

SUPPLEMENTARY PROOF OF EVIDENCE

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Cambourne to Cambridge Transport and Works Act Order (TWAO)

Aims, Objectives and Need for the Proposed Cambourne to Cambridge Guided Busway

On behalf of South Cambridgeshire District and Cambridge City Councils as part of
Greater Cambridge Shared Planning (GCSP)



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1. Introduction

- 1.1. This Supplementary Proof of Evidence should be read alongside my main Proof of Evidence (CD26-12-REP-09). Its purpose is to provide an update to the Inquiry on the emerging Greater Cambridge Local Plan, Regulation 18 Consultation Draft (December 2025 – January 2026), and to explain its relevance, insofar as it may assist the Inquiry, to the ongoing consideration of the Cambourne to Cambridge Guided Busway scheme.
- 1.2. The scope of this Supplementary Proof is necessarily limited. It does not revisit the evidence already before the Inquiry but updates the context for assessing the need and planning justification for the scheme in light of the publication of the 2025 Regulation 18 Local Plan on 27 October 2025. While this version of the emerging plan remains at an early stage and can therefore only be afforded limited weight, it is nonetheless material as it sets out the Councils' emerging development strategy to "2045 and beyond," along with the relationship of that strategy with the adopted Local Plans for the area (CD29-71-2 App A, p.55).
- 1.3. To assist the Inspectors and the inquiry, an errata sheet highlighting typographical errors in my main Proof of Evidence is also appended to this Supplementary Proof at Appendix A.

2. Process for developing the emerging plan

- 2.1. The emerging Greater Cambridge Joint Local Plan represents the joint spatial strategy for Cambridge City Council and South Cambridgeshire District Council for the period 2024 to 2045 and beyond (CD29-71-2 App A, PDF pp.55, 61-2, 72-74). The 2025 Regulation 18 Local Plan follows earlier iterations, including the First Proposals (CD6-04) consulted upon in 2021, and the Development Strategy Update (CD7-50) published in January 2023.
- 2.2. The First Proposals (CD6-04) outlined an initial preferred strategy that built upon the adopted local plans to propose sustainable growth within and on the

edge of Cambridge, together with the completion of new settlements at Northstowe, Waterbeach and Bourn Airfield, and a possible expansion of Cambourne as a longer-term direction of growth.

2.3. These principles were captured in Policy S/DS (CD6-04, p.29):

- directing development to locations with the least climate impact;
- where active and public transport is the natural choice;
- where green infrastructure can be delivered alongside new development;
- where jobs, services and facilities can be located near to where people live, whilst ensuring that all necessary utilities can be provided in a sustainable way; and
- being realistic about locational limits of some new jobs floorspace which is centred upon national and global economic clusters.

Policy S/DS also indicated that the development strategy should include development at North East Cambridge, Cambridge East and the existing Cambridge Biomedical Campus.

2.4. The Development Strategy Update 2023 reviewed this position in the light of updated evidence on housing need, water resources, and the implications of North East Cambridge's dependency on external infrastructure funding. The Councils also agreed, through the Development Strategy update report, the development strategy principles set out in the First Proposals and that these would be taken forward in the event of further site selection being required. (Development Strategy Update, CD7-50, paras 5.4-5.5, p.17).

2.5. The 2025 Regulation 18 Local Plan builds upon earlier evidence and the Councils' decisions and represents a consolidated spatial framework responding to the outcomes of the Development Strategy Update. Having considered updated economic forecasts against the Government's updated standard methodology for housing need assessment, the plan indicates that

the current objectively assessed housing need over the plan period is a minimum of 48,195 dwellings (Policy S/JH, Point 1(b) (CD29-71-2 App A, p.49)) with growth distributed in line with the Greater Cambridge Local Plan First Proposal (CD6-04) draft spatial development principles across a range of locations. The objectively assessed needs include “73,300 additional jobs to support the Greater Cambridge’s knowledge intensive sectors, and also provide a diverse range of local jobs” (Policy S/JH Point 1(a), (CD29-71-2 App A, p.49)).

