



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

OVERVIEW & SCRUTINY COMMITTEE

Date: Monday, 23 January 2023

Democratic Services

Edwina Adefehinti
Chief Officer Legal and Governance
Monitoring Officer

11:00 AM

72 Market Street
Ely
Cambridgeshire
CB7 4LS

**Civic Suite, Pathfinder House, St Mary's Street, Huntingdon
PE29 3TN
[Venue Address]**

AGENDA

Open to Public and Press

1 Apologies for Absence

2 Declarations of Interest

At this point Members must declare whether they have a disclosable pecuniary interest, or other interest, in any of the items on the agenda, unless it is already entered in the register of members' interests.

3 Minutes of the Previous Meeting and Action Log

To approve the minutes of the meeting held on 10th January 2023 and to note the Action Log.

4 Public Questions

Arrangements for asking a public question can be viewed here

- [Public Questions - Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](https://cambridgeshirepeterborough-ca.gov.uk/public-questions)

5 Improvement Framework

12 - 47

6 Local Transport and Connectivity Plan (LTCP)

48 - 165

Exclusion of the Press and Public

To determine whether the public and press be excluded from the meeting in accordance with Section 100(A) (4) of the Local Government Act 1972, as amended, as the following item of business has an exempt appendix and the discussion may involve the disclosure of exempt information as defined in Part 1 of Schedule 12A of the Act; information relating to the financial or business affairs of any particular person (including the authority holding the information).

7 Demand Responsive Transport

166 - 174

8 Budget Scrutiny - Responses to the Consultation

This report will be published with the Combined Authority Board agenda for its meeting on 25 January 2023. The report will be available at the following link: [CA Board Agenda](#)

9 Combined Authority Forward Plan

Members allocated to monitor the activities of the Combined Authority to provide a verbal update to the committee on any areas of interest. The Forward Plan can be viewed on the website here: [Forward Plan](#)

10 Combined Authority Board Agenda: 25 January 2023

To consider questions to the Combined Authority Board for its meeting on 25 January 2023. The agenda will be published on Tuesday 17 January and can be found on the website here: [CA Board Agenda](#)

11 Overview and Scrutiny Work Programme

175 - 179

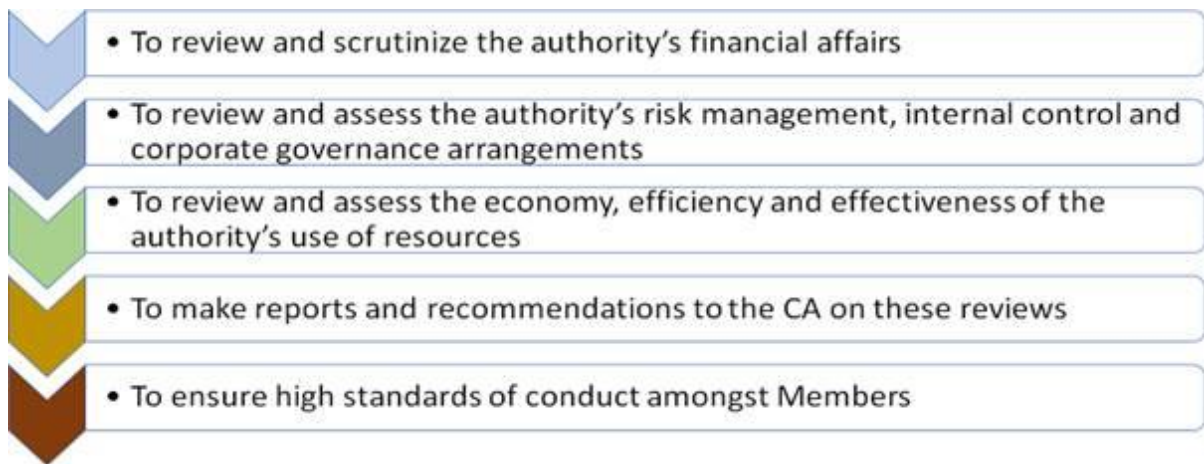
12 Date of next meeting:

(Reserve date: Monday, 20 February 2023)
Monday, 20 March 2023 at 11am

The Overview & Scrutiny Committee comprises the following members:

For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact

The Audit and Governance Committee Role.



The Combined Authority is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens.

Councillor Michael Atkins

Councillor Andy Coles

Councillor Lorna Dupre

Councillor Mark Goldsack

Cllr Geoff Harvey

Councillor Martin Hassall

Councillor Anne Hay

Councillor Amjad Iqbal

Councillor Alex Miscandlon

Councillor Richard Robertson

Councillor Alan Sharp

Cllr Simon Smith

Councillor Aidan Van de Weyer

Clerk Name:	Anne Gardiner
Clerk Telephone:	
Clerk Email:	anne.gardiner@cambridgeshirepeterborough-ca.gov.uk



**CAMBRIDGESHIRE
& PETERBOROUGH**
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CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY – OVERVIEW AND SCRUTINY COMMITTEE

DRAFT MINUTES

Date: Tuesday, 10 January 2023

Time: 11.00

Location: Engine Shed, Sand Martin House, Peterborough

Members:

Cllr A Sharp (Vice-Chair)	East Cambridgeshire District Council
Cllr C Cane	East Cambridgeshire District Council
Cllr M Hassall	Huntingdonshire District Council
Cllr M Atkins	Cambridgeshire County Council
Cllr S Count	Cambridgeshire County Council
Cllr R Robertson	Cambridge City Council
Cllr S Smith	Cambridge City Council
Cllr G Harvey	South Cambridgeshire District Council
Cllr A Van De Weyer	South Cambridgeshire District Council
Cllr A Iqbal	Peterborough City Council
Cllr A Coles	Peterborough City Council
Cllr A Miscandlon	Fenland District Council
Cllr A Hay	Fenland District Council

Officers:

Edwina Adefehinti*	Chief Officer – Legal & Governance, and Monitoring Officer
Jon Alsop*	Chief Finance Officer
Rob Emery*	Business Board S151 & Dept.S73 Combined Authority
Tim Bellamy*	Interim Head of Transport
Fliss Miller*	Interim Associate Skills Director
Steve Clarke*	Interim Associate Director Business
Reena Roojam*	Head of Legal and Deputy Monitoring Officer
Anne Gardiner	Governance Manager
Joanna Morley	Interim Governance Officer

*denotes attendance via Zoom

1. Apologies for absence

- 1.1 Apologies were received from Cllr Dupre, Cllr Goldsack and Cllr Dew. Cllr Cane attended as a substitute for Cllr Dupre and Cllr Count as a substitute for Cllr Goldsack.

In Cllr Dupre's absence, Cllr Sharp, the Vice-Chair, took on the role of Chair for the meeting.

2. Declarations of Interest

- 2.1 No declarations of interest were made.

3. Minutes of the Previous Meeting and Action Log

- 3.1 The minutes of the meeting held on 28 November 2022 were approved as a correct record and the Action Log was noted.

4. Public Questions

- 4.1 There were no public questions.

5. Budget and Medium-Term Financial Plan (MTFP) Consultation

- 5.1 Jon Alsop introduced this agenda item which had been tabled to give the Committee, one of the main consultees, an opportunity to discuss their response to the draft budget and MTFP, and to make any recommendations to the Board.

- 5.2 During discussion the following points were noted:

- a. The link contained within the agenda papers went through to the consultation which only gave a high-level strategic view. Members complained that a subsequent link to the fine detail and the figures was hard to find and easily missed. Reports containing the required information, that had previously been to the Board and the Overview and Scrutiny Committee in November, were therefore circulated to the Committee by Governance staff and a 15-minute adjournment was taken. These papers can be found here at item 3.2: [CMIS > Meetings](#)

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At 11.37am the meeting and the live stream were resumed

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- b. So far there had been 230 responses to the consultation which was far more than had been received in previous years.
- c. The gainshare funds that the CPCA relied on were cash flat and would remain so over the period of the devolution deal. This meant that their real value reduced over time and therefore the CPCA needed to find other income sources.
- d. The introduction of a mayoral precept was an option for the Board to consider. In order to cover a £3.5 million pressure, it was expected that an annual precept of £12 for a household at Band D would be needed.
- e. There was also the potential to increase the Transport Levy. The draft Budget assumed a 2% increase but the Board might wish to reexamine this.

- f. If the Board considered using the reserves to plug the bus services funding gap this would only provide a one-off short-term solution to the ongoing passenger pressure.
- g. Members queried what assurances would be given on how the money was to be spent if the Board approved a precept to raise funds.
- h. Bus services were key to delivering the CPCA's priorities and therefore it was disappointing that there was nothing in the core budget that guaranteed the £7m needed to keep the current level of service.
- i. There was £3.5m in the existing budget but going forward the costs would rise to £7m which is where the £3.5m of pressure came from. There were a number of options on how to manage this that were being put forward to the Board to consider.
- j. The Authority should not be putting residents in a position where they did not know whether buses were going to run or not. Reassurance was needed that at least current services would be maintained in order that residents could plan how they were going to get to work and education.
- k. Previous bids for bus funding had been unsuccessful so any future bids needed to be strong and ambitious enough to attract funding
- l. There was an urgency about finding some stability around funding for bus services
- m. There had been a lot of activity to try and promote the consultation. This included the page on the website, coverage in local newspapers, promotion on social media channels throughout December and into the New year and an email campaign that went out to all constituent councils and parish councils.
- n. Members queried whether the money and effort that went into the consultation was worth it given the still relatively low level of response.
- o. An inflationary cost of 5% on staffing costs for next year and 4% per annum thereafter had been included in the budget. This was in line with other Combined Authorities and was also fairly consistent with the constituent councils.
- p. Compared to the equivalent point in previous years a much higher proportion of funds was being allocated to approved expenditure (rather than projects subject to approval) which Members welcomed as it suggested that project management has picked up its pace and that there was more chance projects would be delivered. This did, however, also reflect that a number of funding streams were coming to an end.
- q. Members also welcomed that fact that there was a greater diversity to the allocation of capital with more being spent on active travel and the environment rather than the majority on large road upgrades. Again, this could also be partly attributed to the fact that the Transforming Cities Fund was coming to an end and as the deadline got closer there was more flexibility in how the money was spent.
- r. Slippage on large capital projects was a concern of all Combined Authorities as there was a lot of reliance on delivery partners including some of the constituent councils. CPCA officers therefore were actively trying to understand potential issues and how to combat them and the Internal Auditors had been commissioned to undertake a review of the capital programme to highlight potential slippages and the causes of them.
- s. Committing funds piecemeal for short periods of time to combat the funding issues with the bus services should be avoided and instead the CA should commit to spending at least the current level of funding, plus inflation, for a minimum of two years.
- t. Members were disappointed that a breakdown of the reserves balance was not included in the report.
- u. The Integrated Transport Block grant, as well as the Highways Maintenance block grant and Pothole fund, were all required to be spent as capital funding and therefore could not be used to pay for subsidised bus services.

