

## Appendix 2 Headline comparison of route options, focusing on South Cambridgeshire-specific impacts

	<b>Bassingbourn routes (A,C,D)</b>	<b>Cambourne routes (B, E)</b>
<b>Transport user benefits (EWR Co. assessment)</b>	<ul style="list-style-type: none"> <li>• 76 mins Oxford-Cambridge</li> <li>• 23 mins Bedford-Cambridge</li> <li>• £0.6bn costed transport user benefits</li> </ul>	<ul style="list-style-type: none"> <li>• 80 mins Oxford-Cambridge</li> <li>• 27 mins Bedford-Cambridge</li> <li>• £0.6bn costed transport user benefits</li> </ul>
<b>Housing and economic growth potential in South Cambridgeshire (EWR Co. assessment)</b>	Could support significant additional housing on the site of the MoD Bassingbourn Barracks if it can be developed (in line with the NIC recommendation).	Could support further development around Cambourne (though this might alternatively be provided for through plans for the Cambridge Autonomous Metro).
<b>Cost estimates and overall affordability (EWR Co. assessment)</b>	Estimated up front capital costs A: £1.7bn C: £2.1bn D: £2.2bn Estimated total costs <sup>1</sup> A: £1.9bn C: £2.5bn D: £2.6bn	Estimated up front capital costs B: £2.2bn E: £2.8bn Estimated total costs B: £2.4bn E: £3.0bn
<b>Headline environmental impacts (EWR Co. assessment)</b>	Cross watercourses and flood zones, and have potential impacts on various historic and environmental assets.  Possible impacts on Wimpole Hall Avenue and Eversden and Wimpole Woods Special Area of Conservation depending on precise alignment selected.	Cross watercourses and flood zones, and have potential impacts on various historic and environmental assets.
<b>Historic site assessments through Local Plan processes</b>	Only small scale village sites were assessed through the Local Plan 2018 and supporting evidence.	Large scale sites around Cambourne were assessed variously through the Core Strategy process in 2006, the 2008 Site Specific Policies DPD examination, and through the Local Plan 2018 and supporting evidence. None were identified as preferred sites in those plans.
<b>Relationship with existing development strategy</b>	Relatively little growth located in this part of the district in previous plans.	A focus for growth over a number of rounds of plan-making. Cambourne is now a rural centre and the second largest free-standing settlement within South Cambridgeshire (after Histon

<sup>1</sup> Estimated total costs includes estimates of initial upfront construction costs, infrastructure renewal costs, operating costs and fare revenues.

		and Impington).
<b>Future strategy considerations</b>	Outside of Cambridge, recent development strategies have focused housing growth to the north and west. Jobs growth included in the Local Plan to 2031 is spread more evenly, with particular increases in the north and south.	
	Given continued employment growth around the south of the city, a station and housing growth at Bassingbourn barracks might potentially add balance to future strategy, aiding shorter commutes and reducing pressure on a limited number of corridors.	Further concentration of growth around Cambourne could potentially be supported by the OxCam Expressway and EWR routes running along the same corridor.  Proposals for significant growth around Tempsford/South of St Neots also included in this route option could support further infrastructure improvements in this corridor.
<b>Economic role of a settlement</b>	The primary role of a new settlement within 10 miles of Cambridge would be likely to be that of providing housing to support economic growth taking place closer to Cambridge, rather than having its own significant economic role.  Cambridgeshire & Peterborough Independent Economic Review (CPIER) points to the challenges of spreading Knowledge Intensive growth further than the close environs of Cambridge: Cambridge University data presented in the CPIER shows trends of such businesses moving closer to Cambridge urban area while other lower value businesses move out.	
	Report supporting NIC Partnering for Prosperity report assumes that Bassingbourn's primary economic role would be to support lower value activities squeezed out of Cambridge, but also suggests that its location to the south of Cambridge and on the way to Stevenage might make it suitable for supporting further growth in the life sciences cluster in that area.	No NIC studies focus upon Cambourne, although it could be expected to perform a similar lower value economic activity role as described for Bassingbourn, given its location. Experience at Cambourne business park, supported by the CPIER evidence cited above, suggests that it may be challenging to spread knowledge intensive jobs growth to this location from Cambridge. On the other hand, an increased population at Cambourne, served by high quality transport infrastructure, would be likely to add to its attraction for jobs growth.
<b>Infrastructure implications</b>	Not within area of existing or immediately known proposed strategic transport infrastructure improvements.  Close to existing rail line and Royston station.  Close to A1198, A10 and A505. The A505, which currently experiences significant congestion, is likely to be the subject of a Combined Authority strategic transport study in 2019/20.  Upgraded or additional transport and other infrastructure likely to be required, given that this area has not seen significant growth in the past.	Sited within existing A428 corridor, which includes existing and proposed transport infrastructure: <ul style="list-style-type: none"> <li>Existing A428 dual carriageway will become part of Oxford to Cambridge Expressway, including upgrade of Black Cat to Caxton Gibbet section (Orange route now announced by Highways England as preferred),</li> <li>Cambourne to Cambridge High Quality Public Transport proposals, and subsequently Cambridge Autonomous Metro are planned in this corridor. This may mean that less additional transport infrastructure is required to support growth. However, given the potential proximity of East West Rail and proposed CAM routes, were the rail</li> </ul>

		<p>route to go via Cambourne, it is important that consideration is given to how the two proposals can be brought forward in a complementary way.</p> <p>Depending on the scale of growth envisaged, upgraded or additional infrastructure (including transport and non-transport) would be required.</p>
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