- 2.6. In relation to delivery and water resources, the 2025 Regulation 18 Local Plan carries forward the strategy established in the Development Strategy Update (CD7-50, paras. 3.7-3.17), ensuring that new allocations can be supported by measures agreed within the approved 2025 Water Resources Management Plan and underpinned by an ongoing programme of activity reported through the Cambridge Water Scarcity Group, established by the Government and Chaired by Dr Paul Leinster. The Councils will continue to work with Anglian Water and Environment Agency to align plan delivery with water infrastructure investment timetables.
- 2.7. Regarding North East Cambridge, draft Policy S/NEC of the 2025 Regulation 18 Local Plan (CD29-71-3 App A, p. 116, para 3.1.38, PDF p.22) acknowledges that the Government’s decision not to fund the relocation of the Cambridge Waste Water Treatment Plant (WWTP) through the Housing Infrastructure Fund introduces uncertainty for the delivery of the previously anticipated quantum of development from that site within the plan period. The allocation is retained for North East Cambridge but the plan notes that its timing and scale will depend on the identification of alternative funding sources. The site’s future may therefore require further review at the Regulation 19 stage (expected 2026).
- 2.8. The Councils currently anticipate the following timetable for the next stages of plan preparation:

- Committee sign off stage between publication of the 2025 Regulation 18 Local Plan and the start of consultation on 1st December 2025, during which minor changes may be made before the consultation version goes live.
- Consultation on the 2025 Regulation 18 Local Plan from 1st December through to 30th January 2026,
- Preparation and consultation on a Regulation 19 Submission Plan during summer/autumn 2026 and submission in time to meet the Government's deadline¹ of December 2026.
- The examination timetable will be for the Planning Inspectorate but is expected in 2027–28 with adoption, depending upon the examination duration and conclusions, in 2028 or 2029.

3. Development strategy / spatial strategy

3.1. The 2025 Regulation 18 Local Plan contains refined development strategy principles as follows:

- a. limit our climate impact and support thriving communities – locate development where active and public transport is the natural choice, with jobs, services and facilities located near to where people live, and responding to opportunities created by existing and proposed major new transport infrastructure;
- b. protect and enhance our natural environment – maximise opportunities to use brownfield land, and ensure green infrastructure can be delivered alongside new development;

¹ Part 2, Section 15B and 15C of the Levelling-up and Regeneration Act 2023 (LURA) legislates a requirement to produce and maintain a local plan timetable with the aim of reducing the average 7 years it takes to prepare and produce a local plan. Government then ran a consultation in July 2023, which proposed a 30-month timetable for LPA's to prepare their plans. The transition arrangements introduced December 2026 is the mandatory deadline for introducing the new 30-month plan making process. Any local plans in development but not approved by then will need to begin again under the new plan making process. Reference Chief Planner Letter 19 August 2025 [Planning update newsletter \(19 August 2025\)](#)

- c. enable our national and global economic employment sectors to flourish – provide employment space of the right type in the right location to meet sector needs;
 - d. reinforce the distinctive character of our city, towns and villages – protect the Green Belt, and develop sites that can be well-integrated with existing communities, can be developed at densities, and using appropriate forms and patterns of development, which make best use of land while creating well-designed, characterful places; and
 - e. support all necessary utilities in a sustainable way – ensure that the development strategy can be supported by utilities in a way that protects and enhances the environment (CD29-71-2 PDF p.67-68).
- 3.2. The Spatial Strategy in the plan seeks, “...to protect the Green Belt, focusing development within Cambridge, on the edge of Cambridge outside the Green Belt, and beyond the Green Belt... with release of Green Belt land limited to two sites justified by site specific reasons.” (para 2.66, CD29-71-2 p.70) The plan also evidences a growing emphasis on the role of new settlements in comparison with earlier development plans (Figure 12, CD29-71-2, p.73). Paragraphs 3.9 to 3.11 of my main Proof therefore apply equally to the 2025 Regulation 18 Local Plan as they did to the First Proposals version of the plan.
- 3.3. As explained in paragraph 4.21 of my main Proof, the First Proposals version of the plan identified Cambourne and Bourn as key locations for strategic growth, reflecting their accessibility to Cambridge by sustainable transport and their potential to form part of a wider infrastructure-first growth corridor. The 2025 Regulation 18 Local Plan confirms this position and provides greater definition to the scale and role of Cambourne within the overall spatial framework through Policy S/CBN(1) which proposes expansion at Cambourne North to deliver 13,000 additional homes and 108,000sqm of employment space (CD29-71-4 App A, p.258, PDF p.5).
- 3.4. The spatial strategy set out in the 2025 Regulation 18 Local Plan is “heavily informed by the location of existing and committed public transport schemes,” with focused growth at Cambourne taking advantage of “the proposed East