- v. The consultations' opening statement and pictographs were commended but, as had previously been commented on by Members, the links to the budget and MTFP were hard to find and information was poorly set out. The information needed to concentrate on vision, strategy, and the prioritisation of spending.
- w. The consultation questions did not ask residents to balance decisions based on a limited pot of money but instead just asked for a level of agreement for a decision ie. Strongly agree/disagree. In addition, there were some misleading questions which could have lead people to respond positively to a precept in the belief they were protecting a specific service.

RESOLVED:

The Committee resolved to submit the following recommendations to the Board as their formal response to the Consultation:

That:

- 1. The CPCA Board should commit to maintaining at least the current level of spending on bus services for the next two years.**

The Board is best placed to decide how to source this funding which would be c£14m. (£7m p.a) This commitment would give some assurance to residents that they can continue to travel to work and school, and to access services, and that the CPCA had a credible, fit for purpose transport system on which residents could depend. This guarantee on funding should be given whilst longer term solutions for delivering services, such as franchising, are explored.

The Board should be mindful that in the current climate bus operators could be expected to be further supported by CPCA subsidy and therefore maintaining the current level of spending did not necessarily guarantee the same level of services.

- 2. The Board should keep a particularly close eye on the risk of slippage on capital projects and review the work of Internal Audit so that where issues are identified they can establish how best to address and overcome them.**
- 3. The Overview and Scrutiny Committee review in advance the process and methodology of any future proposed MTFP consultation.** Oversight by the Committee will ensure that the questions asked are focussed and prioritise the CPCA's vision and strategy and will also allow Members to make recommendations to encourage greater engagement by the public.
- 4. If the organisation aspires to delivering more ambitious projects that will be reliant on government funding, then the budget for securing this funding needs to be increased.**
- 5. The impact on social inequalities and the Environment should be evident in all CPCA funding decisions.**
- 6. If the Board decide that a Mayoral Precept is the best option to raise funds then it should identify and guarantee what the money raised will be spent on.** E.g. It has been identified that a precept of £12 per household at Band D

council tax (with corresponding amounts for higher and lower bands) would raise the £3.5 million that it is estimated will be needed to maintain the current level of bus services.

ACTION:

1. The Governance officer to circulate the recommendations that arose from the meeting to Cllr Dupre, Cllr Sharp and Cllr Iqbal (representatives for each of the political groups) for any final amendments before circulation to the rest of the Committee. The recommendations to form the Committee's formal response to the budget consultation.
2. Finance Officers to circulate to the CA Board a breakdown of the reserves balance to support their decision making.

12. Date of next meeting

- 12.1 Monday, 23 January 2022 at 11am.

Meeting Closed: 1.09 pm



Overview and Scrutiny Committee Action Log

Purpose: The action log records actions recorded in the minutes of Overview and Scrutiny Committee meetings and provides an update on officer responses to those outstanding.

Minutes of the meeting 10 January 2023

Item	Report title	Lead officer	Action	Response	Status
5	MTFP/ Budget Consultation	Jon Alsop	1. Governance officer to circulate the <i>recommendations that arose from the meeting to Cllr Dupre, Cllr Sharp and Cllr Iqbal for any final amendments before circulation to the rest of the Committee. The recommendations will form the Committee's formal response to the budget consultation.</i>	Recommendations circulated to a member of each political group for comment and approval. Document circulated to Committee on 13.10.22 and will be formally submitted to the Board.	Closed
			2. Finance Officers to circulate to the CA Board a breakdown of the reserves balance to support their decision making.	TBC	Open

Minutes of the meeting 28 November 2022

Item	Report title	Lead officer	Action	Response	Status
7	Draft Bus Strategy	Oliver Howarth	The Bus Strategy Manager to raise the issue of connected bus and rail timetables at the next meeting of the Bus Operators Forum.	Meeting yet to take place.	Open



**CAMBRIDGESHIRE
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Agenda Item: 5

Improvement Framework

To:	OVERVIEW & SCRUTINY COMMITTEE
Meeting Date:	23 January 2023
Public report:	Yes
Lead Member:	Deputy Mayor Cllr Anna Smith
From:	Gordon Mitchell, Interim Chief Executive Officer
Key decision:	No
Forward Plan ref:	N/A
Recommendations:	<p>The Overview and Scrutiny is recommended to:</p> <p>a. Consider the Improvement Framework report going to the Combined Authority Board on 23 January 2023.</p>
Voting arrangements:	A simple majority of all Members present and voting

1. Purpose

- 1.1 The purpose of the agenda item is to provide the Overview & Scrutiny Committee with an opportunity to undertake pre-scrutiny of the Improvement Framework report going to Board on the 23 January 2023.
- 1.2 The purpose of the improvement report going to the Board is to provide an update on the progress made against identified actions set out in the Improvement Plan agreed by Board in October 2022.
- 1.3 The report to Board will also update Board on the development of arrangements for the Independent Improvement Board agreed in October 2022.

2. Background

- 2.1 The Board in October agreed the Improvement Plan to address the Chief Executive's diagnosis assessment of the Cambridgeshire and Peterborough Combined Authority.
- 2.2 The assessment set out key deliverables over a three month period and what might be different as a result of the proposed activity.

3. 23 January – Overview & Scrutiny Committee meeting

- 3.1 The Overview & Scrutiny Committee has an opportunity to undertake pre-scrutiny of the Improvement Framework report going to the Board on 25 January 2023, any comments from the Committee will subsequently be fed back to Board to assist them in their considerations.
- 3.2 Pre-Scrutiny is an important tool in the armoury of the Overview & Scrutiny function. Looking at decisions before they are made provides an important means to influence those decisions, and to improve them. It gives scrutineers an opportunity to challenge assumptions that may have been made as the decision was developed; it also gives them the chance to consider how decision-makers have considered what risks might arise from the implementation of the decision, and how those risks might be mitigated.
- 3.3 Overview & Scrutiny can bring a different perspective to the decision-making process than that provided by Board members or officers, which can help decisions to be more robust. Looking at a decision before it is made can often be seen as a more effective means of scrutiny than looking at a decision after it is made (for example, through the call-in process), when the opportunity to influence and change that decision is quite limited. Of course, post-decision scrutiny can help to influence future policy changes in the medium to long-term.
- 3.4 The Improvement Framework report to Board will be published on the 17 January. The current and final draft of the report and appendix is attached and the final uploaded document and appendix will be accessible via this link: [Combined Authority Board Agenda](#)
- 3.5 The Overview & Scrutiny Committee will have an opportunity to question the Improvement Programme Lead on the Improvement Framework report.

Significant Implications

4. Financial Implications

- 4.1 At the Combined Authority Board in July £750,000 was approved to support the scope, development and delivery of work relating to improvement activity.

5. Legal Implications

- 5.1 There is a legal requirement to have a fully functioning Overview and Scrutiny Committee within the CA framework. The Overview and Scrutiny Committee should act as an independent scrutineer for Council activities.

- 5.2 Statutory Guidance on Overview and Scrutiny in Local and Combined Authorities provides that “Ensuring early and regular engagement between the executive and scrutiny – authorities should ensure early and regular discussion takes place between scrutiny and the executive, especially regarding the latter’s future work programme. Authorities should, though, be mindful of their distinct roles”.
- 5.3 CFGS guidance recommends that scrutiny should happen a decent time before the decision comes to be made – not a matter of a couple of weeks. Effective CA forward planning should allow for scrutiny to be forewarned months in advance of particularly critical decisions; such forward planning also helps with fitting this form of scrutiny into the committee cycle. Again, the way that such matters are identified will need to relate closely to scrutiny’s role.

6. Public Health implications

- 6.1 No Public Health implications are directly identified within this report at this stage.

7. Environmental and Climate Change Implications

- 7.1 No Environmental and Climate Change implications are identified within this report at this stage.

8. Other Significant Implications

- 8.1 The External Auditor and DLUHC have set out clearly the expected focus for improvement. It is important that the CA can demonstrate its commitment to improve and also the progress it is making on this journey so more formal interventions are not put in place; the unfreezing of future funding is dependent on this.

9. Appendices

- 9.1 Appendix A – Improvement Plan Update December 2022 (Report to Combined Authority Board on 25 January 2023)
- 9.2 Appendix B – Improvement Plan Highlight Report December 2022 (Appendix to Combined Authority Board report on 25 January 2023);

10. Background Papers

- October CA Board Report – Improvement Framework
- July CA Board Report - Improvement Assessment
- Governance review
- External Auditors letter



**CAMBRIDGESHIRE
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Improvement Plan Update - December 2022

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: Wednesday 25 January 2023

Public report: Yes

Lead Member: Councillor Anna Smith, Statutory Deputy Mayor

From: Angela Probert: Interim Director of Transformation Programme

Key decision: No

Forward Plan ref: n/a

Recommendations: The Combined Authority Board is recommended to:

- a) Note the progress against the Corporate Improvement Plan in December 2022.
- b) Note the outcome from the inaugural meeting of the Independent Improvement Board held on 17 January 2023.
- c) Note the proposals for a three-month assessment of progress against the key deliverables identified in the Chief Executive's assessment.

Voting arrangements: For noting only. No vote required.

1. Purpose

- 1.1 The purpose of this report is to share with the Board an update on the progress made against identified actions set out in the Improvement Plan, during December 2022.
- 1.2 It also updates the Board on the arrangements for the inaugural meeting of the Independent Improvement Board (IIB) to be held on 17 January and the intention to update Board on the outcomes prior to its meeting on 25 January.
- 1.3 Finally, the report sets out the proposals to meet the commitment of the Chief Executive, in his report in October 2022 to carry out a three-month review of progress against the agreed outcomes from the Improvement journey.

