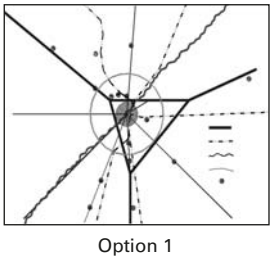
green belt, generating long-distance car-based commuting from the surrounding market towns and villages. Today commuting and freight vehicles are causing gridlock on the sub-region's trunk road network. Journey to work duration through the radials into Cambridge are considerable and the high property prices and road congestion are driving up the cost of living and of production, which could adversely affect the economic growth of the region.

Option testing

Cambridge Futures estimated that the continued growth of knowledge-based employment between 2001 and 2016 would lead to more than 40,000 additional jobs, which includes service sector growth associated with the increasing population. A similar number of dwellings was factored in for the same time period in defining seven alternative options, which are outlined below. They were then put through the computer simulation model. These are as follows:

Option 1: Minimum Growth

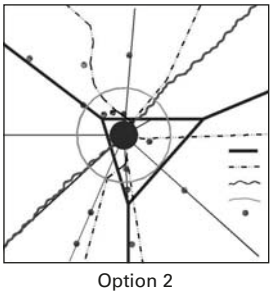
Minimum Growth preserves the city of Cambridge. Surrounding business floor space is allocated to East Cambridgeshire and Huntingdonshire. Critical questions to ask are: If no further development were to be allowed, would rising property prices displace all but the wealthiest residents? How would this affect the area's prosperity? How appropriate would this be in the districts of East Cambridgeshire and Huntingdonshire in terms of environmental sustainability?



Option 1

Option 2: Densification

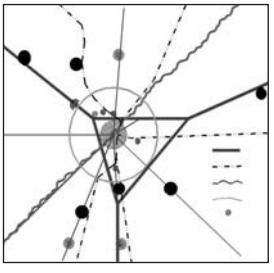
Densification simulates maximum development in the city centre where demand is highest. Dwellings and business floor space are allocated predominantly in the city, so higher buildings in a more compact form would be allowed to replace existing low-density development. There are two questions: First whether the environment would deteriorate owing to a lack of private green space? While it might encourage cycling and public transport use, would the increased population lead to higher numbers of cars using the existing road infrastructure, causing more congestion and pollution? The second question is whether there



Option 2

is a point at which Densification that results in critical adverse environmental effects, but below which the urban, living environment may be fully acceptable to residents and users.

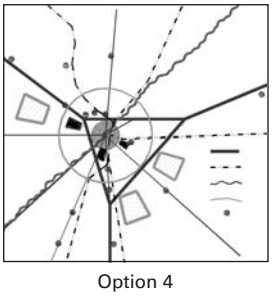
Option 3: Necklace



Option 3

Necklace is the continuation of the policy which has existed for the last 50 years: Minimum Growth in the city and green belt, growth in the main market towns and existing villages, and the establishment of new villages such as Bar Hill or Cambourne. This policy would be a compromise between the protection of Cambridge as a university town within a rural setting and the need to provide accommodation within a reasonable distance from the city. However, would this be considered sustainable in terms of a potentially increased demand for commuting? And would the dispersed nature of this development encourage increased car use, congesting the roads and increasing pollution?

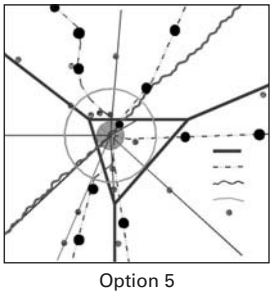
Option 4: Green Swap



Option 4

Green Swap looks at permitting development in selected areas of the green belt. New dwellings and business floor space are allocated to the peripheral areas of the city, which are of arguably 'less scenic value' and are not available for public use. Developers can provide equivalent or enhanced amenities for the public to use further out of town. An issue to examine here is whether development will allow the quality of the city's environment to be maintained and whether the additional development would be more sustainable because housing is located close to employment.

Option 5: Transport Links



Option 5

Transport Links encourages all further development to be within easy access of a public transport corridor. It includes more intensive use of the existing London King's Cross, Liverpool Street, Ely and Newmarket lines, and the reinstatement of the St Ives-Huntingdon line. This option would require investment for the enhanced public transport system and opening of new stations. The critical issue that needs to be addressed is whether enough people would use the public transport facilities to make them economically viable. Would there be a reduction in the