West Rail station and the proposed public transport improvement in the Cambourne to Cambridge corridor.” (paragraph 2.88, CD29-71-2, page 75). The Cambourne North allocation recognises existing highway constraints and identifies that “the road network in South Cambridgeshire is reaching capacity... Therefore, high levels of sustainable mode share (percentage of trips using walking/cycling/wheeling/public transport) and trip internalisation (percentage of journeys that are within Cambourne) must be achieved,” further noting that “the delivery of the new East West Rail railway station and the CtoC busway also results in significant opportunities to encourage greater use of sustainable modes of transport.” (CD29-71-4 App A, paras. 3.3.11–3.3.12, p. 270, PDF p.17).

- 3.5. The supporting text identifies Cambourne as one of the best-connected locations in the region and makes clear that the proposed transport schemes, including the Cambourne to Cambridge Busway, will be critical to reducing car dependence and supporting modal shift (CD29-71-4 App A, p. 270, paras. 3.3.7 and 3.3.11-3.3.12, PDF p.17).
- 3.6. The 2025 Regulation 18 Local Plan further identifies Policy S/BA: Bourn Airfield New Village as a continuing strategic allocation, consistent with the commitments in the adopted South Cambridgeshire Local Plan (2018) and the planning permission currently being implemented (CD29-71-4 App A, p.320, PDF p.67). Together, the Bourn (Policy S/BA) and Cambourne (Policies S/CB & S/CBN) sites represent a western growth corridor, built upon in the emerging spatial development strategy, that is explicitly linked to sustainable transport investment (CD29-71-4 App A, p. 280, para. 12 a-b; p.323, para 19, PDF p.70).
- 3.7. Policy I/ST 2(b) and (f) of the 2025 Regulation 18 Local Plan emphasises the importance of major developments being supported by high quality public transport linking them to Cambridge City Centre and other major employment centres, and through the securing of public and community transport infrastructure improvements (CD29-71-7 App A, pp. 663-664, PDF pp.257-258).

- 3.8. The 2025 Regulation 18 Local Plan also continues the focus on the transition to a net-zero-carbon future. It seeks to ensure that new development minimises carbon emissions by focusing growth in locations where sustainable travel options can realistically replace car use and where infrastructure can be delivered in step with development. The Vision (CD29-71-2 App A p. 15) requires that “new development must minimise carbon emissions and reliance on the private car,” while Strategic Priority for Climate Change (CD29-71-2 App A p. 23) commits to “help Greater Cambridge transition to net zero carbon by 2050” by locating development to limit emissions and support climate resilience. The text (page 23) explains that the spatial strategy has been informed by carbon-assessment evidence highlighting the transport-related impacts of different growth patterns and promoting “development that enables low-carbon transport modes, shifting away from reliance on private cars.” In this context, the Scheme reflects the type of infrastructure-first, low-carbon growth envisaged by the Plan—aligning new homes and jobs along high-quality public-transport corridors to reduce commuting distances, lower transport-related emissions, and support the wider transition to net zero.
- 3.9. The 2025 Regulation 18 Local Plan distinguishes between what is to be delivered from 2024-2045 and what continues thereafter. Particularly where the plan identifies strategic scale growth sites, which take many years to complete, the plan indicates that some of the proposed site allocations will continue to deliver additional housing and employment related development beyond the plan period of 2045. Overall, the plan identifies the potential for “a further 25,675 homes beyond 2045” (CD29-71-2 App A, p.74, para 2.78) For Cambourne specifically, the plan makes clear that, “the expansion of Cambourne will be developed during the period of the new Local Plan and beyond.” (CD29-71-4 App A, p. 258, para. 3.3.5, PDF p.5). This reinforces the long-term strategic role of Cambourne and Bourn as focal points for development within the western growth corridor and underlines the importance

of the Cambourne to Cambridge Busway in enabling that growth to occur on a sustainable basis.