2. Background

- 2.1 The Board will recall that it accepted the assessment of the organisation by the Chief Executive and agreed the Improvement Plan to address key issues raised at its meeting in October 2022.
- 2.2 The Improvement Plan set out six key themes:
 - a. Establish clarity on the scale of political ambition and develop an overarching strategy for the remainder of this mayoral term and to chart the next steps on that journey. This needs to include defining the purpose and role of the CPCA and where the CPCA can add value.
 - b. Implement a comprehensive reset of ways of working and align the policy development and pre-Board processes to support this.
 - c. Prioritise work to establish a long-term strategy for transport, an urgent development of a bus strategy and review the role and functioning of the Business Board.
 - d. Undertake a strategic review of income projections, including options, to secure sustainability and the possibility of taking a more strategic approach to the application of funds for identified priorities.
 - e. Design and implement an organisation for today's performance, and with the agility to act on emerging demands and opportunities.
 - f. Map the approach, capacity and arrangements needed to build effective public relations and influencing delivery operation.
- 2.3 The Improvement Plan report also set out the key deliverables - over a three-month period - and what might be different because of the activity undertaken. Set out in paragraph 6 are the outcomes identified and how these will be reviewed.
- 2.4 The establishment of the Independent Improvement Board was also agreed, and this report provides an update on arrangements for the inaugural meeting on 17 January. An update on the outcomes from the meeting will be circulated to Board Members following the meeting and in advance of the Board meeting on 25 January.

3. Improvement Plan progress report December 2022

- 3.1 Attached as Appendix 1 is the highlight report for the overall programme and delivery against agreed outcomes for each theme for December. There are three items of note across all the workstreams.
- As work has progressed on individual themes the dependencies across the identified six themes of the Improvement Programme have become even more important and has resulted in the critical path being reviewed and associated change requests approved.
 - The appointment of an Engagement lead for the Improvement Programme. This is in recognition that for the identified improvements to be embedded in the organisation and across the CPCA, active engagement with partners and stakeholders is key as we move forward over the next 12 months. An Engagement strategy and schedule have been developed and future Board reports will provide detail on our communications and engagement work.
 - There is a recognition that, as we progress and deliver on activities set out in the Improvement Plan, we need to demonstrate progress against the key deliverables identified in the Chief Executive's assessment. The Board may recall a commitment in that report to assess progress at the end of three months against the agreed outcomes. This assessment will be conducted in February 2023 and reported to Board at the March meeting.
- 3.2 **Overall, the programme is RAG rated as Amber.** The individual workstream RAG ratings, key high-level achievements and deliverables across the programme in this period are set out below:
- 3.2.1 **Theme A - Establish clarity on the scale of political ambition and develop an overarching strategy for the remainder of this mayoral term and to chart the next steps on that journey. This needs to include defining the purpose and role of the CPCA and where the CPCA can add value:**
- 3.2.2 Overall, this workstream is RAG rated as **Green**, reflecting that all actions are on track.
- 3.2.3 Following the completion of the mapping exercise to identify all existing Board approved strategies and agreed priorities, a draft Corporate Strategy has been prepared for consideration by the Board at this meeting.
- 3.2.4 Following engagement with the Mayor to outline the mayoral policy agenda, an Ambition Strategy has been drafted and added to the Corporate Strategy.
- 3.2.5 Output from the staff survey on values and behaviours fed into an all-staff workshop in early December. The workshop was well attended, and from its reflections we have drafted a set of core values for the organisation and included in the draft Corporate Strategy that have been tested with the Board and other key members.
- 3.2.6 The staffing structure for Office of Mayor has been agreed and recruitment commenced with the first post, a head of policy, now filled.

- 3.2.7 The Executive Team senior structure has been agreed, descriptions finalised and recruitment has commenced for two Executive Director roles.
- 3.2.8 **Theme B - Implement a comprehensive reset of ways of working and align the policy development and pre-Board processes to support this:**
- 3.2.9 Overall, this workstream is RAG rated as **Amber** reflecting that whilst most actions are on track no work has yet started on the wider partnership engagement elements. A revised timetable of 1 March 2023 has been proposed for this will allow the workstream RAG rating to be green.
- 3.2.10 Proposals received positive support at the Leaders Strategy Meeting, and agreed amendments to proposals are being presented to the Board in a separate report at this meeting.
- 3.2.11 We have progressed the development of new organisational values following the staff survey, pre-session activity and the all-staff workshop in December. The draft values have received positive feedback in sessions with CEOs, Board and other members and are contained with the draft corporate strategy presented to the CA Board in January.
- 3.2.12 We progressed the arrangements for the inaugural meeting of the Independent Improvement Board (IIB) on 17 January and agreed the agenda with the chair.
- 3.2.13 **Theme C - Prioritise work to establish a long-term strategy for transport, an urgent development of a bus strategy and review the role and functioning of the Business Board:**
- 3.2.14 The RAG rating continues to be **Amber**, due to uncertainty around Government's transport and connectivity guidance.
- 3.2.15 The workshop with Business Board and CA Board members to discuss the future role of the Business Board was held on 7 December. The outputs from the workshop are being considered and will be consolidated into an Options Paper for consideration by the CA Board.
- 3.2.16 The Draft Bus Strategy is prepared and consultation begins week commencing 9 January 2023. The consultation will run for just over a month and at the end of this period, the Strategy will be amended considering relevant feedback.
- 3.2.17 The longer-term strategy for transport finds focus in the draft Local Transport and Connectivity Plan (LTCP). This has been drafted; however, we still await Government's revised guidance on such plan's preparation. This is now promised for the end of the calendar year. Accordingly, the project has been reprofiled and sign off is now planned for June 2023.
- 3.2.18 This reprofiling is based upon us receiving the revised guidance by the year-end and changes to the draft strategy being proportionate.

- 3.2.19 **Theme D - Undertake a strategic review of income projections, including options, to secure sustainability and the possibility of taking a more strategic approach to the application of funds for identified priorities:** ^{Item 5}
- 3.2.20 The RAG rating for this workstream is **Amber**, as the current target completion date of 31 January will not be met, particularly in relation to the Bid Function. A Change Request has been submitted and once approved will allow this workstream to be RAG rated as green.
- 3.2.21 The drafting of the strategic review that has identified the funding streams is now complete and the workstream moves onto the need for modelling what a new Bid Function for the CA and its partners could look like. This needs to be an inclusive proposal that adds value to the bid functions of partner councils and potentially wider and there is a recognition that an additional specialist resource will be needed for this work.
- 3.2.22 A partnership workshop to consider current processes and options for a co-ordinated Bid Function takes place on 16 January. This will help the CA to understand best practice and begin to develop principles and processes behind the Bid Function.
- 3.2.23 **Theme E - Design and implement an organisation for today's performance, and with the agility to act on emerging demands and opportunities:**
- 3.2.24 The RAG for this workstream is **Amber**, to reflect a revised timeline, the heavy reliance upon workstream A and the need to undertake extensive partner engagement.
- 3.2.25 As we have moved into this workstream, its key role in underpinning the CA's improvement journey has become more apparent, as has the need for this workstream to be completed in close partnership with the CA's constituent councils. Accordingly, and following discussion with the lead CEO, Paul Medd, we have refocussed and reprofiled the workstream.
- 3.2.26 This reprofiling places the development of a single Assurance Framework at the heart of the workstream. From this, once approved, a related Performance Management Framework that demonstrates how the CA assesses, prioritises, and manages projects will be developed.
- 3.2.27 The reprofiling recognises that much of this workstream will need to follow the agreement of a clear set of strategic priorities for the CA, an outcome in workstream A.
- 3.2.28 Once we have a clear understanding of the vital role that project and programme management will have in driving the authority's ambitions, work can commence on understanding what resources, both in a central PMO team and amongst the delivery partners are required and how the partners will work closely together to measure and drive delivery of the agreed strategic priorities.
- 3.2.29 **Theme F - Map the approach, capacity and arrangements needed to build effective public relations and influencing delivery operation.**
- 3.2.30 This workstream is RAG rated **Amber**, reflecting that whilst actions are in progress it is not believed that a draft Strategy for review will be ready by the due date. Instead it is agreed with the lead VCEO that a revised date of 31 March 2023 is more appropriate. In addition, there have been capacity issues which have delayed the gap analysis work slightly. Any further delays will push back completion beyond the agreed date.

- 3.2.31 Work continues to identify and document best practice and the key elements, tasks and outputs associated with an effective Public Affairs (PA) and Communications and Engagement Function. This is being undertaken alongside a gap analysis methodology to understand the key skills, capacity and processes needed to achieve the identified outputs against the skills. The mitigating actions for both risks is for stated progress to be achieved against the Improvement Plan.
- 3.2.32 The findings of this gap analysis will now be reviewed and collated, and the project will begin to develop an outline Strategy and Action Plan so that we have the basis to enable the creation of a dynamic, robust, and effective PA, Communications and Engagement Function.

4. Key risks and dependencies

- 4.1 The External Auditor and DLUHC have set out clearly the expected focus for improvement. It is important therefore that the CA can demonstrate its commitment to improve and the progress it is making on this journey so more formal interventions are not put in place; the unfreezing of future funding is dependent on this.
- 4.2 There is a related risk that the constituent parts of the Improvement Plan may not lead to the outcomes required by DLUHC without the consequent organisational cultural change. Tracking this will be a focus of the Independent Improvement Board which meets for the first time in January.
- 4.3 The mitigating actions for both risks is for stated progress to be achieved against the Improvement Plan.
- 4.4 There is also a related programme wide risk, raised by CEOs that the proposed changes to senior management structures and personnel within CPCA could have the impact of slowing or altering the direction or consistency of the improvement journey. Ensuring a continued clarity of purpose and journey will be key to the success of the Improvement Plan.
- 4.5 Specific workstream risks and issues are set out in the highlight report attached. All risks and issues are both monitored and managed in accordance with CA policy and practice and significant issues reported appropriately. The key risks associated with each workstream are as follows:

