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Cambridge Past Present & Future

Coton Parish Council

Cambourne to Cambridge Busway

(The CtoC Busway)

TWAO Inquiry Transport Evidence

**Evidence Prepared by
Steve P. Johnstone B.Sc., C.Eng., M.I.C.E., M.C.I.H.T.**

**Issue 3.2
August 2025**

**Cambourne to Cambridge Busway
(The CtoC Busway)**

TWAO Inquiry

**Transport Evidence 3.2 (August 2025)
Summary Proof of Evidence**

by

Steve P. Johnstone B.Sc., C.Eng., M.I.C.E., M.C.I.H.T.

This evidence has been prepared by Mr. Steven P. Johnstone of *Lawrence Walker Limited* (LWL) in response to a joint request by *Cambridge Past Present & Future* (CPPF) and *Coton Parish Council* (CPC) to assess the transport implications of the proposed CtoC Busway to the west of Cambridge and to present the CPPF in-highway alternative. The CtoC Busway scheme is being pursued through a *Transport & Works Act Order* (TWAO) by *The Greater Cambridge Partnership* (GCP) and this Summary is provided to summarise the findings of that assessment.

I have a degree in Civil Engineering (B.Sc. Hons) and I am Engineering Director of *Lawrence Walker Limited* (LWL); a specialist Transport Planning Consultancy providing expertise on transport related development issues to Private and Local Government clients.

I am a Member of the Institution of Civil Engineers; the Chartered Institution of Highways Transportation and I am a Chartered Civil Engineer. I have been involved with transport related consultancy practices for nearly 50 years, having previously been a Director of Travers Morgan (now Capita Symonds) before founding LWL in 1994.

LWL operates across the UK and is based at Church Farm in Leamington Hastings, near Leamington Spa. The practice specialises in resolving transport and traffic issues related to major developments of the scale proposed to the west of Cambridge.

I am currently involved with a number of schemes that are similar in nature to the CtoC Busway proposals. They include the 3,000 unit Fairham site to the south of Nottingham that sits on the NET2 Tram route adjacent to the Clifton South P&R; an extension of the East Midlands Gateway "Freeport" Rail Freight Terminal at East Midlands Airport for which a DCO application is about to be submitted and work to support the Joint South Warwickshire District Draft Local Plan. I am also retained by Bloor Homes as Travel Plan Co-ordinator across (currently) 22 of their UK sites, for which monitoring of bus usage has been ongoing since 2017. This gives me a wealth of information and a unique insight into how work patterns have evolved over the last eight years and what impact Covid has had on them. I draw on this data later in my evidence.

In support of CPPF & CPC's joint objection to the scheme, my evidence demonstrates that:-

- i) The transport modelling undertaken to justify the CtoC Busway is materially flawed as it is based on outdated pre-Covid data and assumptions about commuting and car journeys which do not reflect sufficiently accurately the baseline conditions for modelling future scenarios. The use of 2011 Census Data compounds this flaw as it comes from a time when few commuters had Smartphones; Microsoft TEAMS or Broadband Speeds sufficient to support home working. The proposed use of DfT's

(now two year old) Uncertainty Tool Kit [CD8-22] as a post-Covid Sensitivity Test does little to assuage my concerns when deployed some five years after the event;

- ii) The proposed extension of *East-West Rail* (EWR) into Cambridge South and Cambridge Central Railway Stations will abstract a large proportion of travellers from Cambourne commuting to south and central Cambridge. This abstraction has been ignored by GCP on the grounds that its impact “is not likely to be significant”. I contend that the impact of EWR on CtoC will occur and will in fact be very significant, and that GCP is wrong not to have modelled a scenario that includes EWR in accordance with TAG Unit M4 Forecasting and Uncertainty requirements;
- iii) The current estimated base BCR of 0.5 means that for every £2 of investment, only £1 is recovered in social benefits, which represents the second lowest (Poor) *Value for Money* category in the DfT Framework. I would contend that such a scheme should not progress in today’s economic environment, and particularly so when that low figure is based on unreliable traffic modelling and flawed EWR assumptions, and;
- iv) Instead of building an off-highway route between St Neots Road and West Cambridge, an inbound bus lane down Madingley Hill could be provided as an alternative. CPPF commissioned engineering drawings from Civilistix to confirm the feasibility of the in-highway CPPF alternative and these are exhibited as Appendix F to my main proof. There is no evidence to suggest that any form of outbound provision is required, meaning that this simple alternative could achieve comparable benefits to the equivalent section of The CtoC Busway and at a fraction of the financial and environmental cost. This option has not been adequately modelled by GCP, so it has failed in my view to meet the necessarily high statutory requirement to explore all options to their fullest before seeking to acquire land through compulsory purchase. In any event, the availability of this alternative means that the compulsory purchase of land is not justified anyway.

Based on the findings of my assessment, I would contend that GCP has not demonstrated that there is a compelling case in the public interest to justify the compulsory acquisition of land and that planning permission for *The CtoC Busway* should therefore not be granted.