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

INVESTMENT SILTING AND EVALUATION TODE (IN

1A.H	1A MIGH LEVEL THEME - POLICY ALIGNMENT																					
			Greater	Cambridge Greater Peterboro	ugh enterprise Partnershi	p Ambitions				Aligr	ment with the Greater Car	mbridge	City Deal Transport Vision	1			Alignment with Published Plans					
No.	Name	Enhance Digital Connectivity	Business Growth	Growth of business innovationand incubator space	Removes skills barriers to contiued growth	Transport network fit for an economically vital high growth area	Alconbury Weald enterprise campus	WEIGHTED AVERAGE	Accessibility by Public transport	Accessibility by cycle	Acessibility on fo	pot	Congestion (i.e. traffic delays)	Traffic levels (i.e. total volume of traffic)	0 WEIGHTE AVERAG		Draft Local Plan for South Cambridgeshire (2014)	Cambridgeshire Local Transport Plan 2011 - 2031	Transport Strategy for Cambridge and South Cambridge	Greenbelt	WEIGHTED AVERAGE	WEIGHTED SCORE FOR THEME
		Select from list:							Select from list: 2: Medium positive									Select from	n 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	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A)	0.67	(Medium positive improvement to 2: Medium positive	2 0: Neutral (No change	0 0: Neutral (No change)	0	0: Neutral (No 0 change)	1: Small positive (Some reduction in 1 traffic levels)	0.60	1: Small positive 1 (Small positive fit) 1	2: Medium positive 2 (Medium positive fit)	1: Small positive 1 (Small positive fit)	1: Small positive 1 (Small positive fit)	0: Neutral (N/A) 0	1.00	0.76
1	Madingley Mulch North East (site adjacent to SSS north of A1303)	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A) 0	0.67	(Medium improvement to	3: Large positive 2 (Large improvement t accessibility)	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	1.60	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive fit) 2	2: Medium positive 2 (Medium positive fit)	2: Medium positive (Medium positive fit) 2	-2: Medium negative (Medium negative fit) -2	1.00	1.09
	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	1: Small positive 1 (Small positive fit)	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A)	0.67	2: Medium positive (Medium improvement to 2: Medium positive	3: Large positive 2 (Large improvement t accessibility)	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	1.60	1: Small positive 1 (Small positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	-2: Medium negative (Medium negative fit) -2	1.00	1.09
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	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A) 0	0.67	(Medium improvement to	3: Large positive 2 (Large improvement t accessibility)	0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	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	1.09
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	1: Small positive 1 (Small positive fit)	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A) 0	0.67	2: Medium positive (Medium improvement to accessibility)	3: Large positive 2 (Large improvement t accessibility)	3 0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	1.60	1: Small positive 1 (Small positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	-2: Medium negative (Medium negative fit) -2	1.00	1.09
5	Scotland Farm	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral (N/A) 0	0.67	1: Small positive (Some improved accessibility)	2: Medium positive (Medium improvemen to accessibility)	2 0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	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	1.02
6	Bourn airfield	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	0: Neutral (N/A) 0	1: Small positive 1 (Small positive fit)	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A)	0.67	1: Small positive (Some improved accessibility)	2: Medium positive (Medium improvemen to accessibility)	2 0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	1.20	1: Small positive 1 (Small positive fit) 1	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	0: Neutral (N/A) 0	1.40	1.09
7	North of Cambourne	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral (N/A) 0	0.67	1: Small positive (Some improved accessibility)	2: Medium positive (Medium improvemen to accessibility)	2 0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	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	1.21
8	Caxton Gibbet	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	0: Neutral (N/A) 0	1: Small positive (Small positive fit) 1	2: Medium positive (Medium positive 2 fit)	0: Neutral 0 (N/A)	0.67	1: Small positive (Some improved accessibility)	1: Small positive (Some improved accessibility)	1 0: Neutral (No change)	0	2: Medium positive (Medium reduction in 2 traffic levels)	1: Small positive (Some reduction in 1 traffic levels)	1.00	1: Small positive 1 (Small positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive 2 (Medium positive fit)	2: Medium positive (Medium positive fit) 2	0: Neutral (N/A) 0	1.75	1.14

## CAMBOURNE TO CAMBRIDGE BETTER BUS JOUREYS - PAR SITE SHORTLIST SELECTION INVESTMENT SIFTING AND EVALUATION TOOL (INSET) ID INTERMEDIATE LEVEL THEME - BENEFITS