Work-Stream A	Not reaching consensus on overarching vision. Mitigation: Ensure communication and engagement plan is in place.
Work-stream B	That the actions once completed do not sufficiently encourage or drive the cultural improvements required. Mitigation: will be the ownership of these by the Chief Executive's group and Board which will then flow down through the organisation(s). Also, the challenge of the IIB.
Work-stream C	There is a risk that the LTCP will not align with the Department for Transport's (DfT) final guidance and will therefore not be fit for purpose. Mitigation: reprofile the workstream and continue to monitor the release of DfT's final guidance along with any other key messages that are available from the DfT and other relevant partners/organisations.
Work-stream D	The income workstream has significant interdependencies and impacts with other workstreams. There is a risk that a lack of transparency and communication across

	the workstreams will negatively impact the efficacy of the outcomes related to income. Mitigation: Ensure continued and reliable communication between workstreams and wider CA and partners via effective Engagement Planning.
Work-stream E	There is a risk that due to the amount of consultation required, and dependencies involved, that the Performance Management Framework and Assurance Framework are not delivered to the agreed timescales. Mitigation: Reprofile the workstream.
Work-stream F	There is a risk that even with an effective Communications and Engagement Function, the outcome of performing a demonstrable role in advocacy for the region will not be met if the overarching strategy coming out of Workstream A is not fit for purpose i.e. the underlying key messages are not appealing/influential enough to support the function. Mitigation: Work closely with Workstream A representatives to ensure key messages can support an effective PA/Communications and Engagement Function. To support this and allow for the appropriate cross referencing the timeline for this workstream is proposed to be adjusted to March 2023

4.6 Also, to note:

- 4.6.1 Chief Executives from constituent authorities are now providing effective support and challenge to the improvement activity through active engagement as a group and as individual theme links, and their comments are included in the highlight report attached as Appendix 1.
- 4.6.2 The Local Government Association, Department for Business, Energy, and Industrial Strategy, and Department for Levelling Up, Housing and Communities continue to be updated on progress on a regular basis.
- 4.6.3 Briefings to staff on progress are undertaken on a weekly basis through verbal updates on specific themes at the weekly 'All staff meeting' where a particular workstream is reported upon by the Lead, and through the digital weekly newsletter 'Happenings'. A SharePoint site has also been developed for staff to provide regular updates on progress and a similar site is being developed for the Independent Improvement Board.

5. Independent Improvement Board (IIB)

- 5.1 Following the establishment of the Independent Improvement Board (IIB) Lord Kerslake continues to meet with key stakeholders in advance of the induction day in Peterborough on 17 January.
- 5.2 The arrangements for the induction have been finalised to deliver the outcomes set out below:

For IIB Board members to:

- Have built a relationship with their peers and CPCA Board members
- Understand the key challenges to be addressed
- Have worked through the input needed and how the IIB will operate
- Recognise and have shared (within the IIB) the contribution they can make
- Be clear on what will be different and how this will be recognised

For CPCA Board members to:

- Have met the IIB Board members and understand their purpose and way of working
- Have shared their insight and perspective

- Understand the focus for the IIB and how it will engage with the CPCA Board

5.3 Following the induction day on 17 January, a briefing will be shared with CPCA Board Members in advance of the meeting to be held on 25 January.

6. Three-month assessment of progress:

6.1 The Chief Executive's report to Board in October 2022 set out key areas of focus for the following three months arising from the self-assessment exercise. The report also set out what would feel different across the key dimensions identified as set out below:

- A huge reduction in tension and frustration in Board, and in dynamics and focus.
- Members feeling time is spent on worthwhile debate and activity.
- Members and officers believing that the MCA can genuinely expect to secure greater investment and improved reputation.
- Individual Board members spend more of their time on informal discussions finding issues of agreement, speaking up for the needs of the region, and its priorities.
- Recognition that the Mayor has secured greater attention from ministers and influential stakeholders for the region's needs.
- An absence of political point scoring in Board noticed by all interested parties.
- That staff in CPCA and the local authorities view Board members as role models for good behaviour, collaboration and working towards consensus.
- CPCA staff recruitment and retention improves.
- A Devo Deal 2 looks possible, even likely.
- Staff expect to work in 'virtual teams' on policy development and programme delivery.
- The CPCA operation has matured, supports the Mayor and Board with a feel of 'one CPCA'.

6.3 The return on investment was also set out:

- Shift to a transitional arrangement of Board cycles, adjusted focus, more strategic content.
- A draft 'overarching strategy' document.
- A draft Medium Term Financial Strategy which reflects the overarching strategy.
- A worked-up transport strategy and bus strategy.
- Proposals for the next phase of development of the Business Board.
- Resolution to the current investigations.

And in the operation:

- A senior staffing structure and plan for recruitment.
- A period of stability in the workforce.
- Improved collaborative processes between CPCA and constituent authority officers.

6.4 It is proposed that an assessment of progress against the elements set out in paragraphs 6.2 and 6.3 will take place in February 2023. The structure for the review will be agreed with the Chair of the Independent Improvement Board.

6.5 It is envisaged that focus groups or meetings will be held with all key stakeholder groups set out below and evidence of progress provided where relevant:

- External Auditor
- CPCA Board Members

- Other relevant CPCA Committees including Overview and Scrutiny, Audit and Governance, etc
- Constituent authority Chief Executives
- Business Board members
- Department for Education
- Department for Business, Energy and Industrial Strategy
- Department for Levelling Up, Housing and Communities

6.6 The outcome of the assessment will be shared with the IB and reported to the CA Board in March 2023.

6.7 A staff survey is to be conducted in January 2023 to measure progress against the outcomes from staff survey in September 2022. The results of this survey will inform the assessment of progress as set out in paragraph 6.4.

7. Significant Implications

8. Financial Implications

8.1 The Board approved funding of up to £750k in July 2022 from the Programme Response Fund with delegated authority to the Interim CEO to support the scope, development and delivery of work relating to improvement activity. This budget is monitored by the Improvement Group at its monthly meetings and reported by exception to the Board as appropriate.

9. Legal Implications

9.1 An Action Plan in response to the recommendations of the external auditor, was agreed by the Board following the report of the Interim CEO. At the time of drafting this report, all the relevant recommendations of EY are being responded to and regular updates are provided to this Board to provide a progress report as to delivery. This will assist the Authority to comply with its best value considerations.

10. Public Health Implications

10.1 None.

11. Environmental and Climate Change Implications

11.1 None

12. Other Significant Implications

12.1 None

13. Appendices

13.1 Appendix 1: Independent Improvement Board (IIB) Highlight report

14. Background Papers

14.1 [Interim Chief Executive's Diagnosis - Improvement Framework](#)

14.2 [Appendix 1 - Chief Executive's Assessment \(based on the self-assessment exercise\)](#)

14.3 [Appendix 2 - Outline Improvement Plan](#)

14.4 [Appendix 3 - Proposed terms of reference CPCA Improvement Board](#)

Final draft

Appendix B

Programme Level Highlight Report

for the Period:

1st December 2022 to 23rd December 2022

Final Draft

Programme Governance

Chief Executive Overview
<p>There has been considerable progress in the development of the overarching strategy for the region. The draft corporate plan is complete and being presented to the Board in January and other related strategies such as the Bus Strategy and LTCP are progressing. We can show the beginnings of delivering a collectively agreed and owned set of strategies for the region.</p> <p>The establishment of clarity of purpose for the CA is also progressing well. For example, apart from the strategic framework above the golden thread that has been developed sets out the ambition, priorities and operating principles for the CA and further work will embed these and the values developed into everything we do. We have also made progress in setting a framework for working in this way at member level with a new committee structure and scheme of delegation to focus members on what matters. Alongside this we have an agreed senior management structure to drive the new ways of working and recruitment to Executive Director roles is underway.</p> <p>Progress has been made in establishing a mayoral function that enables him/her to operate in a way that maximises the utility for the CA area with a new resourced mayoral office. Alongside this there has been close engagement with the mayor as we develop the Improvement Plan.</p> <p>The focus of the Improvement Plan to date has been the structures of governance that will facilitate and encourage the new ways of working by the Board. However, change is already apparent, for example in the engagement with the Improvement Plan and the constructive discussions with the Business Board about how we can move forward together. The commencement of work by the Independent Improvement Board will accelerate this journey.</p> <p>All the above leads us on the journey to become the effective and efficient organisation that we strive to be. The three-month review timetables for February will test this, not just with staff but with partners and stakeholders, and will guide the next steps of the journey.</p>

Programme RAG Status	
This Period:	AMBER
Last Period:	AMBER

Individual Workstream Status		
Workstream	This Period	Last Period
A	G	G
B	A	A
C	A	A
D	A	A
E	A	A
F	A	G

Overview & Scrutiny

Overview & Scrutiny feedback will be inserted here once it has considered the Highlight Report

Independent Improvement Board

IIB (Independent Improvement Board) feedback will be inserted here once it has considered the Highlight Report

IIB is due to consider the Highlight Report on [DATE]

CPCA Board

CPCA Board feedback will be inserted here once it has considered the Highlight Report

Audit & Governance Committee

Audit & Governance Committee feedback will be inserted here it has considered the Highlight Report

Workstream Highlight Reports

Workstream A

Project Description:

To establish clarity on the scale of political ambition and develop an overarching strategy for the remainder of this mayoral term, to chart the next steps on that journey.

Project Outcomes:

A1 - A clear strategic plan for the CA is in place with deliverables to take CA from now until end of current Mayoral Term

A2 - Organisational operating values and principles are in place that inform the approach the CA takes to how it operates.

A3 - Insight and evidence are used to assess the state of the region and inform policy direction and priorities for the CA.

A4 - The strategic policy framework for the Combined Authority is re-established.

A5 - The mayor's operating arrangements and appropriate office support is in place and fit for purpose.

Workstream Sponsor:	Fliss Miller
Project Manager/s:	Chris Bolton
CEX Lead:	Robert Pollock
PMO (Programme Management Office) Support:	Thomas Farmer
Agreed Completion Date:	31/01/2023
Forecast Completion Date:	31/01/2023

Reporting Period:

01/12/2022 – 23/12/2022

Workstream A

This Period:

GREEN

Project Status

Previous Period:

GREEN

Workstream A - Project Update: December

Workstream flagged as green, 73% of the tasks completed.

Project Outcomes:

- Following the completion of the mapping exercise to identify all existing Board approved strategies and agreed priorities, a draft Corporate Strategy has been prepared for consideration by the Board on the 25th of January 2023.
- Following engagement with the mayor to outline the mayoral policy agenda an Ambition Strategy has been drafted and added to the Corporate Strategy
- Output from the staff survey on values and behaviours fed into an all-staff workshop in early December. The workshop was well attended, and from its reflections we have drafted a set of core values for the organisation and included in the draft Corporate Strategy that have been tested with the Board and other key members
- The staffing structure for office of Mayor has been agreed and recruitment commenced with the first post, a head of policy now filled.
- The Executive Team senior structure has been agreed, descriptions finalised and recruitment to the Executive Director roles is underway (closing date 6 January 2023).

