LIST OF EVIDENCE ITEMS
From Miranda Fyfe, supporting my Statement of Case

To illustrate my first point, that bus services can and should be improved by using existing roads rather than building bespoke physical infrastructure, I present the example of Cornwall: there, the local authority has achieved great success in growing passenger numbers without building any separate bus infrastructure. Instead, they achieved it entirely through a "Fares, funding and philosophy" approach.

1) Cornwall "Bus Service Improvement Plan"
Source: http://www.cornwallbuses.org.uk/downloads/tfc-bus-service-improvement-plan-2024-final.pdf

2) Article in Transport Focus, spelling out the basic reasons for success of the Cornwall approach.
Source: https://www.transportfocus.org.uk/blog/why-are-more-people-in-cornwall-choosing-the-bus/

3) Article in Campaign for Better Transport, also exploring the success of the Cornwall approach.
Source: https://bettertransport.org.uk/blog/how-cornwall-is-winning-the-bus-game/

Closer to home and much more localised than the Cornwall example, we have evidence of ridership being increased even without any increase in services: The initiative by Fowlmere Parish Council boosted bus usage just by consolidating timetable information and ensuring that all villages were aware of the routes and timetables.

4) Article by Cambridgeshire Sustainable Travel Alliance,
Source: https://cambstravelalliance.org/fowlmere-parish-council-creates-bespoke-bus-information-to-boost-bus-usage/

Turning to the second point in my Statement of Case, about the many important factors that incentivise publis transport usage rather than pure journey time savings, there is a wealth of research on this topic. I present from this the following:

5) Research publication (2016) on "Waiting time perceptions at transit stops and stations: Effects of basic amenities, gender, and security"
- supporting my argument about the importance of waiting and interchange facilities, this study concluded that good facilities can make greatly reduce the perception of time spent waiting for a bus to turn up.

6) Editorial from Transport Reviews journal (2023): "Wait time, travel time and waiting during travel: existing research and future directions"
- exploring perceptions of time for public transport users, and how these can different factors other than pure elapsed time influence the quality of the travel experience.

7) Research publication (2025) on the concept of "Worthwhile Travel Time"
- evaluating among other things the range of activities that Public Transport users engage in, which add to their perception of the value of their time spent traveling.

Regarding my third main point, that the congestion in the city centre of Cambridge is the main cause of current bus delays and unreliability - and that this will not be resolved by this or any other Busway - I present the full 'bus hub' routing system proposal as referenced in my case. Plus some further articles highlighting the problems created by congestion in the city centre (which this CSET busway will not address):

8) Cambridge city bus hub - proposal from 2018 by Smarter Cambridge Transport
Source: https://www.smartertransport.uk/cambridge-city-bus-hub/

9) Cambridgeshire Sustainable Travel Alliance blog post, Feb 2024, spelling out how the issue of congestion affects the viability of bus services.
Source: https://cambstravelalliance.org/we-will-all-lose-out-if-the-gcp-abandons-large-scale-projects-to-reduce-congestion/

10) Cambridge Area Bus Users' blog, August 2024, dicussing the 'elephant in the room' of congestion in the city centre, and the detrimental effect this has on bus services.
Source: https://cambridgebususers.org/2024/08/27/september-bus-changes/

Finally, regarding my argument against Park & Ride sites in principle, and in favour of congestion charging, ideally via a national road pricing strategy, I present the following:

11) An article from 2024 spelling out how Park and Ride sites actually increase overall motor traffic (and hence increase carbon emissions)
Source: https://lowcarbondestinations.org/park-and-ride/

12) Research published in Transport Policy journal, 1995, looking at Park and Rides effect on increasing traffic while failing to reduce congestion.

13) International Council on Clean Transportation report from 2010, listing various worldwide examples of successful Congestion Charging schemes.
Source: https://theicct.org/wp-content/uploads/2021/06/congestion_apr10.pdf

14) House of Commons Transport Committee "Road Pricing" report, 2022.