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 The Cambridge Ramblers

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Introduction

Purpose of this document

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").

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)

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/

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.

Parties to this Statement of Common Ground

This SoCG has been prepared between (1) the Applicant and (2) The Cambridge Ramblers

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.

The Cambridge Ramblers is part of the national Ramblers Association. It is actively involved in local rights of way and planning matters, including monitoring the network of public paths in South Cambridgeshire and Cambridge City, responding to proposals for changes to rights of way and making suggestions for improvement. The Cambridge Ramblers have previously been a member of the Greater Cambridge Partnership (GCP) Active Travel/Non-Motorised Users Working Group which ran until November 2025.

Terminology

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.

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 The Cambridge Ramblers 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 The Cambridge Ramblers.

Record of Engagement

A summary of the meetings and correspondence that has taken place between the Applicant and The Cambridge Ramblers 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
30 October 2019	Cambridge Ramblers' online response to GCP's Public Consultation Questionnaire	"The proposals do not show the existing footpath network which must be preserved during any development. Future proposals should identify all existing rights of way. In particular: DNA path, bridleway Stapleford 2, byway Babraham 10, footpath Pampisford 1, footpath Babraham 4. Explanation should be provided on how shared bus routes would protect any NMU route alongside. The design of new NMUs should seek to provide safe separation between different categories of users, in particular in those sections where cyclists may be permitted to travel at speed. Where the busway cross NMU routes, provision should be provided for pedestrians to safely cross the busway."
27 November 2020	Meeting	A meeting between The Cambridge Ramblers, the Local Access Forum and the scheme designers to discuss public rights of way in the area and overall connectivity. Key Topics: • The extent of the proposed scheme • Outline of the A11 travel hub, road crossings and stops • Outline of the works to Francis Crick Avenue to a fully segregated footpath and a cycle lane • PRoW concerns • The possibilities to provide more links to Magog Down Key Outcomes: It was proposed the Ramblers Association should note suggestions [i.e. additional path to Magog Down] in the response to the EIA consultation so that it can be formally noted and considered during the analysis.
03 December 2020	Email	Email from Cambridge Ramblers in response to Cambridge South East Transport Phase 2 EIA Consultation.
04 December 2020	Email	Email from Cambridge Ramblers with maps showing suggested route to Magog Down, in response to email request sent (on 3 December 2020) on behalf of GCP requesting said map.
18 November 2024	Email	An email on behalf of GCP circulating the CSET TWAO draft order documents. Any comments requested to be submitted by 6 December 2024.

02 December 2024	Email	Email response from The Cambridge Ramblers following the 18 November 2024 request to provide comments on CSET TWAO draft order documents Key Topics: • Difficulty in accessing the current plans for CSET2 • Outlining the current footpath provision in the area and concerns over the long-term impact on the permissive path network • Concern that there appear to be no improvements to the public rights of way network along other sections of the busway Disappointed to see the failure to safeguard current recreational walking routes and the failure to provide new routes. The Cambridge Ramblers request a review of the plans as proposed. Key Outcomes: Subsequent email response provided 15 January 2025
06 December 2024	Email	Additional email response from The Cambridge Ramblers following the 18 November 2024 request to provide comments on CSET TWAO draft order documents Key Topics: As part of the response the following topics of concern are detailed: • Overall footpath provision Access to Nine Wells Local Nature Reserve from North, West & South blocked by proposed busway • Lack of safety for Pedestrian crossings at the travel hub • Concerns over closures of at least 4 public rights of way for the duration of the construction with no diversions to be implemented • Lack of inclusion of the An additional footpath suggestion Key Outcomes: Subsequent email response provided below.
15 January 2025	Email	A follow up email from GCP addressing a number of comments submitted regarding the CSET TWAO draft order documents, acknowledging the response to the 18 November 2024 email and 2/6 December 2024 responses. Key Topics: • GCP acknowledge the public benefits associated with increased uptake in the active modes of walking and cycling and therefore, are committed to this new 9 Km, off-road, walking and cycling route which will connect Cambridge Biomedical Campus to Sawston, Stapleford and Babraham along the Cambridge South East Busway. • The existing private means of pedestrian access from the DNA path to Nine Wells from the West has been amended in the 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 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 Key Outcomes: Recommendation for The Cambridge Ramblers to view the most up to date inquiry information on the scheme and signposted to visit the GCP website.
22 January 2025	Email	A response from The Cambridge Ramblers following 15 January 2025 email. Key Topics:

