



PULSAR

**Rebuttal Evidence – Traffic and Transport
(Mr Kamran Haider)**

**The Cambourne to Cambridge Order
Inquiry Reference (TWA/24/APP/03)**

Transport and Works Act 1992:

**Transport And Works (Applications and Objections
Procedure) (England and Wales) Rules 2006**

Objector Number (OBJ213)

September 2025

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1 INTRODUCTION

Introduction

- 1.1 This rebuttal evidence has been prepared on behalf of Clare Hall in response to the proofs of evidence prepared by Jo Baker [CD26-01-APP-W1-1] and Andy Saunders [CD26-01-APP-W3-1] on behalf of the Applicant.
- 1.2 In this Rebuttal I have not sought to respond to every point made in their evidence with which I disagree, and have focussed on those issues where I think the Inspector may find a written response helpful.

2 RESPONSE TO MR JO BAKER'S EVIDENCE

- 2.1 Mr Baker's Proof of Evidence deals with transport matters and in particular the case for the scheme and appraisal of route options.

Appendix 2

- 2.2 Appendix 2 of Mr Baker's Evidence (Pages 7 & 8 of his Appendices) [CD26-01-APP-W1-2] seeks to explain the rationale for the Applicant choosing Rifle Range Road (RRR) for the CtoC route instead of Adams Road.
- 2.3 The 4th paragraph in Appendix 2 correctly states that the route choice between RRR and Adams Road was reviewed in Option Appraisal Report 3 (OAR3). Mr Baker notes that the "future proofing" score in the Multi-Criteria Appraisal Framework (MCAF) scoring was altered in favour of Adams Road. The MCAF tool that was used in the Applicant's option appraisal process is also referred to as INSET.
- 2.4 Mr Baker mentions one criteria that was amended but does not mention other criteria that were also amended. In addition to the alteration to the "future-proofing" criteria, the scores for "Reliability of Journey", "Green Belt", "Safety", "Scheme Cost", "Public Acceptability" and "Land Acquisition" were also altered in favour of Adams Road during the OAR3 process. **Table 1** below summarises the changes in scores for these seven criteria from OAR1 to OAR3.

Table 1 – Revised MCAF Scores in OAR3

Criteria	Adams Road		Rifle Range Rd	
	OAR1	OAR3	OAR1	OAR3
Journey Reliability	2	2	7	3
Green Belt	4	3	4	2
Safety	3	3	4	3
Public Acceptability	3	3	5	1
Scheme Cost	3	3	3	1
Land Acquisition Required	4	4	3	2
Future Proofing	3	6	6	3

2.5 Para 2.3 of the OAR3 reports notes:

The initial assessment for the Off-Road route alignment to the east of Phase 1 showed that Rifle Range was the best option according to the assessment based on criteria derived from the scheme objectives. However, as the scheme has progressed results from consultation with key stakeholders and members of the public have been received, raising a number of questions concerning the impact on the West Fields, access and land ownership. Also, further studies were completed such as the 2019 addendum to the 2017 LDA report on the impact of various Phase 1 alignments on the Green Belt, including various routes through the West Fields. This has prompted a review of the original INSET assessment....

2.6 In OAR3, 7 out of the 17 MCAF criteria were amended in favour of Adams Road following further review of the two options as well as consultation feedback.

Notes on MCAF Appraisal

2.7 The 5th paragraph on Page 8 of Mr Baker's Appendices again implies that (only) the altered future-proofing scoring led to an overall amended scoring in favour of Adams Road. As noted above, a total of seven criteria were altered.

2.8 Appendix 2 also includes an updated set of MCAF scores, which have not been presented by the Applicant previously and were not provided for consideration to GCP's Executive Committee or Joint Assembly.

2.9 The Table in Appendix 2 indicates an overall score of 2.82 for Adams Road, and 2.94 for RRR, by reverting the "future-proofing" scores back to those applied in OAR1.

2.10 There is no justification for reverting back to the OAR1 "future-proofing" scores. Neither RRR nor Adams Road provide any future-proofing benefits that I am aware of.