	Transport Benefits				Passenger experience					Environmental and social issues							Wider Economic Benefits											
No. Name	Journey Time	Ease of interchange between modes	Accomodates forecast patronage	Public transport connectivity	Private vehicles connectivity	Walking Connectivity	Cycling Connectivity	WEIGHTED AVERAGE	Safety	Shelter provision	Impact on the mobility impaired	Wayfinding	Congestion	WEIGHTED AVERAGE	Naise	Air Quality and Greenhouse Gases	Landscape / Townscape	Biodiversity	Matoric Environment	Flood Risk	Water Quality - Surface Water	Water Quality - Groundwater	Impact on Society	WEIGHTED AVERAGE	Wider Economic Benefits(e.g. GVA)	Impact on areas of deprivation	WEIGHTED AVERAGE	SCORE FO
0 Existing Madingley Ros Park and Ride	d D: Neutral (No o change) 0	0: Neutral (No 0 change)	Select from list: 1: Small positive (Small increase in 1 canacity)	0: Neutral (No o change)	0: Neutral (No o change)	0: Neutral (No o	0: Neutral (No o change)	2: M	Select from list: Medium positive edium provements to 2	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	2: Medium positive (Medium improvements to	2 C: Neutral (No o change) 0	1.60	-1: Small negative (small number of adverse effects, can -1	-1: Small negative (small number of adverse effects, can -1	Salect from list: -1: Small negative (small number of adverse effects, can -1	0: Neutral (N/A) 0	-1: Small negative (small number of adverse effects, can be	0: Neutral (N/A)	0 0: Neutral (NIA) 0	-2: Medium negative (Potentially significant adverse effects, can -2	D: Neutral (N/A) 0	-0.67	0: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	0.27
Madingley Mulch North East (site adjacent to St north of A1303)	SI (Some reduction in 1 journey times)	2: Medium positive (Medium improvement: 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No o change)	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No 0 change) 0	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Me impr	Médium positive edium 2 provements to Médium positive	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	2"MidUP postve (Medum improvements to 2.MidDiP postve	2 Medium positive (Medium reduction in 2 congestion)	3.60	2 MiBSM/Regative (Potentially significant -2 adverse effects, can be Silitat Migative	<sup>1</sup> 2: Weiattlefriegetve (Potentially significant advense effects, can be miticated)	Significant adverse (Significant adverse effect, difficult to 3703/56 recentive	-3: Large negative (Significant adverse effect, difficult to -3 -3: W88 um negative	(small number of adverse effects, can be chickling hegative	C: Neutral (NIA)	0 0: Neutral (NIA) 0 -2: Medium regative	2 Mildl/Pigstve (Potentially significant _2 adverse effects, can be Mildl/Pigsative	-2: Medium negative (Potentially significant adverse effects, can be militation exative	-1.44	D: Neutral (N/A) 0	D: Neutral (N/A) 0	0.00	0.90
Madingley Mulch North 2 West (often referred to Park Farm)	(Some reduction in 1 journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change) 0	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No 0 change) 0	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Mo mpr	edium 2 provements to 2	2: Medium positive (Medium increase in 2 sheber provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	(Medium improvements to	2: Medium positive (Medium reduction in 2 congestion)	3.60	(small number of adverse effects, can the mitigated).	D: Neutral (N/A) 0	(Significant adverse effect, difficult to	Potentially significant diverse effects, can 2: Micularfi 2: Micularfi	anal number of adverse effects, can be	0: Neutral (N/A)	<ul> <li>Vector registre</li> <li>(Potentially significant adverse effects, can be mitostert)</li> </ul>	2 (Potentially significant adverse effects, can 2 (Potentially significant adverse effects, can	(Potentially significant adverse effects, can be effects, can	-1.22	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	0.95
Madingley Mulch South 3 West (Otten referred to water works site)		2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change) 0	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No change) 0	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Mo	Medium positive edium provements to 2 Medium positive	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	2: Medium positive (Medium improvements to 5: % (2015) investige	2 Medium positive (Medium reduction in 2 congestion)	3.60	0: Neutral (NIA) 0 -2: Medium regative	D: Neutral (NA) 0	S'Large negative (Significant adverse effect, difficult to -3 S'CBISE negative	2: Madum negative (Potentially significant adverse effects, can 2: Madum hegative	0: Neutral (NIA) 0	0: Neutral (N/A)	0 0: Neutral (NIA) 0	Potentially significant adverse effects, can -2 19 10(1016/Januatus	-2: Medium negative (Potentially significant adverse effects, can -2 2: MiREM Repairve	-0.78	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	1.05