Political (Ambition & Strategy)	88 days	Fri 30/09/22	Tue 31/01/23			73%
Clear strategic plan	88 days	Fri 30/09/22	Tue 31/01/23			96%
Develop overarching strategic plan for the CA to be presented to Board 25 January 2023 (paper to be	23 days	Fri 30/12/22	Tue 31/01/23	3,4,5,6	Gordon Mitchell	90%
Organisational operating values and principles	66 days	Fri 30/09/22	Fri 30/12/22			90%
Engagement with Board (via Leaders Strategy Meeting) to review values/principles and impact on operation moving forward – identify behaviours and ways of working expected to be visible as a result	21 days	Mon 03/10/22	Mon 31/10/22	9,10	Angela Probert	100%
Engagement with partners to review values/principles and impact on operation moving forward – identify behaviours and ways of working expected to be visible as a result	22 days	Tue 01/11/22	Wed 30/11/22	9,10,11	Angela Probert	100%
Agree values/ principles and associated impact statement (impact on engagement/ co-production/ future strategy development/ staffing behaviours etc)	22 days	Tue 01/11/22	Wed 30/11/22	9,10,11,12	Angela Probert	100%
Development of next steps for how values/principles will impact direction of CA (Organisational Transformation)	22 days	Thu 01/12/22	Fri 30/12/22	7	Angela Probert	50%
Assess the state of the region and inform policy	23.3 days	Wed 30/11/22	Mon 02/01/23			73%
Map the future requirement for evidence for policy making for the CA and support the establishment of lines of enquiry / evidence gathering to meet that	1 day	Thu 01/12/22	Fri 02/12/22	7	Chloe Rickard Mike Soper	90%
Work with partners to identify opportunities to cooperate on existing and new regional data and develop/ assess an ongoing evidence base.	1 day	Fri 30/12/22	Fri 30/12/22	12	Chloe Rickard Mike Soper	25%
Develop a plan to deliver a 'state of the region' assessment to inform strategy and vision direction (following on from the original independent economic	1 day	Fri 30/12/22	Fri 30/12/22	5	Chloe Rickard Mike Soper	75%

Workstream A: CEX Lead (Robert Pollock) Comments:

Workstream A is making satisfactory progress toward completing the actions as set out in the improvement plan:

The Corporate Strategy is on schedule to be approved at Board. Engagement with Leaders, and Constituent Authority CEOs has been supportive. Suggestions to strengthen the strategy have been welcomed and acted on. There is a recognition it is a transitional strategy and that insights from the improvement process and 'state of the region' review will need to be taken on board in future.

Through an all-staff workshop and engagement with Leaders, 5 values have been identified for the Combined Authority. This work continues. The bigger challenge will be making this real in practice through changes in behaviours and relationships.

Whilst the workstream will achieve many of its actions in January, focus must now be on how all the actions will be embedded and implemented in partnership with all constituent authorities.

Workstream A - Key Milestones/Activities this Period:

1	Further engagement at Leaders Strategy meeting 14 th December.
2	Revised Corporate Strategy has been drafted and was reviewed at LSM.
3	Engagement session held on 15 th December introducing the Corporate Strategy to the Business Board, CPPSB and all CPCA Executive Committees.
4	Staff Values and Behaviours workshop took place 8 th December.
5	Recruitment to Executive team and Chief Executive's Office (including support to the office of the mayor) complete.

Workstream A - Key Milestones/Activities Planned for Next Period:

1	Corporate Strategy report to be presented at the 25 th January Board meeting.
2	Staff Values and Behaviours 8th December workshop outputs to be shared with organisation noting the dependency with Workstream E and Performance Management
3	Development of an implementation plan to take forward the actions completed within the Improvement Plan.

Workstream A - Project Issues:

	Issue Description	Mitigation
1	Workstream Resource – Interim Chief of staff is due to leave the CPCA on the	Chief of staff to prioritised development of the strategy during October and November to

	30/11/2022 and a replacement will not be due to take up position until February 2023, which could mean that the strategy has no designated lead/author at what could be a critical time.	ensure full draft available by 30th November and her departure. Progress has continued and further mitigation is predicated upon the timely appointment of the new Chief of Staff meaning that there will be no significant loss in momentum of the workstream actions.
2	Leadership Resource - Mayor Dr Nik Johnson is due to take an extended period of sick leave until F Leadership Resource - Mayor Dr Nik Johnson is due to take an extended period of sick leave until February; the mayoral ambition will not be able to be represented by the mayor until after February.	Early sign-off from Dr Nik Johnson achieved prior to sick leave and full handover with Cllr Anna Smith completed to ensure continuity.
Workstream A - Project Risks:		
	Risk Description	Mitigation
1	Overarching Vision – Not reaching a consensus on the overarching vision impacting the ability of the organisation and suppliers to deliver against strategic objectives.	Ensure communication and engagement plan is in place. Ongoing work on a revised Corporate Strategy and plan will continue. The outputs of the staff survey will be included in a draft set of values which will be shared at an all-staff conference in December.
2	Strategy Gap - If there are gaps in the strategies identified then this could mean that a joined-up approach that reflects the 7 constituent councils of the CPCA may not be fully reflected.	Continued involvement and ongoing engagement with constituent councils at CEO level to ensure alignment is maximised.
Workstream A Report Completed By:		Chris Bolton
Completion Date:		21/12/2022

Workstream B

Project Description:

To Implement a comprehensive reset of ways of working and align the policy development and pre-board processes to support this.

Project Outcomes:

B1 - The Board's ways of working have been reset to enable it to operate in effective and strategic manner.

B2 - Executive Committee ways of working are reset to enable them to operate in a more effective manner.

B3 - Transitional Committee Structure implemented.

B4 - Policy space for Board is developed and aligned to the policy development process.

B5 - Informal governance mechanisms are in place that reset ways of working with constituents and partners.

B6 - The culture and operation of the CA supports it as an effective, high performing organisation.

B7 - A revised senior leadership structure in place to provide the organisation with clear and effective strategic direction and capacity.

B8 - This will be reviewed and updated once the new governance structures and emerging partnership arrangements are in place

Workstream Sponsor:		Steve Cox
Project Manager/s:		Louisa Simpson
CEX Lead:		Matt Gladstone
PMO Support:		Heidi Quigley
Agreed Completion Date:		31/01/2023
Forecast Completion Date:		31/01/2023 (for all actions save B8)
Reporting Period:		01/12/2022 – 23/12/2022
Workstream B Project Status	This Period:	AMBER
	Previous Period:	AMBER

Workstream B - Project Update:

B1 – B5: There has been considerable progress made on the actions associated with B1 – B5 following a positive Leaders Strategy Meeting. The following amended governance arrangements were agreed to progress to final sign off at the Combined Authority Board in January 2023:

Governance Proposals:

- Combined Authority Board to become a Strategic body supported by Thematic Committees to drive delivery of objectives.
- Creation of Thematic Committees to 'get on and deliver.'
- Empowered Thematic Committees with appropriate delegations, therefore reducing burden of business at CA Board.
- Core Thematic Committee principles including wider Constituent Officer engagement.
- Informed pre-Board process including Constituent CEXs and forward planning at a reenvisioned LSM that will provide 'policy space' to allow strategic debate.

Lead Member Role:

- All Constituent Council Leaders are offered a Portfolio Lead Role appointed by the mayor that is in line with Constituent Council responsibilities.
- Principle of Lead Member chairing respective Thematic Committees (not the mayor).

Burden Sharing:

- Strategic Board and empowered Committees will support return to 8-week cycle for Board meetings.
- Board substitute Member to take wider CA role through support for Lead Member role (including support in chairing Committees).
- Wider burden sharing addressed through greater officer support and engagement through CEX Group and informal advisory officer groups.
- Wider Constituent Member membership of Committees.

Informal Governance:

- CA/Constituent Officer advisory groups to be further developed to change ways of working with CEX Group continuing to support Leaders. Other groups to be developed:
- Place Directors Group
- Directors of Finance Group
- Education Advisory Group
- Possible Transport Advisory Group

B6 - Values:

- Staff session held in early December to build on staff perceptions from staff survey and pre-session activity.
- Discussions with Board Members have taken place and informed the values to be presented to the CA Board on 25 January.

Next phase:

- Values to be shared with LSM in January on route to CA Board.
- Behaviours to be drafted in Jan to reflect positive and negative behaviours colleagues in CPCA will be held accountable for.
- People policies and processes to be amended to reflect values and behaviours to be agreed at CA Board on 25th January.
- Development activity to be commissioned for managers and CA Board members to embed future way of working.
- Performance management system to reflect expected values and behaviours and to be built into future objective setting, appraisals and 1-1s.

B7 – Leadership Structure:

- Adverts for key Senior Executive roles have been advertised.

B8 – Ext. Partner Engagement:

- No formal work has started on this.

There were some concerns within the Workstream in terms of the commitment of Members to an already agreed decision to change the way the Board works and to delegate decisions to committees. This has been tested at the December 2022 LSM and general agreement was found in terms of the changes to Governance structures. The support of the IIB will be key to continuing to drive this change and the progress to date is being shared with the IIB Chair.

Associated constitutional changes/amends will be taken to Audit & Governance Committee in January on route to Board.

Key interdependencies with Workstream B – **A1, A2, A4, C2, D1, E4, F1** – discussions underway.

Change Request to be submitted to amend the dates for delivery against the below outcomes:

- B1** – 25th January 2023
B2 – 25th January 2023
B3 – 25th January 2023
B4 – Implementation as soon as possible following 25th Jan 2023 Board meeting
B5 – Implementation as soon as possible following 25th Jan 2023 Board meeting
B6 – 31st January 2023
B7 – Mid January 2023
B8 – 1st March 2023

These changes reflect the issues being had in terms of the required support from the IIB to implement some of the previously agreed changes, formal change requests will be submitted to the next Improvement Group Meeting.

Collaborative working across the CPCA partners is still not established, the informal arrangements being agreed as part of the governance review will establish new groups to support this but groups that are already in place must be mapped and used proactively by CPCA, this was highlighted with the recent CPCA Procurement Strategy that has been developed but consultation opportunities were missed in terms of the Regional Procurement Managers Group.

