

Figure 6.6 Emerging Cambridge urban form.

Conclusion

The Cambridge Futures experience demonstrates that advanced tools and methods exist for measuring the sustainability of different urban plans. This involves the use of sophisticated interaction models that are capable of simulating land use and transport markets. From the outputs of the model an assessment of the three sustainability indicators of economic efficiency, social mix and environmental impact can be made. Stakeholders can then assess the strengths and weaknesses of each option performance. By adopting a public participation framework with the help of sophisticated tools for forecasting and representation, consensus has emerged on the part of all stakeholders on the most suitable combination of options for all stakeholders, which will guide the development of the Cambridge sub-region in the 21st century.

References

Cambridgeshire County Council (2002) *Cambridgeshire and Peterborough Joint Structure Plan Review*, Cambridgeshire County Council, Cambridge.

Carolin, P. (2000) Cambridge Futures in Cambridge Magazine, April 2000.

Department of the Environment, Transport and the Regions (DETR) (2000) *Regional Planning Guidance for East Anglia to 2016: Regional Planning Guidance Note*, Stationery Office, London.

Echenique, M. and Hargreaves, T. (2003) *Cambridge Futures 2: What Transport for Cambridge?*, University of Cambridge Department of Architecture, Cambridge.

Echenique, M., et al. (1999) Cambridge Futures Report, University of Cambridge Department of Architecture, Cambridge.

Holford, W. and Wright, H.M. (1950) *Cambridge Planning Proposals*, Cambridge University Press, Cambridge.

Mott, N. (1969) Report, University of Cambridge, Cambridge.

Segal Quince and Wicksteed (1985) *The Cambridge Phenomenon: The Growth of High Technology Industry in a University Town*, SQW Limited, Cambridge.

Segal Quince and Wicksteed (2000) *The Cambridge Phenomenon Revisited: (Parts 1 and 2)*, SQW Limited, Cambridge.

Webster, F.B., Bly, P.J. and Paulley, N.J. (1988) Urban Land Use and Transport Interaction, Gower, Aldershot.