		A request that the implementation of GCP's statement "...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.." be included in the [public] plans. • A request to see where access to Nine Wells from the busway-adjacent route would be. • A map was provided to GCP to show important busway pedestrian crossing points that must be implemented to enable existing walking routes to Nine Wells to be continued. • A request that walking 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. • A request that the “temporary” diversion of the DNA path route via Nine Wells should become permanent. • A query as to whether the busway will be fenced to prevent walkers crossing elsewhere Key outcomes: A response provided below to the above points.
28 January 2025	Email	A response provided to the Cambridge Ramblers on three questions raised in the previous email dated 22 January 2025. Key Topics: • 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) why has this changed? The email confirms that the access is still there only the rights have been removed. • 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? The email confirms 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. • Will there be safe crossing points for walkers to get to Nine Wells? Will the busway be fenced to prevent walkers crossing elsewhere? The email confirms that an uncontrolled pedestrian crossing has been proposed, and an underbridge crossing is also proposed. Access Deterrent Planting has been proposed along the guided bus way route and the emergency and maintenance access track. Key outcomes: Recommendation for The Cambridge Ramblers to view the most up to date inquiry information on the scheme and signposted to visit the GCP website.
27 February 2025	Emails exchanged with Department for Transport (DfT)	Cambridge Ramblers' Objection to CSET Order and acknowledgement by DfT.
31 October 2025	Email	Acknowledgement by GCP of The Cambridge Ramblers' objection to the CSET2 TWAO and submission of a Statement of Case. Request for a meeting to further discuss issues and concerns.

04 November 2025	Email	**Key topics:** A follow up by The Cambridge Ramblers to the 31 October 2025 email. • It is acknowledged that some of The Cambridge Ramblers issues have been addressed in the TWAO Statement of Case and happy to discuss matters further as there is a particular concern over footpath provision. • Requested that walking routes to Nine Wells [across the busway] should be highlighted on their plans (which are difficult to understand). • The Cambridge Ramblers would also like to know the legal status of the walking routes and also the status of the pedestrian/cycle bridge over the A11. **Key Outcomes:** Topics to be discussed further at the 02 December 2025 meeting
02 December 2025	Meeting	**Key Topics:** The meeting provided an update on the CSET2 TWAO public inquiry process and timeline, as well as discussion of The Cambridge Ramblers objection and Statement of Case submission. Key topics were covered which encompasses the issues raised; overall footpath provision, access to Nine Wells Local Nature Reserve, pedestrian crossings at the travel hub and concerns over diversions and closures of public rights of way and an additional footpath suggestion. **Key Outcomes:** • Overall footpath provision: Confirmation of the complete north/south connection along the guided busway. • Access to Nine Wells Local Nature Reserve: Confirmation that pedestrian access to Nine Wells will not be impeded. • Pedestrian crossings at the travel hub: Confirmation of the crossing point locations and layout at the travel hub • Concerns over diversions and closures of public rights of way: Confirmation that the scheme does not intend to close any PROW but provide suitable diversions. • An additional footpath suggestion: Confirmation that the Scheme will be unable to deliver the suggestion as the provision of such a route for the footpath is not within the powers of the Transport and Works Act. Further discussions were welcomed as the project progresses to public inquiry.
04 December 2025	Email	Following the meeting held 02 December 2025, the following sets of drawings were circulated to The Cambridge Ramblers for information, as presented at the meeting: • The proposed site plans • The Rights of Way & Traffic Regulation Plans
19 December 2025	Email	Minutes of meeting held 02 December 2025 circulated to The Cambridge Ramblers.
22 January 2026	Email	An email from The Cambridge Ramblers containing specific change requests to the CSET Plans that they believe are necessary to reflect what has been discussed, as requested in meeting 2 December 2025. Changes in the Plan documents include (but are not limited to): a. Highlighting the public walking routes (A, B, C) that cross the proposed busway and their status (PROW, permissive). b. Removing any designation such as “private” or “to be stopped up” which contradict the public nature of these walking routes. c. Removing any wording or designation that states “All public rights of way bisecting the Site will be close for the duration of the construction works”, or anything else that contradicts GCP's statement “Confirmation that the scheme