Workstream B: Workstream Lead (Steve Cox) Comments:

Substantial progress is being made on B1-B5 following LSM and the positive response received from Members. Similarly progress with B6 (values) with the staff session on 8 Dec, further engagement with Members and the update to all staff on 22 Dec. B7 is being progressed with recruitment underway for 2 ED roles. There is an engagement plan in place under B8 and the call has gone out to all workstream leads to make sure it is populated with planned events for communications support to be provided. While all in on track until the Board sign off the governance proposals on 25 Jan, I am content for this workstream to remain Amber.

Workstream B: CEX Lead (Matt Gladstone) Comments:

- Mayoral interface with constituent authorities
- LSM horizon scanning – central government policies
- Place based Directors & Finance groups
- How do we know we are making a difference – collective added value. An improved understanding of our performance and delivery of programmes currently in place leading into the Performance Management Framework work held by Workstream E

Workstream B - Key Milestones/Activities this Period:

1	Changes to Board delegation, committee structure and responsibilities agreed at Leaders Strategy Meeting on 14 th December.
2	Timeframe for recruitment for Executive Team agreed.
3	Mapped progress of values & cultural changes with staff.
4	Sessions with Members w/c 12 th December following Staff Workshop.
5	Continued meetings with Workstreams regarding interdependencies as noted above.

Workstream B - Key Milestones/Activities Planned for Next Period:

1	LSM consideration of draft Board Report on 11 th January.
2	Audit & Governance Committee on 13 th January.
3	Briefing Paper on Governance Arrangement Proposals to be sent to Executive Committee members early January.

4	Report setting out Governance Arrangements to be considered by CA Board on 25 th January.	
5	Transition Plan for new Ways of Board Working to be developed.	
6	Mapping of existing regional groups to take place & CPCA membership where appropriate added.	
7	Embedding the values work completed before Christmas to be actioned – meeting to be arranged with HR (Human Resources), Workstream Lead, Comms Team to ensure plan established	
Workstream B - Project Issues:		
	Issue Description	Mitigation
Workstream B - Project Risks:		
	Risk Description	Mitigation
1	Governance Framework not agreed.	Engagement with all parties sighted in the EY audit in agreeing the steps to improve the functioning of partners with the CPCA.
2	Values and Cultural changes are not agreed.	Engagement with staff in the development of the Improvement Plan actions, vision and behaviours. Consultation with staff on the implementation of values and behaviours within the CPCA and into wider partners.
3	Way of Working remains unchanged despite completion of workstream actions	Develop shared values with partners. Engage staff internally in workshop. Develop a golden thread linked to the values & behaviours.
4	Resourcing capacity affected by absence.	Monitor workloads of key staff leading the workstreams. Offer additional resource/back fill where necessary.
5	Member commitment to agreed principles of change wavers.	Discussion with IIB Chair to get support of the Board to holding members accountable.
Workstream B Report Completed By:		<i>Louisa Simpson & Steve Cox</i>
Completion Date:		<i>22/12/2022</i>

Workstream C

Project Description:

To prioritise work to establish a long-term strategy for transport, buses and review the role and functioning of the Business Board.

Project Outcomes:

C1 - A long-term strategy for Transport and Buses is in place that meets the growth needs of the CPCA area.

C2 - The role and function of the Business Board is fit for purpose in line with Government recommendations.

Workstream Sponsor:	Steve Clarke
Project Manager/s:	Peter Tonks
CEX Lead:	Jo Lancaster
PMO Support:	Heidi Quigley
Agreed Completion Date:	31/01/2023
Forecast Completion Date:	23/06/23* *Other elements of the Workstream will be completed before this date. The LTCP (Local Transport and Connectivity Plan) will not be complete until June 2023.

Reporting Period:	01/12/2022 – 23/12/2022				
Workstream C Project Status	<table> <tr> <td>This Period:</td><td>AMBER</td></tr> <tr> <td>Previous Period:</td><td>AMBER</td></tr> </table>	This Period:	AMBER	Previous Period:	AMBER
This Period:	AMBER				
Previous Period:	AMBER				

Workstream C - Project Update:

LTCP

The Transport and Connectivity Plan elements of the Workstream Project have now been replanned to take account of the delay to the release of the DfT (Department for Transport) Guidance as outlined in the previous Highlight Report and Change Request. The guidance is due to be released by the end of 2022 which pushes the completion date for this part of the Project to June 2023. It is worth noting that at the time of writing (20/12/2022) guidance has still not been released.

Key Milestones for this element of the Project are as follows:

Task Description	Dates
Redraft following DfT Guidance Release	Jan/Feb 2023
Drafts to LSM and TIC (Transport and Infrastructure Committee)	March 2023
Amendments to Draft following LSM/TIC	April/May 2023*
Sign Off and Publish	June 2023

*Incorporates Pre-Election Period

Bus Strategy

The Draft Bus Strategy is almost ready to go out to consultation and this is currently planned for w/c 9th January 2023. The consultation will run for just over a month and at the end of this period the Strategy will be amended considering relevant feedback. It will then be ready for sign-off and publication in March. Full release of the Strategy (as part of the LTCP) will be subject to the

timescales for the LTCP outlined above, which as per Issue 1 below is itself subject to the release of guidance from the Department for Transport (DfT).

Transport Schemes Review

This element of the Project is split into two phases. Phase One, which considers current and approved Transport schemes is complete and these are now listed under a Single Project Register. Phase Two has a wider scope to review **all** schemes (i.e., approved, part-completed, delayed, potential etc.) and to consider an approach to prioritising these schemes and ensuring that roles and responsibilities across the CA and its delivery partners are clearly defined.

To avoid scope creep, clarity is sought around the deliverables/outputs that are expected for this Review. This follows discussion about the prioritisation of schemes during/following the Review and whether this was the responsibility of the Workstream Project Team. It is felt that the Workstream should provide a *Framework against which schemes could be assessed/prioritised* but that it should not be the Workstream's responsibility to prioritise the transport schemes.

Future of the Business Board

The planned Workshop held by Metro Dynamics took place on 07/12/2022 with Business Board and CA Board to consider the future role of the Business Board. The outputs from the workshop are being considered and will be consolidated into an Options Paper for consideration by the CA Board in January (timescales/meeting plans permitting).

The Project status remains at Amber as the current target completion date of 31/01/2023 will not be met. A Change Request has previously been submitted to address this and once approved the RAG rating may return to Green but is still dependent on the release of DfT guidance.

Workstream C: CEX Lead (Jo Lancaster) Comments:

There should be time to review the Business Board Options Paper that will be produced by Metro Dynamics by senior officers and project staff. This is so we can be assured that the work meets the brief but also so that we can carefully consider the impact on the broader CA, its improvement agenda and governance reviews, and consider fully the next steps to make sure that the foundations for the implementation/transition phase are clearly defined when Board are asked to consider the proposals.

Local Planning Authorities are concerned about the delay to the release of the LTCP and how this will impact their Local Transport Plans. Although it is understood that this is out of the control of the CPCA as we await guidance from the DfT, we should maintain ongoing contact with local transport representatives and colleagues to consistently communicate, reassure, collaborate, and understand the consequences of the continued delay.

Although release of guidance from the DfT is due imminently, this should be closely monitored as part of these ongoing monthly discussions to ensure that we can appropriately address and mitigate any further delays from the DfT.

Workstream C - Key Milestones/Activities this Period:

1	LTCP elements of Project now replanned
2	Bus Strategy ready for Consultation
3	Metro Dynamics Workshop with Business Board and Combined Authority Board Members

Workstream C - Key Milestones/Activities Planned for Next Period:		
1	Review DfT Guidance and Begin Redraft of LTCP	
2	Bus Strategy out to Consultation	
3	Business Board Options Paper Development and Presentation via Workshop	
4	Draft Final Recommendations Re-Business Board	
Workstream C - Project Issues:		
	Issue Description	Mitigation
1	The final LTCP will not be ready for approval by the agreed Workstream completion date due to delayed release of DfT Guidance	The LTCP has been drafted considering emerging strategies and policies from the DfT so it is highly likely that the Local Plan will mostly satisfy the requirements of the guidance once released. It should therefore require minimal amendment which in turn should reduce the potential for further delay. Also, continue to monitor DfT website and updates etc. For guidance release. A Change Request has been raised to push the completion date back to June 2023.
Workstream C - Project Risks:		
	Risk Description	Mitigation
1	There is a risk of scope creep regarding the outputs required for the Transport Review element of the Project. This is related to prioritisation of schemes and whether this is the responsibility of the Workstream to prioritise or simply provide a framework against which schemes can be assessed/prioritised.	Seek clarity on the expected deliverables for this element of the workstream.
2	There is a risk that there is not enough staff capacity to achieve the desired outcomes by the agreed dates. This is particularly acute for the Transport elements. For instance, Phase Two of the Transport Schemes Review, although to be undertaken by the CA's Auditors (RSM) cannot commence until February due to capacity issues. Additionally, delays to the DfT guidance release, impacts other planned work for staff within the CA Transport Team.	Continually monitor plans and progress from RSM via the CAs Transport Consultant. Review the amount of effort required to redraft the LTCP once the DfT guidance has been released and seek additional resource if needed.
Workstream C Report Completed By:		P Tonks, S Clarke, J Lancaster
Completion Date:		05/01/2023

Workstream D

Project Description:

To undertake a strategic review of income projections, including options, to secure sustainability and the possibility of taking more control of the application of funds for identified priorities

Project Outcomes:

D1 - The CA has identified sustainable income options and has the capacity and capability to proactively develop effective cases for future funding.

Workstream Sponsor:	Robert Emery
Project Manager/s:	Peter Tonks
CEX Lead:	Liz Watts
PMO Support:	Heidi Quigley
Agreed Completion Date:	31/01/2023
Forecast Completion Date:	31/03/2023

Reporting Period:	01/12/2022 – 23/12/2022	
Workstream D Project Status	This Period:	AMBER
	Previous Period:	AMBER

Workstream D - Project Update:

A first draft of the strategic review and options is currently being considered by the Project Team and Financial Management Team. Before the Review and Options can be completed, there are some outstanding queries and actions that are required to be finished first, including the options around a Bid Function/Bid Management and decisions related to interdependent Workstreams (see Risk 3 below).

A workshop to consider current processes and options for a co-ordinated bid function has been arranged for 16/01/2023. This will help the CA to understand best practice and begin to develop principles and processes behind the bid function. All Constituent Councils have confirmed attendance. The workshop will also include representatives from other workstreams to address some of the issues raised around interdependencies and to build valuable relationships moving forward.

