

CAMBOURNE TO CAMBRIDGE BETTER BUS JOUREYS - P&R SITE SHORTLIST SELECTION  
INVESTMENT SIFTING AND EVALUATION TOOL (INSET)

1A.HIGH LEVEL THEME - POLICY ALIGNMENT																											WEIGHTED SCORE FOR THEME	
No.	Name	Greater Cambridge Greater Peterborough enterprise Partnership Ambitions								Alignment with the Greater Cambridge City Deal Transport Vision								Alignment with Published Plans										
		Enhance Digital Connectivity	Business Growth	Growth of business innovationsand incubator space	Removes skills barriers to continued growth	Transport network fit for an economically vital high growth area	Alconbury Wald enterprise campus	WEIGHTED AVERAGE	Accessibility by Public transport	Accessibility by cycle	Accessability on foot	Congestion (i.e. traffic delays)	Traffic levels (i.e. total volume of traffic)	0	WEIGHTED AVERAGE	Draft Local Plan for Cambridge (2014)	Draft Local Plan for South Cambridgeshire (2014)	Cambridgeshire Local Transport Plan 2011 - 2031	Transport Strategy for Cambridge and South Cambridge	Greenbelt	WEIGHTED AVERAGE							
Select from list:								Select from list:								Select from list:												
0	Existing Madingley Road Park and Ride	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	2	0: Neutral (No change)	0	0: Neutral (No change)	0	1: Small positive (Some reduction in traffic levels)	1	0.60	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	1: Small positive (Small positive fit)	1	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	1.00
1	Madingley Mulch North East (site adjacent to SSS north of A130)	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	2	3: Large positive (Large improvement to 3 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.60	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	-2: Medium negative (Medium negative fit)	-2	1.00
2	Madingley Mulch North West (often referred to as Park Farm)	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	2	3: Large positive (Large improvement to 3 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.60	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	-2: Medium negative (Medium negative fit)	-2	1.00
3	Madingley Mulch South West (Often referred to as water works site)	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	2	3: Large positive (Large improvement to 3 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.60	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	-2: Medium negative (Medium negative fit)	-2	1.00
4	Madingley Mulch South East (often referred to as Chrome Lea)	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	2	3: Large positive (Large improvement to 3 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.60	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	-2: Medium negative (Medium negative fit)	-2	1.00
5	Scotland Farm	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	1	2: Medium positive (Medium improvement to 2 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Some reduction in traffic levels)	1	1.20	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	-1: Small negative (Small negative fit)	-1	1.20
6	Bourn airfield	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	1	2: Medium positive (Medium improvement to 2 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Some reduction in traffic levels)	1	1.20	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	0: Neutral (N/A)	0	1.40
7	North of Camboorne	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	1	2: Medium positive (Medium improvement to 2 accessibility)	0	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.20	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	0: Neutral (N/A)	0	1.75
8	Caxton Gibbet	0: Neutral (N/A)	0	1: Small positive (Small positive fit)	1	0: Neutral (N/A)	0	0.67	2: Medium positive (Medium improvement to 2 accessibility)	1	1: Small positive (Some improved accessibility)	1	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1	1.00	1: Small positive (Small positive fit)	1	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	2: Medium positive (Medium positive fit)	2	0: Neutral (N/A)	0	1.75

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INVESTMENT SIFTING AND EVALUATION TOOL (INSET)[illegible]