- 3.10. While the broad spatial principles of the plan remain consistent with previous drafts, the overall housing requirement in the emerging 2025 Regulation 18 Local Plan is lower than the figure identified at the previous Regulation 18 stage. The Development Strategy Update (January 2023) identified 51,723 dwellings for 2020-2041 (2,463 per year) (CD7-50 para.2.6 and associated table). The 2025 Regulation 18 Local Plan identifies a need for a minimum of 48,195 dwellings for 2024-2045 (Policy S/JH 1(b)), a reduction of 3,528 homes relative to the January 2023 position (CD29-71-2, p.49). This difference arises from further consideration of available commuting data, changes to average household size and a shift in the population distribution (towards working age people). Accordingly, despite a higher jobs output (73,300 compared to 66,600 in 2023) the overall number of homes required has fallen to a point where it mirrors closely, the most recent homes requirement derived through the updated Standard Method (CD8-01; NPPF, paragraph 62).
- 3.11. Overall, the 2025 Regulation 18 Local Plan confirms that future growth in the Greater Cambridge economy, which itself relies upon high levels of connectivity between locations, will continue to be built upon development in locations with high levels of existing or planned public transport connectivity. Alongside growth to the East, South and North of Cambridge, the Cambourne to Cambridge corridor is anticipated to perform a growing role in meeting the areas development need with the Cambourne to Cambridge Busway performing a key enabling role in delivering the spatial vision of the plan.

4. Site allocations

- 4.1. The 2025 Regulation 18 Local Plan includes updated site allocations for Cambourne, Bourn Airfield and West Cambridge. These provide greater clarity on the scale, timing and relationship of development to key infrastructure, including the Cambourne to Cambridge Busway.

Cambourne North

- 4.2. Policy S/CBN: Cambourne North (CD29-71-4 App A, p. 258, PDF p.5) allocates land for approximately 13,000 dwellings and 108,000 square metres of employment floorspace, together with a range of supporting services, open space, and community facilities. The effect of the additional planned growth will be to create the largest “settlement” cluster in the Greater Cambridge area after Cambridge City. The policy text emphasises that Cambourne North will become an integrated part of the existing town, forming a sustainable, well-connected settlement underpinned by high-quality design and a comprehensive movement network.
- 4.3. The 2025 Regulation 18 Local Plan recognises the role of East West Rail in shaping long-term spatial choices for Greater Cambridge. It identifies Cambourne as the location for a proposed East West Rail station and shows the indicative alignment and station within the Cambourne North/Cambourne spatial frameworks, alongside the Cambourne to Cambridge high-quality public transport route. Together, these strategic transport links are presented as key to improving accessibility and supporting the sustainable expansion of Cambourne (CD29-71-4 App. A p.270, paras. 3.3.7–3.3.12; Figures 77 and 79, PDF p.17).
- 4.4. The 2025 Regulation 18 Local Plan’s Cambourne North/Cambourne policies require high levels of sustainable travel mode share and set a monitored, enforceable peak-hour vehicular trip budget for the expansion. The supporting text explains that parts of the road network are expected to be at capacity so that “high levels of sustainable mode share ... must be achieved,” noting that delivery of the new East West Rail station and the Cambourne to Cambridge busway creates “significant opportunities” to encourage sustainable travel (CD29-71-4, App.A, p.270 paras 3.3.11–3.3.12, PDF p.17). Policy S/CBN (Cambourne North) then (i) specifies public transport improvements that must include integration of the Cambourne to Cambridge busway and EWR station, primary bus corridors across the site, and new dedicated bridges over the A428/EWR (Movement item 38 a–f), and (ii) aligns parking design with

achievement of the trip budget (item 40c). It also sets an indicative trip budget of c.2,500 AM and PM peak trips, to be refined with the Local Highways Authority, and secured through a “monitor and manage” approach (para 3.3.13; item 42). Read together, these provisions show the Plan anticipates the Cambourne to Cambridge busway playing an important part of the transport solution needed to deliver seamless, legible and safe movement across the town and to support reduced reliance on private vehicles for local and sub-regional trips.