Madingley Mulch South 4 East (often referred to a Chrome Lea)	Small positive     (Some reduction in 1     journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change)	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No change) 0	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Me impr	edium 2 provements to	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	(Medium improvements to	2 Medium positive (Medium reduction in 2 congestion)	3.60	(Potentially significant -2 adverse effects, can be switchter be switchter	-2 Medum negative (Potentially significant adverse effects, can be minister).	(Significant adverse effect, difficult to -3	(Potentially significant -2 adverse effects, can be miticated)	small number of adverse effects, can be	0: Neutral (N/A)	0 0: Neutral (NIA) 0	(Potentially significant -2 adverse effects, can be stighteduative	(Potentially significant -2 adverse effects, can	-1.33	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	0.92
5 Scotland Farm	1: Small positive (Some reduction in 1 journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change) 0	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No change) 0	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Me mpr	provements to	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	2.Wellow positive (Medium improvements to wanderfree)	2: Medium positive (Medium reduction in 2 congestion)	3.60	12: MidDMYegative (Potentially significant adverse effects, can be ministed).	D: Neutral (NIA) 0	Potentially significant adverse effects, can be mitmated)	0: Neutral (N/A) 0	(small number of adverse effects, can be minimized	0: Neutral (N/A)	-1: Small negative (small number of	1 SHET Yilgative (small number of adverse effects, can be optimized	2 MildOn liegative (Potentially significant adverse effects, can -2 ba mitinatart)	-0.78	0: Neutral (NA) 0	0: Neutral (N/A) 0	0.00	1.05
6 Bourn airfield	1: Small positive (Some reduction in 1 journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No o change)	1: Small positive (Some improvement 1 to connectivity)	0: Neutral (No o change)	2: Medium positive Medium improvement 2 Io connectivity)	1.14 (Mo	Medium positive edium 2 provements to	2: Medium positive (Medium increase in 2 shelter provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	2: Medium positive (Medium 2 improvements to 2: MidSUP positive	2: Medium positive (Medium reduction in 2 congestion)	3.60	D: Neutral (N/A) 0	D: Neutral (N/A) 0	2: Medium positive (Potentially signiciant 2 beneficial effects) -1: Small repairive	D: Neutral (NIA) 0	0: Neutral (N/A) 0	0: Neutral (N/A)	(small number of adverse effects, can     '1'. SHigt/Nebative	12: Medium negative (Potentially significant adverse effects, can by religit/solvation	0: Neutral (NIA) 0	-0.11	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	1.16
7 North of Cambourne	1: Small positive (Some reduction in 1 journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change)	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No o change)	2: Medium positive Medium improvement 2 to connectivity)	1.43 (Me		2: Medium positive (Medium increase in 2 sheber provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	(Medium positive improvements to	2: Medium positive (Medium reduction in 2 congestion)	3.60	D: Neutral (N/A) 0	D: Neutral (N/A) 0	(amail number of .1 adverse effects, can be colleafed)	(small number of .1 adverse effects, can be miticated)	D: Neutral (NIA) D	0: Neutral (N/A)	o (small number of adverse effects, can br Stigt Stative	(small number of _1 adverse effects, can by stillation(stress	(small number of -1 adverse effects, can be miticated)	-0.44	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	1.15
8 Caxton Gibbet	1: Small positive (Some reduction in 1 journey times)	2: Medium positive (Medium improvement 2 to interchange)	2: Medium positive Medium increase in 2 capacity)	0: Neutral (No 0 change) 0	3: Large positive (Large improvement 3 to connectivity)	0: Neutral (No change) 0	1: Small positive (Some improvement 1 to connectivity)	1 29 (Mo	arfam.	2: Medium positive (Medium increase in 2 sheber provision)	2: Medium positive (Medium improvement 2 for mobility impaired)	(Medium improvements to exectinging)	2: Medium positive 2: (Medium reduction in 2 congestion)	3.60	D: Neutral (N/A) 0	D: Neutral (N/A) 0	(small number of adverse effects, can -1	0: Neutral (NIA) 0	Potentially significant adverse effects, can be	2 O: Neutral (N/A)	(small number of adverse effects, can be miticated)	1 (small number of adverse effects, can be milinated)	D: Neutral (N/A) 0	-0.56	D: Neutral (N/A) 0	0: Neutral (N/A) 0	0.00	1.08