2.11 At OAR1, it was considered that RRR presented a better future-proofing opportunity. OAR1 Annex A provides the following commentary for the future-proofing potential

of Adams Road: *"Route cannot support proposed underground schemes"*, which appears to be a direct reference to CAM.

- 2.12 Future-proofing is described in OAR 1 (Para 8.7.17.1) as the ability for the scheme/route option to be able to develop into another scheme in the future. The eastern end of the RRR route is constrained in terms of its width and then leads on to Grange Road and other constrained local streets. There does not appear to be any opportunity to develop the RRR route into another scheme, and the Applicant has not suggested, let alone demonstrated, that the scheme could be developed into something else in the future.
- 2.13 In my view, reverting the future-proofing scores back to OAR1 levels is not appropriate, and this criterion should either be removed or both schemes scored equally.
- 2.14 In addition, the "public acceptability" score for Adams Road in OAR3 was 3. In Appendix 2 of Mr Baker's evidence it is incorrectly scored as 2.
- 2.15 It has been acknowledged by the Applicant's consultants in various reports, that the MCAF scoring is subjective. In my view, the scoring in OAR3 does not fully reflect the impacts of the RRR and Adams Road schemes. In my evidence, I included a revised MCAF scoring which reflects my professional view and the position of other expert witnesses.
- 2.16 I have included Table 2 below, which includes two sets of MCAF scoring for Adams Road and RRR. These are:
- The OAR3 scores with "future proofing" scores set to zero (and the correct "public acceptability" score)
 - My OAR3 scores using my professional judgement and that of other expert witnesses.

Table 2 – Amended MCAF Scores

	Adams Road	RRR
OAR3 Score with zero future proofing score for both options	2.82	2.76
Kamran Haider Adjusted Score	3.29	2.06

- 2.17 The first row of scoring shows that with the future proofing scores set to zero and applying the other OAR3 scores, the Adams Road option would score marginally higher.
- 2.18 The second row of scoring shows that Adams Road would score comfortably higher than RRR.
- 2.19 In Appendix 2, Mr Baker states that if "safety" and "public acceptability" scores were reviewed, the OAR3 scores could be amended further in favour of RRR.

- 2.20 In OAR3 the public acceptability scores were higher for Adams Road. I agree that these could change so that the public acceptability of both the Adams Road and RRR options would be approximately the same, given that there are concerns relating to the impact on the Green Belt, cost and impacts on Clare Hall on the RRR option and concerns from cycle groups on the Adams Road option.
- 2.21 The safety score for both the Adams Road and RRR options was the same in OAR3. I have kept these the same in my scoring, although there is a strong case that the proposed scheme has safety issues relating to the Grange Road junction and on the shared pedestrian/cycle path that cannot be resolved, as demonstrated at Section 5 of my Proof of Evidence. Therefore, there is a case for the safety scoring to be weighted more heavily in favour of Adams Road.
- 2.22 As noted above, there is some subjectivity in relation to the scoring, however, in my professional view, the difference in scoring between the two options is wide enough that the Adams Road is clearly preferable when assessed against scheme objectives.

Other Matters in Mr Baker's Proof

- 2.23 Section 11 of Mr Baker's Proof sets out the GCP response to objections and representations. Para 11.5.1 notes that the GCP Project Manager (i.e. Mr Baker) met Pulsar on 16th December 2022. I was in attendance at that meeting and gave a Powerpoint presentation.
- 2.24 I was also in attendance at the earlier meeting on 29th November 2022 with the GCP Director of Transport and the President of Clare Hall, where I gave the same presentation. A copy of the presentation is included in **Appendix A**. The presentation summarised my understanding of the scheme at that time (in late 2022), however, my knowledge and understanding of the scheme has developed since then.
- 2.25 Mr Baker's proof states that:
- "Matters such as land ownership, were not raised as concerns by Clare Hall so were not discussed at that stage."*
- 2.26 This is not correct. The presentation that Mr Baker listened to, raised concerns on a range of matters including land acquisition/purchase as well as the potential for the busway to preclude future development at Clare Hall including student accommodation (this been the subject of a planning pre-application with the local planning authority) and a concert hall.
- 2.27 Paragraph 11.7.13 provides the Applicant's position on future development at Clare Hall. As noted above, Clare Hall have informed the Applicant of development plans since late 2022. Mr Baker notes that Clare Hall has no planning permission and no evidence of rights of access along RRR. Mr Baker states that:

Should such right of access be demonstrated and required to deliver access to an applicant or consented development site this would be considered in the normal way.