Cambourne

- 4.5. The 2025 Regulation 18 Local Plan retains the existing allocation for Cambourne under Policy S/CB (CD29-71-4, App. A, p.277, PDF p.24) and continues to support additional residential and employment development within the existing built-up area of the settlement. The supporting text highlights that the Cambourne to Cambridge high-quality public transport route will “further enhance the accessibility and commercial appeal of Cambourne and therefore it is important that Cambourne West forms an important part of what will be a rich and diverse employment offer across the current and expanded town” (p.288, para.3.3.47, PDF p.35). The Plan seeks to ensure that, moreover, “Cambourne West must be fully integrated with the rest of the town and, in the future, with Cambourne North. A comprehensive network of streets, cycling infrastructure and public transport will be required to make sure that people have safe and convenient access to the wider area, minimising the need for people to travel by private vehicle and to support active and healthy lifestyles (p.288, para.3.3.49, PDF p.35).”
- 4.6. Within Policy S/CB, the Movement section requires development to “provide or contribute towards enhancements in public transport... and maximise the benefits of proposed new infrastructure, such as the Cambourne to Cambridge public transport corridor” (Movement clause 44(e)). Read alongside Policy S/CBN (Cambourne North), the Plan clearly positions the busway as integral to achieving sustainable transport and managing travel demand across both the existing town and its planned expansion (CD29-71-4, Ap. A, p.285, PDF p.32).

The Cambourne to Cambridge (CtoC) Busway Integration Report

- 4.7. The Cambourne to Cambridge (CtoC) Busway Integration Report (CD29-71-1) was commissioned by the Councils as part of the evidence base for the 2025 Regulation 18 Local Plan to examine how the existing guided-busway network could be extended to support the expanded Cambourne and Cambourne North proposals (which form key components of the western growth corridor identified in the 2025 Regulation 18 Local Plan). As set out under ‘Purpose of this Report’ (p. 3) and ‘Statement of Ambition’ (p. 4), its principal aim was to ensure the Busway is fully integrated into the evolving settlement structure, (integrating transport infrastructure and land-use planning to deliver compact, well-connected communities in line with the plan’s infrastructure-first approach).

The report explains that strategic highway modelling has identified a vehicular trip-budget limiting car-based growth at Cambourne, and that the proposed CtoC Busway—supported by high-quality walking and cycling links and connection to East West Rail— “will play a vital role in connecting both existing and future development to key destinations in Cambourne and Cambridge, including employment areas, education and healthcare” (p. 3). The report identifies the busway as “a key enabler of development” within the defined trip-budget parameters (p. 7). It confirms on p.32 that “Once operational, the Busway and EWR will serve different locations within Cambridge with EWR stations at Cambridge and Cambridge South. A combination of both EWR and CtoC Busway are required to provide the sustainable transport options to support and facilitate sustainable growth and development at this location”.

Bourn Airfield

- 4.8. The 2025 Regulation 18 Local Plan continues to allocate Bourn Airfield as a new village under Policy S/BA: Bourn Airfield New Village. The supporting text confirms that the new Cambourne to Cambridge busway will run through the northern end of the new village and provide the required rapid public transport connection to Cambridge by way of a section 106 agreement (CD29-71-4, App. A, p.327 - para 3.3.113-3.3.116, PDF p.74). In the policy itself, the Movement requirements secure the busway linkage and onward corridor measures, including: a segregated bus link from Cambourne to Bourn Airfield and

through the site with contributions towards the continued route to Cambridge; direct, congestion-free bus movement between Caldecote/Highfields and the A428/A1303 junction; and high quality bus priority or busway on/parallel to the A1303 to Queen's Road (Movement 19(a)–(c)). The Spatial Framework (Figure 86) depicts the safeguarded High Quality Public Transport Corridor and stops within the allocation.