The Project status remains at Amber as the current target completion date of 31/01/2023 will not be met particularly in relation to the Bid Function. A Change Request has previously been submitted to address this and once approved the RAG rating can return to Green.

Workstream D: CEX Lead (Liz Watts) Comments:

It would be useful to share the Draft Strategic Review and Options Paper with CEXs to ensure they are fully sighted on this.

In terms of the Bid Workshop, all councils are now planning to attend, and this should provide a good basis upon which to build an effective bid function. However, we should not over-engineer this. Solutions should be streamlined and focussed to address the issues that come out of the workshop. Key outcomes or deliverables for the workshop could be; 1) A dynamic list of approved 'pipeline projects' so that we are able to react quickly when/if unexpected funding becomes available; 2) A central bid writing function that is able to provide experience to Constituent Councils

who do not have this capacity or expertise; 3) A set of parameters or memorandum of understanding that clearly outlines any procedures to be followed and under what circumstances the bid writing function might become involved, and this may differ between organisations. Specific solutions and outputs will be driven by the workshop.

Workstream D - Key Milestones/Activities this Period:

1	First Draft of Strategic Review Document
2	Research and Consideration of Bid Function/Coordinator Role
3	Workshop arranged for mid-January with appropriate representatives from Constituent Councils (nominated by Chief Execs) to understand best practice and begin to develop principles and processes behind the bid function.

Workstream D - Key Milestones/Activities Planned for Next Period:

1	Continued review, challenge, and feedback on draft Strategic Review Document
2	Completion of Strategic Review
3	Bid Function Workshop to be prepared and held
4	Agree funding (and funding sources) required for the Bid Function (Co-Ordination Role) and ensure included in relevant budget(s) where possible
5	Review of Workshop Outcomes – Begin to build action plan for Bid Function

Workstream D - Project Issues:

	Issue Description	Mitigation
1	Work on the bid function element has not yet started and could take up to 3 months to complete, meaning we will not meet the agreed project completion date.	Identify and prioritise key tasks that will allow the 'as-is' analysis work to begin first to gain an understanding of what we currently have across the CA and Constituent Councils allowing us to identify requirements as a minimum viable product. A Change Request has been raised to push the completion date back to March 2023.

Workstream D - Project Risks:

	Risk Description	Mitigation
1	Greater clarity is needed regarding the dependencies between workstreams. Although initial critical path work was useful it is felt that more detail is required.	The Critical Path is due to be reviewed by the Programme Manager and Governance to simplify. The new process for Highlight Reporting should also give a more holistic view of the wider programme and progress in other workstreams.
2	There is a risk that Constituent Councils may not be accepting of the review of the bid function if its conclusions are a 'Centralised/Coordinated Bid Function'. It may be seen as a threat to autonomy/income streams.	The Analysis piece of work that is central to this part of the project must be undertaken professionally and tactfully. All stakeholders must be identified so that they can be engaged effectively and provide valuable input. Representatives from all Constituent Councils have been invited to an initial 'Discovery' Workshop to be held on 16/01/2023

3	There is a risk that the Strategic Review Document cannot be finalised until key priorities for the CA have been agreed and confirmed as part of other Workstreams (particularly A and C).	The new process for Highlight Reporting should give a more holistic view of the wider programme and progress in other workstreams. Also, the bid function should allow for a more dynamic process meaning that as priorities become apparent there can be a more targeted approach to securing funding. Additionally, the Initial 'Discovery' Workshop to be held on 16/01/2023 will be attended by representatives from some of the other Workstreams.
Workstream D Report Completed By:		<i>P Tonks, R Emery, L Watts</i>
Completion Date:		<i>04/01/2023</i>

Workstream E

Project Description:

To design and implement an organisation for today's performance, and with the agility to act on emerging demands and opportunities.

Project Outcomes:

E1 - The PMO has refreshed Terms of Reference for the Programme Management Office (PMO) including a resource plan that matches its enhanced role in the organisation

E2 - A robust and effective performance management framework is in place

E3 - The organisation has a comprehensive Risk management process embedded in the corporate governance framework.

E4 - Corporate Project Management regime and culture embedded across the CA.

E5 - Soft market testing exercise to be undertaken with regards to the procurement of bespoke project management software to allow access to performance information to be improved.

Workstream Sponsor:		Jodie Townsend
Project Manager/s:		Nathan Bunting
CEX Lead:		Paul Medd
PMO Support:		Thomas Farmer
Agreed Completion Date:		31/01/2023
Forecast Completion Date:		31/01/2023
Reporting Period:		01/12/2022 – 23/12/2022
Workstream E Project Status	This Period:	AMBER
	Previous Period:	AMBER

Workstream E - Project Update:

A meeting between the Project Lead, CEX Lead, and the Improvement Project Programme Manager led to agreement that there should be a reprofiling and restructuring of the activities in workstream E. The development of work in other workstreams, particularly workstream A and B, have identified additional focus that can be applied to workstream E as well as a need to reorder existing workstream E outcomes.

The proposed reprofiling aims to consider the need for a refreshed Assurance, Performance and Risk Framework (3 separate frameworks) and associated content, lifecycle etc in line with the new organisational values and operating principles of the CA (developed in workstream A), prior to understanding the corporate requirements within the Programme Office.

A proposed restructure has been drafted as part of a [change request](#) and is subject to approval by the Improvement Group on 03 January. Therefore, the workstream remains amber, but if approved may move to green next month.

Risk Management training plan has been agreed with our auditors, and we remain on target to resolve audit actions by early next year. An Orange Book Risk Management Framework

structure has been drafted and our auditors will be taking this project forward and developing the finished product.

A scoping document for the Performance Management Framework has been developed, this needs to be agreed internally prior to allocating chapters to different areas of the organisation.

Project Software IT specialist has been chosen and specification is in draft - ready to go to procurement in late January.

Paper detailing new SharePoint / Teams Site was agreed at PARC, next steps are for the IT specialists to be procured in January, followed by consultation with areas via champions, training, data transfer and then go live in May 23.

PARC papers on the Programme Office plan for corporate accreditation and for capturing and embedding lessons learned have been drafted ready for January PARC.

Workstream E: CEX Lead (Paul Medd) Comments:

A meeting was held with Paul Medd on 9/12 to update on progress. Paul signalled he was content with progress and noted and supported the need for a reprofile of the workstream.

Workstream E - Key Milestones/Activities this Period:

1	Scoping document for Performance Framework complete
2	Risk Management Strategy first draft complete and being reviewed by auditors
3	Risk management training plan complete and agreed with auditors
4	IT specialists appointed for project software and new SharePoint structure - specification in progress.
5	

Workstream E - Key Milestones/Activities Planned for Next Period:

1	Corporate accreditation and lessons learned papers taken to PARC
2	Project software and SharePoint structure specifications finalised, and procurement begins
3	Performance Framework scoping document agreed internally, and chapter action owners allocated.
4	Risk Management Framework progress continuing with auditors
5	Work on Assurance Framework and identifying areas for revision begins

Workstream E - Project Issues:

	Issue Description	Mitigation
1	Project delays beyond original timescale	Change request has been

		produced, and have re-baselined the dates
2	Structure of workstream not currently fit for purpose	As above
Workstream E - Project Risks:		
	Risk Description	Mitigation
1	Timing risk Performance Framework	Work through programme plan, meetings schedular and critical path to find a way of delivering at the best pace
2	Performance and Assurance Framework dependencies leading to delays. Dependencies with: <ul style="list-style-type: none"> - Investment Committee proposal - workstream D future funding approach to bids - Workstream B Governance Framework - Workstream A specific strategic fit criteria 	Monitor progress on other workstreams and feed in early work to a draft Performance and Assurance Framework
3	Funding not available for strengthened corporate mandate for PMO	PMO having discussions with finance and aligned to the budget timescales
Workstream E Report Completed By:		
		<i>Nathan Bunting, Jodie Townsend</i>
Completion Date:		5/1/23

Workstream F

Project Description:

To map the approach, capacity and arrangements needed to build an effective public relation and influencing delivery operation.

Project Outcomes:

F1 - The Combined Authority performs a demonstrable role in advocacy for the region.

Workstream Sponsor:	Jon Alsop
Project Manager/s:	Peter Tonks
CEX Lead:	Stephen Moir
PMO Support:	Heidi Quigley
Agreed Completion Date:	31/01/2023
Forecast Completion Date:	31/03/2023

Reporting Period:	01/12/2022 – 23/12/2022	
Workstream F	This Period:	AMBER
Project Status	Previous Period:	GREEN

Workstream F - Project Update:

Work continues to identify and document best practice and the key elements, tasks and outputs associated with an effective Public Affairs (PA) and Communications and Engagement (C&E) Function. This is being undertaken alongside a structured gap analysis methodology to understand the key skills, capacity and processes needed to achieve the identified outputs against the skills, capacity and processes that already exist/are available to the CA.

From January the findings of this gap analysis will be reviewed and collated, and the Project will begin to develop an Outline PA/C&E Strategy and Action Plan so that we have the basis to enable the creation of a dynamic, robust, and effective PA/C&E function.

The project status is now considered to be Amber. The workstream is currently on track to deliver the gap analysis that will inform the Strategy and Plan by the agreed completion date. However, the dependencies with other workstreams (particularly Workstream A - the approval of the Corporate Plan being considered at Board in January) mean that a delay is inevitable, and it is now considered that a draft Strategy and Plan prepared consideration by the Combined Authority Chief Executives' will not be complete until the end of March 2023.

In terms of mitigating the impact of this delay, some operational work has already been undertaken within the Communications Team and progress is already underway to address some of the gaps identified, including staff recruitment to fill identified skillset gaps and the procurement of Public Affairs/Stakeholder Management Software.

The CEX Lead has considered and endorsed the revised timeline and a change request will be prepared for approval.

Workstream F: CEX Lead (Stephen Moir) Comments:

Having scrutinised the detailed work undertaken on the gap analysis; I am reassured that progress has been made with this workstream.

The revised completion date reflects the interdependency with other workstreams and therefore the adjusted to the RAG rating is appropriate.

I have recommended to the CA Workstream Sponsor that the gap analysis and associated work is shared more widely with the constituent Chief Executives,' once completed, and have advised that as part of the gap analysis, the exemplars and functions of best practice should be evidenced more clearly.

