The Cambourne to Cambridge Order TWA/24/APP/03

Public Inquiry Opening Tuesday, 16th September 2025

Transport And Works Act 1992

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

Summary Proof of Evidence

By Edward Leigh MA MSc MTPS

17 August 2025

For objector: OBJ-251

(Cambridge Past, Present and Future, and Coton Parish Council)

1.1 I present this proof of evidence as a transport professional who has been engaged with this project since 2015. My professional qualifications, including in economic appraisal, and experience with this project are set out in section 2 of my proof.

1.2 In section 3, I outline how I came to develop the CPPF Alternative, set out in Appendix A to this proof. The report dated April 2025 **[CD23-18-2]** was submitted to this inquiry with the CPPF/CPC Statement of Case **[CD23-18-1]** and was an update to a report first submitted to GCP in 2021. A further August 2025 update to this report is attached as **Appendix A** which I refer to as "**my report**" in this proof.

1.3 This is what Cambridge Past Present and Future and Coton Parish Council have put forward as a feasible scheme that meets the project objectives at lower cost and with lower ecological harm to the scheme proposed by the Applicant. The engineering feasibility is shown on the general arrangement drawings by Civilistix, commissioned by CPPF (**Appendix F** to Mr Johnstone's proof).

1.4 My proof complements that of Mr Johnstone and focuses on data analysis I have undertaken that demonstrates the validity of his assertions with respect to modelling and the cost–benefit analysis of the busway scheme proposed by the Applicant.

1.5 In §4.1 I demonstrate that actual journey time data between Cambourne and Cambridge shows a marked reduction in delays from 2019 to 2024, with median delays on Madingley Hill reduced from 14.8 minutes to 1.5 minutes. Extreme delays have also reduced from 32.1 minutes to 6.3 minutes. The Applicant cannot therefore plausibly claim that a model validated in 2019 is relevant in 2025.

1.6 In §4.2 I demonstrate that there is no significant delay to buses travelling outbound, and that assuming increased congestion in future is contrary to national planning policy guidance and adopted local policies on traffic reduction.

1.7 In §4.3 I explain how the Applicant's claim that the CtoC scheme is *necessary* to "unlock" housing at Bourn Airfield rests on a planning condition that is susceptible to being varied.

1.8 In §4.4 I identify a number of flaws in the Applicant's business case:

1.8.1 The Statement of Aims **[CD1-04]** does not restrict its scope to West Cambridge, and therefore the business case should consider journey times and routes to reach other key destinations in and around Cambridge, even where using the busway would not be the quickest.

1.8.2 The Applicant is unclear about what assumptions it has made in forecasting journey times on the busway.

1.8.3 The Do Minimum comparator or Core Scenario used as a reference for appraising the CtoC busway is deficient in not considering what is possible with existing infrastructure, including the A428, bus lanes on Milton Road (built by the GCP), and other network improvements planned, in particular to traffic signals.

1.8.4 Bus patronage is demonstrably lower in 2025 than pre-COVID, which calls into question how realistic the forecast future patronage is that underpins the business case and already poor BCR.

1.8.5 The Land Value Uplift approach to calculating an alternative Benefit–Cost Ratio is severely flawed and does not provide the sought-after improvement in the scheme's Value for Money category.

1.9 In §4.5, I explain that, in accordance with TAG guidance, the Applicant should have assessed alternatives on the balance benefits of costs, not by simply comparing benefits.

1.10 Finally, I set the context for the general arrangement drawings appended to Mr Johnstone's proof (at **Appendix F**), which illustrate how, subject to more detailed design work, the CPPF Alternative scheme may be delivered within the public highway while minimising ecological harm.