- 4.9. The 2025 Regulation 18 Local Plan continues to allocate West Cambridge under Policy S/WC (West Cambridge). The policy provides up to 370,000 square metres of additional academic, research and related floorspace, of which no more than 170,000 square metres is for commercial research and development (CD29-71-3, App. A, p.231, point 1, PDF p.137). The policy text confirms that the Cambourne to Cambridge public transport corridor is to be routed through the site along Charles Babbage Road (subject to the Transport and Works Order) to secure sustainable access (CD29-71-3, App. A, p. 231, point 4, PDF p.137). The supporting information further notes the contribution of the proposed Cambourne to Cambridge Busway to the public transport network in this area (CD29-71-3, App.A, p. 234, para 3.2.45, PDF p.140), and the Spatial Framework (Figure 67) illustrates the High Quality Public Transport Route and bus priority links serving West Cambridge and Eddington (CD29-71-3, App. A, p. 235, PDF p.141).
- 4.10. Taken together, these allocations demonstrate that the 2025 Regulation 18 Local Plan continues to support reflect a pattern of development that is spatially aligned with, and also dependent upon a continued mode shift towards public transport trips.

5. Compliance with the emerging Greater Cambridge Local Plan

- 5.1. Paragraphs 6.38–6.39 of my main Proof concluded that the Cambourne to Cambridge scheme was consistent with the spatial strategy of the emerging plan as then expressed in the First Proposals (CD6-04), and that the alignment of growth and infrastructure provision demonstrated a strong degree of conformity with national and local policy objectives.

- 5.2. Having reviewed the 2025 Regulation 18 Local Plan, my view remains that the scheme continues to comply with and support the overarching principles of the emerging Greater Cambridge Local Plan. The updated spatial framework reinforces, rather than alters, the focus on the western growth corridor and the infrastructure-first model that underpins it.
- 5.3. The proposals comprise part of the baseline infrastructure assumed within the original and subsequent transport modelling that accompanies the 2025 Joint Local Plan. Policy I/ST (Sustainable Transport and Connectivity, Draft Greater Cambridge Local Plan, Reg.18, 2025 CD29-71-7) confirms support for “strategic transport improvements identified in the Greater Cambridge Partnership programme,” while the supporting text specifies that this seeks to ensure that “major developments are supported by high quality public transport linking them to Cambridge city centre and major centres of employment” (Point 2 (b) on p.663, PDF p.257).
- 5.4. I have also considered the thematic based policies in the Draft Plan which build upon the ambitions in the First Proposals with specific policy approaches to Climate Change, Biodiversity and Green Spaces, Wellbeing and Inclusion and Great Places.
- 5.5. As before, I acknowledge that limited weight can be given to the emerging plan at this stage, given that it remains subject to further consultation and examination. However, the 2025 Regulation 18 Local Plan’s emphasis on infrastructure-first, corridor-based growth represents a continuation of the spatial direction consistently pursued through successive local planning frameworks. The associated transport evidence makes clear that the Cambourne to Cambridge busway is important, alongside other public transport infrastructure, in enabling further development beyond the green belt at Cambourne to meet the identified need for the area in a way that delivers sustainable growth, building on the established principles that have guided previously adopted development strategies.

6. Conclusion

- 6.1. This supplementary proof has provided an update on the emerging Greater Cambridge Local Plan (Regulation 18 Consultation Draft, December 2025 – January 2026) and its relevance to the Inquiry. The plan remains at an early stage and should be afforded limited weight. Nonetheless, it offers the most up-to-date expression of the Councils' spatial vision for Greater Cambridge and confirms the continuing role of the Cambourne to Cambridge corridor as a principal focus for growth and sustainable transport investment.
- 6.2. The updated plan demonstrates that the Cambourne to Cambridge scheme remains directly aligned with the Councils' spatial and infrastructure strategies. It would provide necessary public transport infrastructure to enable the planned expansion of Cambourne and delivery of existing allocations at Cambourne and Bourn Airfield, while improving connectivity to key employment destinations in West Cambridge and the city centre.
- 6.3. Accordingly, the 2025 Regulation 18 Local Plan strengthens the policy support for the scheme set out in my main Proof of Evidence , confirming that it remains an essential element in delivering the infrastructure-first, low-carbon growth strategy that underpins the spatial vision for Greater Cambridge to 2045 and beyond.

