	Economic efficiency	Social equity	Environmental quality
1 Minimum Growth	*	*	***
2 Densification	*****	*****	*
3 Necklace	**	*	***
4 Green Swap	****	***	**
5 Transport Link	***	***	****
6 Virtual Highway	**	**	****
7 New Town	*	*	****

Table 6.4
Comparison of benefit factors in the options as weighted by the research team (* = minimum to ***** = maximum).

Summary

Table 6.4 attempts to compare the options using the three criteria: economic efficiency, social mix and environmental impact. While there are objective elements by which to judge the economic and social benefits of each option, the environmental quality score contains a mixture of objective (such as levels of pollution) and subjective elements (such as the research team's assessment of the extent of environmental effects) which renders this score essentially subjective. All three criteria are important, and if an option performs badly against one of them, it may make that option unsustainable in the broader sense. According to this table, the option which best fulfils the criteria set by the research team would be the Densification option, just ahead of the Transport Link option.

Public consultation

The results of the modelling were presented at the University's Senate House, attended by members of the business, local government and academic communities. There was considerable interest from local and national press as well as coverage on all the regional television channels (and, later, national). A highly innovative interactive and paper survey of public reactions was undertaken by Cambridge Architectural Research. In order of preference, the options were rated as follows:

1. **Transport Links**
2. **Virtual Highway (perhaps not properly understood)**
3. **Green Swap**
4. **Densification**
5. **New Town**
6. **Minimum Growth**
7. **Necklace.**

Respondents were also invited to rate statements which included examples relating to matters such as investment in public transport and high-tech growth. Significantly, only 18% agreed that Cambridge and its surroundings should remain the same which may have come as a surprise to local government members!

On a political and practical level, the project has made a significant impact. The Regional Planning Guidance (RPG6) issued by the Department of the Environment, Transport and the Regions has recommended a combination of four of the project's options: Densification, a review of the green belt (Green Swap), the development of sites related to new Transport Links and a New Town. Such an outcome is broadly in line with the project team's predictions although it is important to realize that the reason why the relatively unpopular New Town option is being included is mainly because it will be based on a former Ministry of Defence-owned airfield. The Cambridgeshire County Council, in its Structure Plan, has also taken on board some of the options tested in Cambridge Futures in a combined form, rejecting those that are least successful in terms of economic and social performance (Cambridgeshire County Council, 2002).

Recently, despite the absence of a formal plan, Cambridge has been rapidly adopting a new form (Figure 6.6). Three new 'edge cities' are emerging at various stages of development: at West Cambridge, home to the University and related scientific research laboratories; in the south, at Addenbrooke's, where the hospital and related medical research facilities are situated; and in the north, on the old Chesterton railway sidings near the Science and Business Parks and regional College, where high-tech development and housing are found. A further emerging possibility in the east, first proposed by Cambridge Futures, is an edge city on the site of Cambridge Airport. These edge cities, and in particular those at Addenbrookes and Chesterton, will be linked to new stations on the existing rail system, thus theoretically reducing road traffic for the city as a whole. Beyond the city boundary, there is every indication that 'New Towns' (in reality, large villages) will develop on and around the old airfield sites at Oakington and Waterbeach. The author considers that the construction of the southern relief road connecting the M11 and the A14 to form a complete orbital around Cambridge is the missing link in this evolutionary process is (see Carolin, 2000). Crucially, it is important to ensure that the green spaces ('wedges') that connect the inner city with the countryside will be protected by statutory planning regulation.