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The Cambourne to Cambridge Order

Cambridgeshire County Council

Transport and Works Act 1992

Transport and Works (Inquiries Procedure) Rules 2004

Inquiry into:

THE CAMBOURNE TO CAMBRIDGE ORDER

SUMMARY PROOF OF EVIDENCE

of

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of WSP

On behalf of Cambridgeshire County Council

30th July 2025

Planning Inspectorate Reference: DPI/E0535/25/1

1. INTRODUCTION

1.1 Qualifications and Experience

- 1.1.1 I have over 25 years of experience in the transport sector working on the development of schemes, their appraisal and making the case for funding. I am a Technical Director at WSP and lead the Business Case Advisory team in the Communities and Mobility discipline. I am an expert in the application of His Majesty's Treasury (HMT) Green Book guidance and Department for Transport's (DfT) Transport Business Case Guidance, along with the requirements of DfT's Transport Analysis Guidance (TAG), for projects focused on transport and land-use development.

1.2 Scope of My Evidence

- 1.2.1 My evidence will address Matters 3 and 6 in the Statement of Matters and in doing so will describe the identification of the preferred option for the Cambourne to Cambridge Busway Scheme (CtoC) and the consideration of alternative options at the Outline Business Case (OBC) stage. I will explain how the Scheme will deliver transport, economic and social benefits by introducing a high-quality, reliable public transport service connecting communities along the corridor together, with key employment sites and central Cambridge. I will cover how the Scheme, by unlocking development, enables significant housing and economic growth in the Cambourne to Cambridge corridor and will demonstrate the Scheme Value for Money. I will also describe Scheme implementation with respect to Scheme affordability referencing the funding sources identified in the financial case of the OBC.

2. DEVELOPMENT OF THE OUTLINE BUSINESS CASE

- 2.1.1 The purpose of the OBC is to identify the preferred option and set out arrangements required to ensure the successful delivery of the project. In doing so, the OBC presents the rationale for the delivery of the Scheme for decision-makers to consider and determine whether to approve continuing to progress the Scheme.
- 2.1.2 The OBC for the Cambourne to Cambridge Public Transport Project was completed in January 2020. It was developed in line with HMT and DfT guidance on the preparation of a 5-Case business case model. In 2021, an independent review of the OBC was carried out by Amey to review the assumptions and constraints that underpinned the analysis that led to the selection of the preferred route and the elimination of alternative options for the Scheme. The findings of the Audit included that the business case development followed the HMT Green Book and the DfT's TAG methodology, including that a number of alternative route options had been examined.
- 2.1.3 The OBC Addendum was produced in 2024 to reflect project developments since 2020 and provides a companion document to the OBC. Areas of the OBC were identified for updating reflecting changes including policy priorities, developments in transport

modelling and policy context, and updated Scheme costs and funding. The Addendum supports the development of the business case for the Scheme up to the Transport and Works Act Order submission.