		does not intend to close any PROW but provide suitable diversions." [email 2 Dec 2025]. The change requests comprise 1 PDF document and 5 image files. All references to Plan documents are to the version issued on 7 Jan 2025.
23 January 2026	Email	Email acknowledgment of the requests submitted. It is suggested that another meeting be scheduled in due course to progress a joint Statement of Common Ground, as the project progresses towards the public inquiry.
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.
28 July 2026	Email	Marked up SoCG provided by Cambridge Ramblers with additions and modifications.
13 October 2026	Meeting	Key Topics: A meeting between the Cambridge Ramblers and GCP to further discuss the key issues around footway access to Nine Wells and at the Travel Hub. Key Outcomes: An update to the draft SoCG to be circulated following the meeting discussion.
14 October 2026	Email	Email acknowledging the discussion around the concerns for footway access for Nine Wells and at the Travel Hub. Assurance provided over maintaining footway access along the length of the busway (including connecting to the existing DNA path and access to Nine Wells) and proposed pedestrian crossing over the busway and zebra crossing point over the roadway at the Travel Hub. Further update to the SoCG to follow
15 October 2026	Email	Acknowledgement of the meeting summary and request for an overhead map showing the footpaths overlaid for easy of viewing.
03 November 2026	Email	Updated draft SoCG circulated for further review
04 November 2026	Email	Marked up SoCG provided by Cambridge Ramblers with additions and modifications.
06 November 2026	Email	Final SoCG circulated for signing
09 November 2026	Email	Final signed SoCG circulated

It is agreed that this is an accurate record of key meetings and other forms of consultation and engagement undertaken between the Applicant and The Cambridge Ramblers in relation to issues addressed in this SoCG.

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 The Cambridge Ramblers.

Table 3.1 - Issues

Issue No.	Issue	Document Reference	The Cambridge Ramblers Position	Applicant's Position	Status
1.	Overall strategic aspirations	n/a	The Cambridge Ramblers support the need to improve public transport and active travel to the South-East of Cambridge	The applicant welcomes the position of strategic support.	Agreed
2.	Nine Wells LNR Access	CD3-05 OBJ-233 SoC	The CSET Order Plans fail to make effective or safe provision for Nine Wells access. Pedestrians[1] access 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 cycle path.	Pedestrian access to the Nine Wells LNR from areas to the west and south of the proposed Guided Busway i.e. Clay Farm development, Hobson's Park and Addenbrooke's Road, will not be impeded. Pedestrian crossings have been proposed on all arms of the roundabout at Dame Mary Archer Way and across the Guided Busway to facilitate pedestrian movement to Nine Wells LNR. These will be a mix of signalised and uncontrolled crossings.	Under Discussion
2a.	Nine Wells LNR Access Update	Meeting held 13 October 2026	We accept that the Applicant has said that public access to Nine Wells LNR will not be impeded, but there is a lack of clarity in the Plans over what this means and what the revised walking routes will be. The Plans do not show where pedestrians can walk and there are contradictions between the Plans and what has been said. Our concerns will be significantly ameliorated when the change requests [email 22 Jan 2026] are implemented. All references to the Plan are to the version issued 7 Jan 2025. Re meeting held on 13 Oct 2026, we welcome clarification that footway access to Nine Wells besides Hobson Brook will be retained. However, the plans still do not make the walking routes clear, nor that the connections between the DNA path, NCN11, East-West Sustrans cycleway, and path between Sustrans cycleway and PROW 198/2 will all be maintained. During the construction work, these footway connections need to be kept open. Any temporary diversions need to be publicly advertised. During construction it must be possible to cross the site on foot from existing footways to the west, east, north and south of the site. The proposed route of these diversions should be identified in the current plans even if further detailed work is needed at a later stage.	Updated plans were submitted to the Inspectors on 8 October 2026 and confirms footway access to the Nine Wells area will be maintained. A new footpath connection is proposed from the maintenance and access track, which runs along the full length of the new busway. This will connect with the existing path beneath the busway, providing access alongside Hobsons Conduit Brook into the Nine Wells Nature Reserve. The DNA path will also be retained and continued. However, as shown on the plans, approximately 400 m of the existing path will be diverted onto the proposed maintenance and access track. This diverted section will run parallel to the existing DNA path alignment. During construction works suitable footpath diversions will be developed as part the main contractor construction management plans, including methods for public notifications.	Under Discussion
3.	Pedestrian Crossing at A11 Hub	CD3-05 OBJ-233 SoC	Pedestrians are required to cross multiple lanes of vehicles entering and leaving the proposed hub beside the A11. 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	The current proposals for the travel hub include two crossings only, both of which are low-speed routes: 1. A crossing point for pedestrians using the footpath to cross the travel hub internal car park roadway to the proposed bridge structure over the A11 – this crossing point will be zebra crossing with Belisha beacons but not signalised due to the low-speed.	Under Discussion Points 1 and 2 Agreed