Appendix A – Errata

Errata and Clarifications

This note provides clarification on minor referencing and quotation inconsistencies identified following the submission of this Supplementary Proof of Evidence. None of these clarifications affect the substance of the analysis or the conclusions drawn.

1. Paragraphs 6.33-6.35: Transport Strategy for Cambridge and South Cambridgeshire (TSCSC, 2014)

References in paragraphs 6.33–6.35 to Figures 6 and 12 and Appendix H arise from the 2013 consultation draft of the Transport Strategy, which used continuous figure numbering and was summarised in Cambridgeshire County Council Cabinet papers of 21 January 2014. In the final published version (March 2014, CD7-07), these figures were renumbered as Appendix A, Figure A.1 – “The Road, Rail and Busway Networks” (formerly Figure 6) and Figure 5.1 – “High-Level Programme of Interventions” (formerly Figure 12). These provide the correct mapping of the figures cited in Stephen Kelly’s main Proof of Evidence.

Figures H.1–H.3 in the Action Plan v2.0 (January 2014, Appendix H) do not have directly reproduced equivalents within the final *Transport Strategy for Cambridge and South Cambridgeshire* (March 2014, CD7-07). Their substantive content, including the segregated bus and cycle provision between Queen’s Road and Caxton Gibbet, the indicative Cambourne busway/high-quality public transport alignment, and A428 Park & Ride and junction improvements, is reflected in the *List of interventions on the St Neots and Cambourne-to-Cambridge Corridor* illustrated in Figure 5.14 (CD7.07 p. 5-24) and Figure 5.15 (Major Interventions in the corridor p. 5-25), together with the scheme requirements set out in Policy TSCSC 21 (Planning Obligations for Bourn Airfield and West Cambourne, p. 5-25) of CD7-07.

2. Paragraph 6.33:

The statement “sustainable economic growth will not be possible without a significant change in travel behaviour” is not a direct quotation but paraphrases the TSCSC’s underlying premise. It reflects the Vision (p. v) and Section 2.3 of the Strategy, which

emphasise that continued economic success depends upon a step-change in travel behaviour and a shift towards more sustainable modes.

3. Paragraph 6.34: Western corridor reference

The phrase “*congestion-free, high-quality public transport routes*” originates from the consultation draft of the Transport Strategy for Cambridge and South Cambridgeshire (2013), under the heading *West: The A428 Corridor*, which accompanied the Cambridgeshire County Council Cabinet papers of 21 January 2014. In the final published version (March 2014, CD7-07), this wording was replaced by: “*The overarching approach will be to intercept as many car-based trips as possible before they reach Cambridge through the creation of an attractive high-quality passenger transport system*” (page 5-24). The final TSCSC therefore retains the same policy intent but does not include the earlier phrasing. References in the main Proof of Evidence should accordingly be read as citing the final wording on page 5-24 of CD7-07, with the earlier consultation-draft text noted as the source of the phrase.

4. Paragraph 3.10: Greater Cambridge Local Plan – Transport Evidence Report (CD6-05)

The citation to CD6-05 in paragraph 3.10 is based on paragraphs 3.3.33-3.3.44 of that document (CD6-05, PDF pp.62-63) which explain that the Public Transport Corridors option “focuses homes and jobs along key public transport corridors and around transport hubs extending out from Cambridge,” and this option “shows good performance in terms of reducing car mode share,” particularly in areas close to the Cambourne-to-Cambridge, Cambridge Guided Busway and Waterbeach HQPT schemes. Paragraph 5.4.5 adds that developments located on HQPT routes “achieve a good public transport mode share” (CD6-05, PDF p.136). Together these findings confirm that growth focused along high-quality public-transport corridors delivers sustainable and deliverable travel patterns, supporting the summary made in paragraph 3.10 of the Supplementary Proof.