- 2.28 As stated in my evidence, Clare Hall has historically utilised RRR for construction of schemes on their site. Use of RRR was agreed with the landowner (Jesus College) at the time. Jesus College has also confirmed that they would not withhold construction access for future developments subject to agreement.
- 2.29 It is unclear what Mr Baker means by “the normal way”, however, from this statement, the Applicant does not appear to have given any consideration to the potential construction developments at Clare Hall that were discussed with them in 2022.

3 RESPONSE TO MR SAUNDERS EVIDENCE

- 3.1 Andy Saunders’ Evidence [CD26-01-APP-W3-1] relates to environmental matters associated with the scheme. Section 5 considers the alternatives and sub-section 5.3 considers the Environmental Design in relation to the Alternatives.
- 3.2 Paragraphs 5.3.11-15 reviews the decision-making process between RRR and Adams Road. Reference is made to the use of the INSET tool and the scoring for both options within OAR1.
- 3.3 Mr Saunders provides a description of the relative scoring within OAR1, with a focus on the seven environmental criteria (visual impact, noise, air quality, carbon, biodiversity and ecology, heritage and landscape – Green Belt).
- 3.4 However, no mention is made of OAR3, which provides an updated set of scores, thereby superseding OAR1.
- 3.5 With reference to only the seven environmental criteria, Adams Road scores a total of 25, whilst RRR scores 22.
- 3.6 In paragraph 5.3.16, Mr Saunders concludes:

environmental factors are not the main driver for discounting the Adams Road option with journey reliability and improved cycling infrastructure and future proofing being key factors.

- 3.7 This conclusion is appropriate given that in OAR1, the Adams Road option scores more favourably in terms of environmental factors compared to RRR.
- 3.8 In OAR3, (and only considering the environmental factors) Adams Road scores 24, whilst RRR scores 19. This is a larger difference in favour of Adams Road, and therefore, there is an argument for discounting the RRR option based on environmental factors.

4 DECLARATION

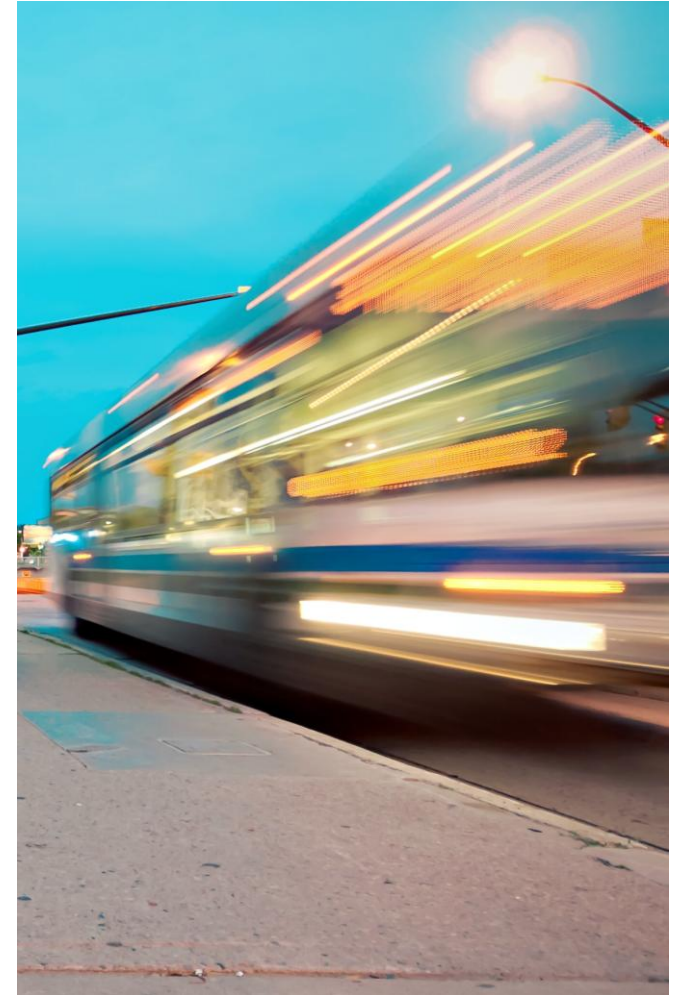
- 4.1 I confirm that the evidence presented in this statement is true and given in accordance with the guidance of my professional institution.