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1C. OPERATIONAL THEME - DELIVERABILITY																											
No.	Name	Planning Issues								Engineering Issues				Costs				Scalability				WEIGHTED SCORE FOR THEME					
		Land acquisition required		Interaction with planned developments		Impact on land use		Public acceptability		Business acceptability		WEIGHTED AVERAGE		Impact on local road network during construction		WEIGHTED AVERAGE	Capital costs		Operating costs		WEIGHTED AVERAGE		Scalability		Resilience		WEIGHTED AVERAGE
		Select from list:								Select from list:				Select from list:				Select from list:									
0	Existing Madingley Road Park and Ride	-2: Medium negative (TBD depending on project)	-2	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	1: Small positive (TBD depending on project)	1	2: Medium positive (TBD depending on project)	2	0.20	0: Neutral (No impact)	0	0.00	-2: Medium negative (TBD depending on project)	-2	0: Neutral (TBD depending on project)	0	-1.00	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.20	
1	Madingley Mulch North East (site adjacent to SSSI north of A1303)	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	-2: Medium negative (TBD depending on project)	-2	2: Medium positive (TBD depending on project)	2	-0.40	-2: Medium negative (Medium impact on road network)	-2	-2.00	-2: Medium negative (TBD depending on project)	-2	-1: Small negative (TBD depending on project)	-1	-1.50	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.98	
2	Madingley Mulch North West (often referred to as Park Farm)	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	-2: Medium negative (TBD depending on project)	-2	2: Medium positive (TBD depending on project)	2	-0.40	-2: Medium negative (Medium impact on road network)	-2	-2.00	-2: Medium negative (TBD depending on project)	-2	-1: Small negative (TBD depending on project)	-1	-1.50	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.98	
3	Madingley Mulch South West (Often referred to as water works site)	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	-2: Medium negative (TBD depending on project)	-2	2: Medium positive (TBD depending on project)	2	-0.40	-1: Small negative (Small impact on road network)	-1	-1.00	-2: Medium negative (TBD depending on project)	-2	-1: Small negative (TBD depending on project)	-1	-1.50	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.73	
4	Madingley Mulch South East (often referred to as Chrome Lea)	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	-2: Medium negative (TBD depending on project)	-2	2: Medium positive (TBD depending on project)	2	-0.40	-1: Small negative (Small impact on road network)	-1	-1.00	-2: Medium negative (TBD depending on project)	-2	-1: Small negative (TBD depending on project)	-1	-1.50	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.73	
5	Scotland Farm	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	-0.40	0: Neutral (No impact)	0	0.00	-2: Medium negative (TBD depending on project)	-2	-2: Medium negative (TBD depending on project)	-2	-2.00	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.60	
6	Bourn airfield	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	1: Small positive (TBD depending on project)	1	0: Neutral (TBD depending on project)	0	0.00	0: Neutral (No impact)	0	0.00	-2: Medium negative (TBD depending on project)	-2	-2: Medium negative (TBD depending on project)	-2	-2.00	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.50	
7	North of Cambourne	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	-0.40	0: Neutral (No impact)	0	0.00	-2: Medium negative (TBD depending on project)	-2	-2: Medium negative (TBD depending on project)	-2	-2.00	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-0.60	
8	Caxton Gibbet	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	-1: Small negative (TBD depending on project)	-1	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	-0.40	-2: Medium negative (Medium impact on road network)	-2	-2.00	-2: Medium negative (TBD depending on project)	-2	-3: Large negative (TBD depending on project)	-3	-2.50	0: Neutral (TBD depending on project)	0	0: Neutral (TBD depending on project)	0	0.00	-1.23	

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2A. MULTI-CRITERIA ANALYSIS - SUMMARY					WEIGHTED AVERAGE
No.	Name	1A.HIGH LEVEL THEME - POLICY ALIGNMENT	1B. INTERMEDIATE LEVEL THEME - BENEFITS	1C. OPERATIONAL THEME - DELIVERABILITY	
		Final weighted score (-3 to 3 scale):	Final weighted score (-3 to 3 scale):	Final weighted score (-3 to 3 scale):	
0	Existing Madingley Road Park and Ride	0.76	0.27	-0.20	0.27
1	Madingley Mulch North East (site adjacent to SSSI north of A1303)	1.09	0.90	-0.98	0.34
2	Madingley Mulch North West (often referred to as Park Farm)	1.09	0.95	-0.98	0.36
3	Madingley Mulch South West (Often referred to as water works site)	1.09	1.06	-0.73	0.48
4	Madingley Mulch South East (often referred to as Chrome Lea)	1.09	0.92	-0.73	0.43
5	Scotland Farm	1.02	1.06	-0.60	0.49
6	Bourn airfield	1.09	1.16	-0.50	0.58
7	North of Cambourne	1.21	1.15	-0.60	0.58
8	Caxton Gibbet	1.14	1.08	-1.23	0.33

2B. MULTI-CRITERIA ANALYSIS - SUMMARY IN ORDER					
No.	Name	1A.HIGH LEVEL THEME - POLICY ALIGNMENT	1B. INTERMEDIATE LEVEL THEME - BENEFITS	1C. OPERATIONAL THEME - DELIVERABILITY	WEIGHTED AVERAGE
		Final weighted score (-3 to 3 scale):	Final weighted score (-3 to 3 scale):	Final weighted score (-3 to 3 scale):	
6	Bourn airfield	1.09	1.16	-0.50	0.58
7	North of Cambourne	1.21	1.15	-0.60	0.58
5	Scotland Farm	1.02	1.06	-0.60	0.49
3	Madingley Mulch South West (Often referred to as water works site)	1.09	1.06	-0.73	0.48
4	Madingley Mulch South East (often referred to as Chrome Lea)	1.09	0.92	-0.73	0.43
2	Madingley Mulch North West (often referred to as Park Farm)	1.09	0.95	-0.98	0.36
1	Madingley Mulch North East (site adjacent to SSSI north of A1303)	1.09	0.90	-0.98	0.34
8	Caxton Gibbet	1.14	1.08	-1.23	0.33
0	Existing Madingley Road Park and Ride	0.76	0.27	-0.20	0.27