

**CAMBRIDGE CITY COUNCIL**  
Record of Executive Decision

<b>REPORT ON EEDA COMMISSIONED 'TRANSPORT ECONOMIC EVIDENCE STUDY'</b>
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<b>Decision of:</b>	Executive Councillor (Climate Change and Growth) Sian Reid
<b>Reference:</b>	08/ENV/30
<b>Date of decision:</b>	4 November 2008 <b>Recorded on:</b> 4 November 2008
<b>Decision Type:</b>	Non Key
<b>Matter for Decision:</b>	<ol style="list-style-type: none"><li>1 To communicate the Council's conclusions from the TEES study to EEDA, Horizons and the County Council – in particular its new Independent Transport Commission.</li><li>2 To determine EEDA, Horizons and the County Council's conclusions from the study, and the intentions for its future use as an evidence base for regional funding submissions, transport planning and strategy formulation, with a view to working in partnership to support delivery of sustainable transport investments in Cambridge.</li></ol>
<b>Why the decision had to be made (and any alternative options):</b>	The study is economically led, identifying economic costs of congestion and economic benefits of proposed interventions, which are, in the main, highway oriented. It is understood that it has been commissioned with a view to gaining leverage in negotiations with Government over funding and infrastructure requirements and to informing and shaping the forthcoming Integrated Regional Strategy, the Regional Spatial Strategy (RSS) Review and the Regional Infrastructure Fund.
<b>The Executive Councillor's decisions:</b>	<ol style="list-style-type: none"><li>1 Agreed to communicate the Council's conclusions from the TEES study to EEDA, Horizons and the County Council – in particular its new Independent Transport Commission, as follows:<ul style="list-style-type: none"><li>• The major road building packages presented are not viable investment options due to environmental impact, cost, and relative effectiveness;</li><li>• Targeted urban access measures offer the best value for money and the best chance of significantly impacting on carbon emissions while still delivering productivity gains for Cambridge and other key 'Engines of Growth' in the region;</li></ul></li></ol>

- The County Council 'TIF' bid incorporating congestion charging, as an example of an urban access package, should be pursued for the main urban areas in the region;
  - Demand management addressing the need to travel is key, as therefore, is activity in other areas that influence demand such as rural broadband and ICT provision and sustainable land use planning;
  - Further work is needed into calculating the cost of carbon emissions from transport in the region as it grows, based on the shadow price of carbon and five year carbon budgets once set by Government;
  - Further investment is needed in regional rail and rail freight, not just London commuter routes, and should be lobbied for as a key means of tackling transport carbon emissions in the region while facilitating its growth.
- 2 Agreed to determine EEDA, Horizons and the County Council's conclusions from the study, and the intentions for its future use as an evidence base for regional funding submissions, transport planning and strategy formulation, with a view to working in partnership to support delivery of sustainable transport investments in Cambridge.

**Reasons for the decision:**

These are set out in the Officer's report on the Agenda.

**Scrutiny consideration:**

The Scrutiny Committee decided not to scrutinise the decision as it had already been discussed at the Development Plan Steering Group meeting in October 08.

**Report:**

Agenda B on 4 November 2008.

**Conflicts of interest:**

None

**Comments:**

None