3. RATIONALE FOR THE SCHEME

- 3.1.1 The rationale for the preferred option is presented in the OBC and OBC Addendum, consistent with HMT and DfT guidance. Through the five dimensions of the 5-Case Model the case for the Scheme is made, including the alternatives considered and the cost and overall benefits of the preferred option.
- 3.1.2 The five dimensions demonstrate the Scheme's strategic fit, value for money, affordability, commercial viability and deliverability. Underpinning the strategic and value for money cases are the transport, economic, social and environmental benefits. The realisation of these benefits will ensure the Scheme achieves its three principal objectives and value for money.
- 3.1.3 The Scheme will deliver a high-quality, reliable public transport service connecting communities along the corridor together, with key employment sites and central Cambridge. The Scheme will directly address identified transport constraints on growth. The new Scheme bus services will provide a reduction in bus journey times and increase bus patronage.
- 3.1.4 Transport benefits will also accrue through the wider integration of the Scheme as part of the high-quality public transport connections for Cambridge, and in the longer term with Stage 3 of East West Rail (EWR), (although EWR Stage 3 is not yet defined or programmed). The Scheme will additionally be attractive for both existing and new active mode users as the emergency and maintenance access track which will run for most of the length of the guided busway will provide full access for pedestrians and cyclists.
- 3.1.5 Central to the rationale for the Scheme is its unlocking of the delivery of a total of 850 new homes at Cambourne West and 3,000 new homes at Bourn Airfield, a total of 3,850 new homes dependent on the delivery of CtoC. As well as being a significant social benefit this will generate a land value uplift from the change in land use and associated more productive use. The land value uplift is worth over £222m PV (2010 prices and values) across both sites. There is potentially a further £116m PV of land value uplift benefit from the Emerging Local Plan proposal for around an additional 2,000 new homes in the Cambourne area resulting in a total of £338m PV of land value uplift.
- 3.1.6 The realisation of the transport, economic, social and environmental benefits will ensure the Scheme achieves its three principal objectives which are themselves aligned with the overarching goals of the Greater Cambridge City Deal. Meeting the objectives for the Scheme and contributing to the delivery of the latest local strategic policy priorities for

Cambridge inform the holistic consideration of impacts for the Value for Money assessment for the Scheme.

- 3.1.7 Since the production of the OBC and OBC Addendum the DfT has issued revised guidance for presenting the results of the Value for Money assessment. Based on this, the results of the analysis of benefits and costs presented in the Economic Case of the OBC Addendum have been used to produce updated benefit cost ratios (BCRs), which include the indicative impacts of the dependent development at Cambourne West and Bourn Airfield.
- 3.1.8 These indicative BCR metrics of 1.8:1 for the core option and between 1.7:1 to 2.7:1 for a range of sensitivity tests imply Medium Value for Money for the Scheme, with the potential for High Value for Money should the proposed housing levels identified in the Emerging Local Plan be delivered. Additional benefits that will result from the developments in the Cambourne to Cambridge corridor include employment opportunities, which are not included in the BCR.
- 3.1.9 While it is recognised that there are uncertainties over future traffic growth and levels of housing in the corridor, the results of the Value for Money assessment, undertaken in-line with DfT guidance demonstrate that these uncertainties are not anticipated to detrimentally impact the assessment of the Scheme being at least Medium Value for Money.
- 3.1.10 With the potential for a full build-out of up to 10,000 new homes being delivered in the corridor, as assessed in the Greater Cambridge Local Plan Transport Evidence Report Preferred Option Update 2021, in addition to the core assumption of 5,850 homes, as well as additional new housing further along the corridor at Tempsford, the indicative benefits and BCR metric could be even higher. Housing over and above the levels analysed however is dependent both on CtoC and an EWR station at Cambourne and so not all the development unlocked would be considered dependent solely on CtoC.

4. FUNDING

- 4.1.1 The Scheme will be funded through the Greater Cambridge City Deal, along with third party Section 106 contributions. GCP has allocated sufficient funds from the City Deal to meet the balance of the remaining anticipated costs of the CtoC scheme following the receipt of developer contributions. These contributions are anticipated to amount to £37.7m.
- 4.1.2 The allocation of City Deal funds to the GCP's overall programme is regularly monitored by the GCP Executive Board to ensure that as projects progress to Full Business Case the required funds are in place for each approved investment.

5. CONCLUSIONS

5.1.1 Having considered the development of the OBC documentation (including the OBC Addendum) for the Scheme, I have concluded that, in my opinion:

- The development of the OBC documentation is consistent with HMT and DfT guidance on business cases and the analytical approaches for the appraisal of the scheme
- Consistent with guidance a range of options were considered including on-road and off-road alignments and locations for the Park and Ride site
- Following a structured Multi-Criteria assessment of the options the preferred option was identified based on fit with strategic priorities and value for money
- The preferred option for the scheme is assessed as Medium Value for Money
- The value for money of the preferred option remains robust under a range of scenarios including lower highway demand and benefits
- There is potential for the Scheme to achieve High Value for Money if the 2,000 new homes at Cambourne are considered.