APPENDIX A – PULSAR PRESENTATION TO GCP (NOV/DEC 2022)

C2C Busway Route Appraisal

Rifle Range Access v Adams Road

Kamran Haider– Director of Pulsar Transport Planning



Objectives for this meeting

The objectives for this meeting are:

- to show the findings of our appraisal of the busway route options
- to explain Clare Hall's position following our appraisal
- to understand the processes and decision making to determine the route
- to understand the design details and implications of the route
- to discuss next steps in this consultation process

Structure of presentation

- Explain who we are and our role/brief
- Outline the key aspects of both alternative routes (Adams Road and Rifle Range Access)
- Present an order of cost estimate undertaken by Gleeds for both options
- Review the pros and cons of both routes
- Questions/discussion

Pulsar Transport Planning

Pulsar is an independent consultancy specialising in transport planning.

Formed in 2018, Pulsar has offices in London and Manchester.

Kamran Haider (Founding Director) is a transport planner with a civil engineering background. Kamran has almost 30 years of transport planning experience across various fields and has worked in both the private and public sector.

Pulsar is committed to providing quality advice within the highest standards of integrity.

Background

Cambridge to Cambourne (C2C) project to address issues of congestion and journey times between Cambourne and central Cambridge.

Phase 1 relates to eastern section of route (between Maddingley Mulch Roundabout and Cambridge City Centre).

Phase 1 has been split into 4 areas (Areas 2-5 in plan below). Area 5 is the most eastern area and includes Adams Road and Rifle Range Access - the section that links to Grange Road.



The Brief

A transport appraisal of two route options for Area 5 of Phase 1; namely the Rifle Range Access (RRA) and Adams Road routes. This represents the final 1.3km of the route.

Preferred GCP route is RRA but had previously been Adams Road.

2020 outline business case states:

"The decision between Rifle Range and Adams Road has always been finely balanced;

Rifle Range Access

The RRA route would consist of a segregated busway from the Coton Cycleway to Grange Road.

The route provides access for a variety of users:

- Rugby Club parking/practice pitches
- Access to rear of properties along Herschel Road
- Farmland / agricultural access
- King's Prep School playing fields
- Walkers including visitors and students at Clare Hall

Rifle Range Access

The route is immediately south of Clare Hall.

Clare Hall sits within West Cambridge Conservation Area.
Contains Grade II* listed buildings, protected open space and TPOs

Clare Hall has plans for student accommodation and a new Concert Hall.

- Noise impacts (with busway and during construction)
- Construction access
- Attractiveness of living/working adjacent to busway

Rifle Range Access

RRA route requires:

- Complete new carriageway construction for c.1.4km
- A substantial flyover above Bin Brook
- Extensive land acquisition including along the section adjacent to Clare Hall
- Possible demolition of a rugby club stand
- Potential lowering/protection of Granta Backbone Network (GBN) along RRA
- New signal junction at Grange Road

Adams Road

Adams Road route would involve partial segregation of busway. Adams Road is already a vehicle route.

Adams Road route requires:

- Partial widening of Coton Cycleway
- Removal of on-street parking on Adams Road
- Associated signage

On-street parking associated primarily with commuters.

Whole width of carriageway available when on-street parking removed.

Reduction in overall traffic when on-street parking removed.

