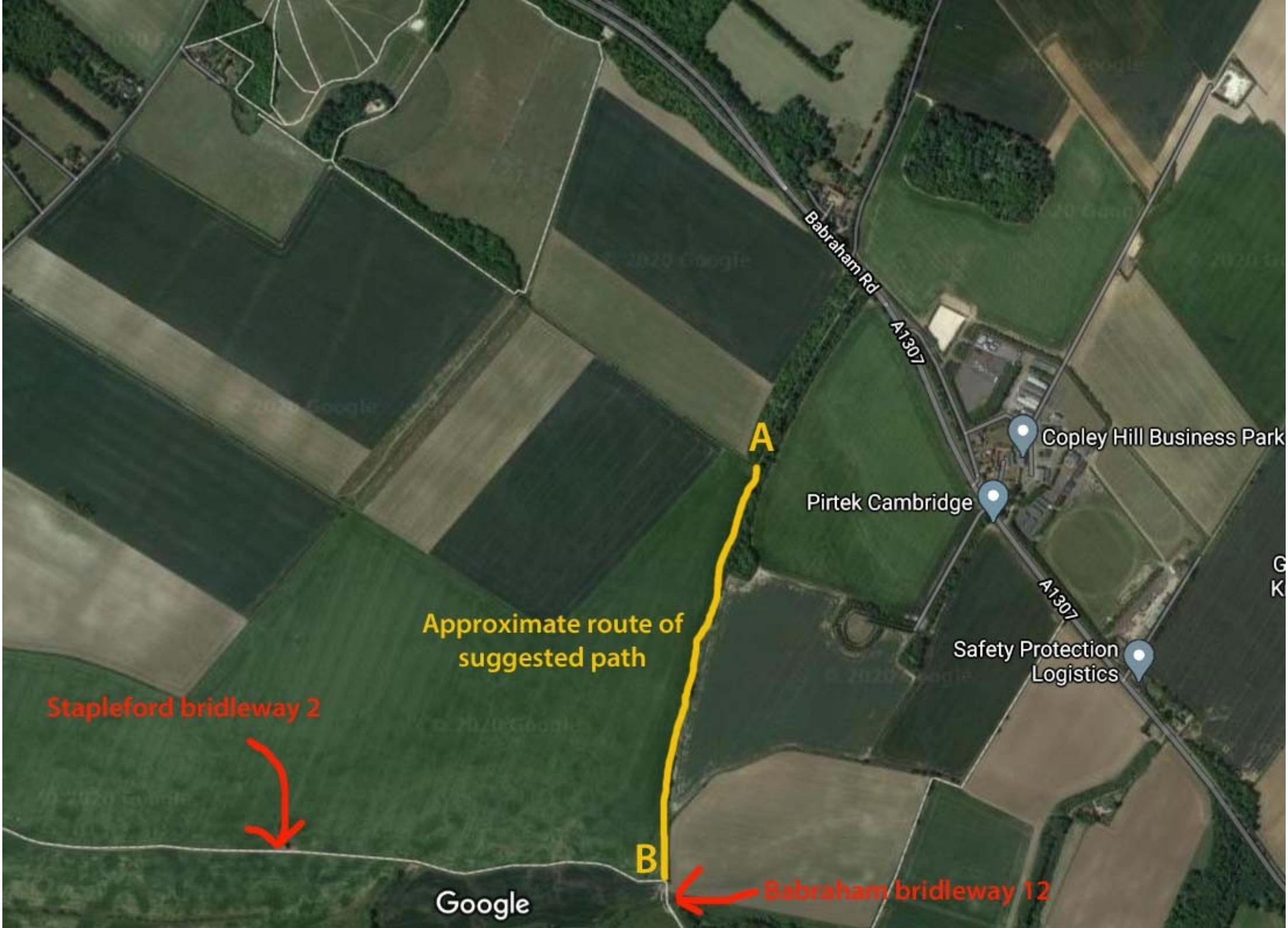
Babraham Rd
A1307
A
Copley Hill Business Park
Pirtek Cambridge
A1307
Safety Protection Logistics
Approximate route of suggested path
Stapleford bridleway 2
B
Babraham bridleway 12
Google