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

1C.	1C. OPERATIONAL THEME - DELIVERABILITY															
				Planning	Issues			Engineering Issues			Costs		Sca	lability		WEIGHTED
No	. Name	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	SCORE FOR THEME
		Select from list:				Select from li	st:		Select from list:			Select from list:				
0	Existing Madingley Road Park and Ride	-2: Medium negative (TBD depending on -2 project)	0: Neutral (TBD 0 depending on project)	0: Neutral (TBD 0 depending on project)	1: Small positive (TBD depending on project) 1	2: Medium positive (TBD depending on 2 project)	0.20	0: Neutral (No impact)) 0	0.00	-2: Medium negative (TBD depending on -2 project)	0: Neutral (TBD depending on project) 0	-1.00	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.20
1	Madingley Mulch North East (site adjacent to SSSI north of A1303)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD depending on project) 0	-1: Small negative (TBD depending on -1 project)	-2: Medium negative (TBD depending on -2 project)	2: Medium positive (TBD depending on 2 project)	-0.40	-2: Medium negative (Medium impact on -2 road network	-2.00	-2: Medium negative (TBD depending on -2 project)	-1: Small negative (TBD depending on -1 project)	-1.50	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.98
2	Madingley Mulch North West (often referred to as Park Farm)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	-1: Small negative (TBD depending on -1 project)	-2: Medium negative (TBD depending on -2 project)	2: Medium positive (TBD depending on 2 project)	-0.40	-2: Medium negative (Medium impact on -2 road network	-2.00	-2: Medium negative (TBD depending on -2 project)	-1: Small negative (TBD depending on -1 project)	-1.50	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.98
3	Madingley Mulch South West (Often referred to as water works site)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD depending on project) 0	-1: Small negative (TBD depending on -1 project)	-2: Medium negative (TBD depending on -2 project)	2: Medium positive (TBD depending on 2 project)	-0.40	-1: Small negative (Small impact on road -1 network)	-1.00	-2: Medium negative (TBD depending on -2 project)	-1: Small negative (TBD depending on -1 project)	-1.50	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.73
4	Madingley Mulch South East (often referred to as Chrome Lea)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD depending on project) 0	-1: Small negative (TBD depending on -1 project)	-2: Medium negative (TBD depending on -2 project)	2: Medium positive (TBD depending on 2 project)	-0.40	-1: Small negative (Small impact on road -1 network)	-1.00	-2: Medium negative (TBD depending on -2 project)	-1: Small negative (TBD depending on -1 project)	-1.50	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.73
5	Scotland Farm	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	0: Neutral (TBD depending on 0 project)	-0.40	0: Neutral (No impact)) 0	0.00	-2: Medium negative (TBD depending on -2 project)	-2: Medium negative (TBD depending on -2 project)	-2.00	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.60
6	Bourn airfield	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	1: Small positive (TBD depending on project) 1	0: Neutral (TBD depending on 0 project)	0.00	0: Neutral (No impact)) 0	0.00	-2: Medium negative (TBD depending on -2 project)	-2: Medium negative (TBD depending on -2 project)	-2.00	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.50
7	North of Cambourne	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD depending on project) 0	0: Neutral (TBD depending on 0 project)	-0.40	0: Neutral (No impact)) 0	0.00	-2: Medium negative (TBD depending on -2 project)	-2: Medium negative (TBD depending on -2 project)	-2.00	0: Neutral (TBD depending on project) 0	0: Neutral (TBD 0 depending on project)	0.00	-0.60
8	Caxton Gibbet	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	-1: Small negative (TBD depending on -1 project)	0: Neutral (TBD 0 depending on project)	0: Neutral (TBD depending on 0 project)	-0.40	-2: Medium negative (Medium impact on -2 road network	-2.00	-2: Medium negative (TBD depending on -2 project)	-3: Large negative (TBD depending on -3 project)	-2.50	0: Neutral (TBD 0 depending on project)	0: Neutral (TBD 0 depending on project)	0.00	-1.23

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

2A. M	ULTI-CRITERIA ANALYSIS - SUMMARY				
No.		1A.HIGH LEVEL THEME -	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):	
0	Existing Madingley Road Park and Ride	0.76	0.27	-0.20	0. <mark>27</mark>
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	0.3 <mark>3</mark>

2B. MULT	I-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	0.3 <mark>4</mark>	
8	Caxton Gibbet	1.14	1.08	-1.23	0.3 <mark>3</mark>	
0	Existing Madingley Road Park and Ride	0.76	0.27	-0.20	0. <mark>27</mark>	