Issue No.	Issue	Document Reference	The Cambridge Ramblers Position	Applicant's Position	Status
			pedestrian controlled crossings are required.	2. A crossing point for the footpath to cross the busway as it enters the travel hub - this crossing point is not controlled or signalised as the roadway is at low speed (20 mph). The travel hub layout is currently under review and as part of this process, consideration is being given to minimising the number of crossings where possible. Again, any crossings will be at low-speed zone routes and may not require signalled crossings points.	
3a.	Pedestrian Crossing at A11 Hub Update	Meeting held 13 October 2026	When pedestrian priority crossings at the hub are included in the Plans, as documented in the change requests [email 22 Jan 2026], our concerns will be ameliorated. All references to the Plan are to the version issued 7 Jan 2025.	Updated plans were submitted to the Inspectors on 8 October 2026 and confirm the new layout of the Travel Hub, which includes pedestrian crossing points. These include a pedestrian crossing will take you over the busway and a further crossing point will cross the roadway to link with the existing A11 bridge crossing, where a controlled crossing would be proposed. Details of the crossing points (signalised, zebra etc) will be developed at detailed design, and we will undertake further engagement at this time.	Under Discussion
4.	Diversion or closure of Public Rights of Way (PROW)	CD3-05 OBJ-233 SoC	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.	The scheme does not intend to close any PROW but provides for suitable diversions to enable works to take place safely. Providing and maintaining PROWs during construction is the responsibility of the Principal Contractor. As per planning conditions the Principal Contractor will plan the construction activities in phases in the vicinity of the PROWs to minimise any PROW diversion period. CSET 10 07 00 Appendix 2.4 – Code of Construction Practice states: "The Construction Traffic Management Plan (CTMP) will include details on all PROW diversions required during construction, including details of the diversion route, how long it will be in operation, and the management procedures to be implemented if the public have to cross a working area.". The CTMP will be reviewed by the Local Planning Authority.	Under Discussion
5.	Construction activity and PROW closures	CD3-05 OBJ-233 SoC	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.		
5a.	Construction activity, PROW closures and diversions Update		Blanket PROW closure with no diversions have now been withdrawn by the Applicant, but still remain in the Plans. When the offending words have been removed from the Plan and the changes defined in Change Request 4 [email 22 Jan 2026] have been implemented our concerns will be ameliorated. All references to the Plan are to the version issued 7 Jan 2025. The necessary diversions to PROWs should be identified in the plans even if more detailed work is required at a later stage.	Confirmation that the scheme does not intend to close any PROW but provide suitable diversions. [email 2 Dec 2025]. The suitable diversions will be developed as part the main contractor construction management plans.	Under Discussion
6.	Additional footpath	CD3-05 OBJ-233 SoC	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.	The Scheme will be unable to deliver the suggestion made for the linkage between Babraham Bridleway 12 and Gog Magog as the provision of such a route for the footpath is not within the powers of the Transport and Works Act. The suggestion will be shared with the County Council as input to the LCWIP.	Under Discussion

Signed on behalf of Cambridgeshire County Council:

Name: Peter Blake

Authorised Signatory

Dated: 9th November 2026

Signed on behalf of The Cambridge Ramblers:

Name: Paul Cutmore

Authorised Signatory

Dated: 9th November 2026