- No significant land acquisition (and therefore reduced timescales)
- No major construction
- Very limited impact on Green Belt
- Substantially reduced costs

Order of Cost Exercise

An order of cost exercise has been undertaken by Gleeds on behalf of Clare Hall.

Costings based on information published by GCP and drawing prepared by Pulsar showing alternative routes.

TABLE 01 – FEASIBILITY ORDER OF COST ESTIMATE COST OPTION SUMMARY

Ref.	Description	Rifle Range Route	Adams Road Route
1.0	Construction Works including Main Contractor On Costs	£8,700,000	£3,310,000
2.0	Total Construction Cost Including Main Contractor On-Costs	£8,700,000	£3,310,000
2.1	Project / Design Team Fees - 10% allowance	£870,000	£331,000
2.2	Other Development / Project Costs	Excluded	Excluded
3.0	Sub Total Excluding Risk and Inflation (Rounded)	£9,570,000	£3,650,000
3.1	Risk (Design / Construction / Employer Change) - 25% allowance	£2,392,500	£912,500
3.2	Risk (Employer Other Risk) - Excluded	Excluded	Excluded
4.0	Sub Total Including Risk (Rounded)	£11,960,000	£4,560,000
4.1	Tender Inflation – 9% allowance (On Construction Costs Only)	£783,000	£297,900
4.2	Construction Inflation - 2% allowance (Tender Return to Mid-Point of Construction)	£426,735	£162,356
5.0	Estimated Project Cost Including Inflation (Excluding VAT)	£13,170,000	£5,020,000

Some exclusions:

- CPO/land acquisition costs
- Utilities costs (e.g. lowering/protecting GBN)
- Demolition of buildings/structures
- Planning fees
- Legal Fees

Pros and Cons (Part 1)

	Rifle Range Access	Adams Road
Type of Busway Route	Fully segregated up to Grange Road	Partially or fully segregated up to Adams Road and then along quietly trafficked / wide road
Land Requirements	Requires land purchase / CPO of RRA including parts of rugby club and / or Clare Hall site. Will likely require demolition of existing buildings	Minimal land take required
Grange Road junction	Will require new signals at the junction with RRA including land purchase	No alterations required at the junction with Adams Road
Construction Requirements	Will require new roadway constructed, potential demolition (and replacement) of buildings, as well as a flyover across Bin Brook	Requires widening of existing Coton cycleway route
Utilities Impact	May require the diversion/relocation, lowering or protection of fibre-optic network	Unlikely to have a significant impact on Utilities (if any at all)
Impact on Cycling	Current scheme would provide a segregated route on RRA but would result in unaffected cycling conditions along Adams Road.	Removal of on-street parking on Adams Road and associated traffic movements is likely to improve cycling conditions on Adams Road (even with busway). There would still be the potential for a segregated "greenway" cycle / pedestrian route on the RRA.

Pros and Cons (Part 2)

	Rifle Range Access	Adams Road
Impact on Neighbouring Sites	Will require purchase of part of rugby club grounds or Clare Hall site, including potential demolition of buildings. May also prejudice future development plans on Clare Hall site.	Unlikely to have any significant impact on neighbouring sites
Noise / AQ Impacts	Will introduce vehicular traffic on RRA, i.e. along southern edge of Clare Hall site.	Busway will involve removal of on-street parking and associated traffic movements. Therefore, noise and air quality effects likely to be minimal (or potentially positive)
Green Belt	The RRA is wholly within the Green Belt. New road and flyover considered to result in detrimental impact on Green Belt.	Would result in minor impact on the Green Belt.
Other environmental considerations	Would result in loss of trees and hedges along RRA. There would also be potential impacts on canopies / roots of other trees along the route including two trees within the Clare Hall site that benefit from TPOs	No impact on trees along the Adams Road section. Likely to be some trees affected adjoining Coton cycleway.
Cost Implications	Substantial cost implications associated with land purchase and construction costs. No cost benefit analysis (purchase of land, construction costs, utilities, legal costs, etc) compared with using existing infrastructure....	Some construction costs associated with widening the Coton cycleway but relatively low costs associated with alterations on Adams Road

Questions?



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