Workstream F - Key Milestones/Activities this Period:

1	PA capacity, skills, and processes 60% mapped
2	Communications and Engagement (C&E) capacity, skills, and processes 30% mapped

Workstream F - Key Milestones/Activities Planned for Next Period:

1	Undertake Gap Analysis
2	Develop Outline Strategy
3	First Draft Action Plan
4	Engagement Sessions with Stakeholders to be Organised/Held

Workstream F - Project Issues: None

	Issue Description	Mitigation
1		
2		
3		

Workstream F - Project Risks:

	Risk Description	Mitigation
1	There is a risk that even with an effective PA/C&E Function, the outcome of performing a demonstrable role in advocacy for the Region will not be met if the overarching strategy coming out of Workstream A does not align or is not appealing/influential enough to support the PA/C&E Function.	Work closely with Workstream A representatives to ensure key messages can support an effective PA/C&E Function.
2	There is a risk that current and future Central Government drivers for investment will be misinterpreted, misunderstood, or simply missed if the PA/C&E Function is not embedded within the Bid Process/Function.	Ensure these elements are incorporated into the PA/C&E Function to monitor potential new funding streams and drivers. Make use of monitoring software and links that are available. Ensure links to Workstream D are properly utilised, particularly aligning the PA/C&E Function to a potential 'Bidding Function'.
3	There is a risk that inconsistent messages being delivered by different Constituent Councils, CA Board and the Mayoral Office will result in mixed messages being	Ensure that the PA/C&E Function clearly defines what messages and therefore influence is appropriate for scenarios i.e., define when a CPCA led message/brief is

	portrayed. This will undermine the effectiveness of the PA/C&E Strategy/Plan.	appropriate and when a LA led message/brief is appropriate.
4	There is a risk that Constituent Authorities and Business Partners will not make best use of a PA/C&E function and will not portray the CA as a unified and committed entity, this will also impact upon the CAs Leadership role.	Ensure that relevant agencies and partners are included in Project Communications so that awareness and use of the PA/C&E Function is addressed from the outset. Ensure clearly defined processes are embedded throughout to monitor and control the flow of information inwards and outwards. Engage with CEXs from Constituent Councils to ensure these processes are embedded and an efficient and consistent information exchange between the CA and Constituent Councils.
5	There is a slight delay to the initial gap analysis due to staff sickness. Any further delays (e.g., further/new staff capacity issues) will mean that the Outline Strategy and Action Plan will not be completed in time to meet the current project deadline.	Monitor closely and if work on gap analysis does not progress accordingly then raise CR for date change.
Workstream F Report Completed By:		<i>P Tonks, J Alsop, S Moir</i>
Completion Date:		<i>06/01/2023</i>



Item 6

**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 6

Local Transport & Connectivity Plan

To: Overview and Scrutiny Committee

Meeting Date: 23rd January 2023

Public report: Yes

Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee

From: Emma White, Transport Programme Manager

Recommendations: The Overview and Scrutiny Committee is recommended to:

- a) Comment and note the report

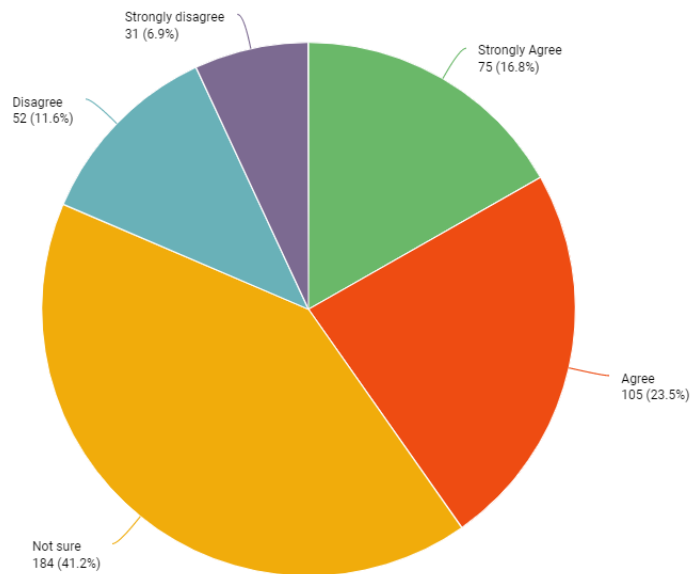
1 Purpose

- 1.1 This paper provides an update on the Local Transport and Connectivity Plan (LTCP) specifically in relation to the DfT guideline deadlines and progress to date. The paper also includes the draft Digital Policy for Cambridgeshire and Peterborough.

2 Background

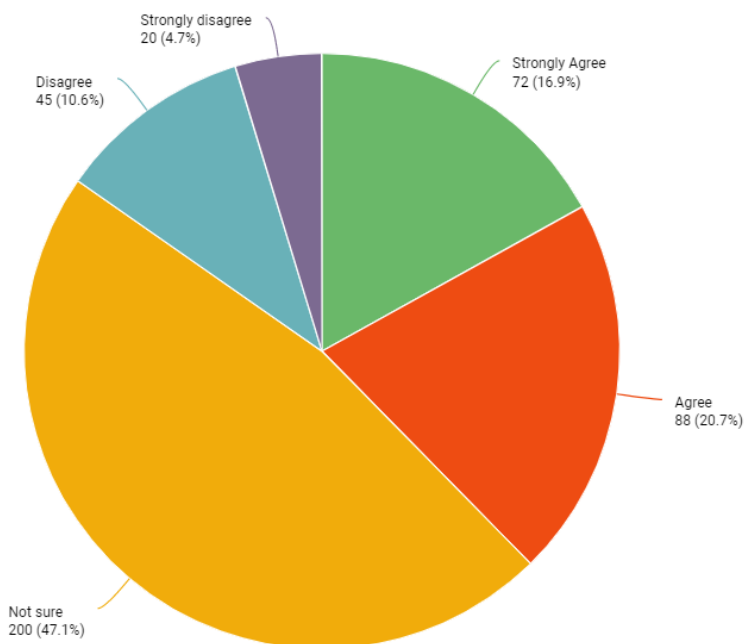
- 2.1 The future of local transport planning for the Cambridgeshire and Peterborough area has and continues to undergo rapid change. Since the publication of the Local Transport Plan (LTP) in early 2020 there have been significant changes that have directly and indirectly impacted on the current transport network and the appropriateness of the overarching strategy.
- 2.2 The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.
- 2.3 The purpose of a LTP is to:
- Outline the current baseline regarding transport, accessibility, and pollution;
 - Set out challenging, but achievable, objectives;
 - Set out the timeline for achieving these objectives; and
 - Outline 'bids' for funding from the DfT.
- 2.4 The development of a transport strategy is a key component of the Combined Authority's Improvement Plan. The aim of Workstream C of the Improvement Plan has been and continues to be development, implementation, and approval of the Plan in 2023. As part of our continual improvement and development of the plan, this will include a peer review and challenge from West Midlands Combined Authority. Central government are yet to publish their LTP guidance that was due in September, and this remains a significant risk to the programme. However, officers are continuing to minimise this risk through ongoing liaison and engagement with central government and the consultants that are drafting the guidance.
- 2.5 The Interim Head of Transport has been invited by the Department for Transport (DfT) to be actively involved in the development of number of strategies and pilots. This will allow for the Combined Authority to influence the direction of travel of central government's policy and may result in some of these developments being piloted within Cambridgeshire and Peterborough.
- 2.6 On receipt of the LTP guidance from central government, the Combined Authority will need to thoroughly review it to ensure a golden thread between requirements of central government with the LTCP, whilst addressing any overarching concerns that may impact on resource requirements to fully meet the necessary expectations. This assessment will thereby ensure that the Plan meets the expectations of central government as well as local stakeholders, Transport and Infrastructure Committee and Lead Members and the people of Cambridgeshire and Peterborough. This is important as the LTCP will form the basis of future funding bids for schemes across the region – without the relevant hooks and clear alignment with the LTP guidance it will adversely impact the Authority's ability to secure additional funding.

- 2.7 In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport were, including better public transport, cycling, and walking, pollution, and air quality, and protecting the environment. The public could also talk about specific transport issues. A total of 569 feedback form were submitted during this consultation period. Key findings from this initial engagement period included the following:
- 97% of the public understood why a new vision for transport was needed.
 - 57% of the public either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
 - Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.
 - More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.
- 2.8 The LTCP consultation closed on 4th August after 12 weeks. The Combined Authority received 928 submissions in total. Feedback was also given direct on the website as well as by post, email and through attendance at in-person consultation events. Stakeholder feedback was also collated and processed alongside responses from key stakeholders, including Highways Authorities and Local Authorities. The Draft Consultation Report document is in Appendix A.
- 2.9 The feedback form provided the opportunity for respondents to comment on the Vision, Goals and Objectives of the draft LTCP, in which following feedback was received:
- 92% understood why the Combined Authority are making a new LTCP.
 - 65% either strongly agreed or agreed with the proposed LTCP vision.
 - When asked about the proposed LTCP goals, 51% strongly agreed with climate, followed by 50% for the environment, and 49% who strongly agreed that improved health outcomes should be a key goal.
 - When asked about the proposed LTCP objectives, 54% strongly agreed that this should include improvements to air quality. This was followed by 53% who strongly agreed with climate change, followed by 52% who strongly agreed with improved accessibility.
 - When asked about whether there were any further comments on the LTCP's vision, goals, and objectives, more ambitious net zero targets were the prevailing comment. This was followed by improved rural connectivity for transport services with additional information needed about the emerging LTCP (16).
 - 56% either strongly agreed or agreed with the proposed strategy for transport in Cambridgeshire and Peterborough, with improved cycling and pedestrian links and the creation of new bus routes the prevailing comments.
 - 66% either strongly agreed or agreed with the proposal to cut the number of miles driven on roads by 15%. The prevailing comment was that this target should look to be more ambitious.
- 2.10 Respondents were also given the opportunity to comment on the Local Area Strategies for their area. In terms of whether respondents agreed with the proposed area strategies and also summaries of extra comments were provided. The following feedback was received:



40% of responses for East Cambridgeshire either strongly agreed or agreed with the proposed local area strategy. The top three issues mentioned were about providing improved cycling and pedestrian links, followed by improved rural connectivity, as well as the provision of new train stations and lines.

Figure 1 - East Cambridgeshire



38% of responses either strongly agreed or agreed with the proposed local area strategy for Fenland. The key recurring comments here concerned improving rural connectivity, improvements needed to overall transport infrastructure as well as the need for new train stations and lines.

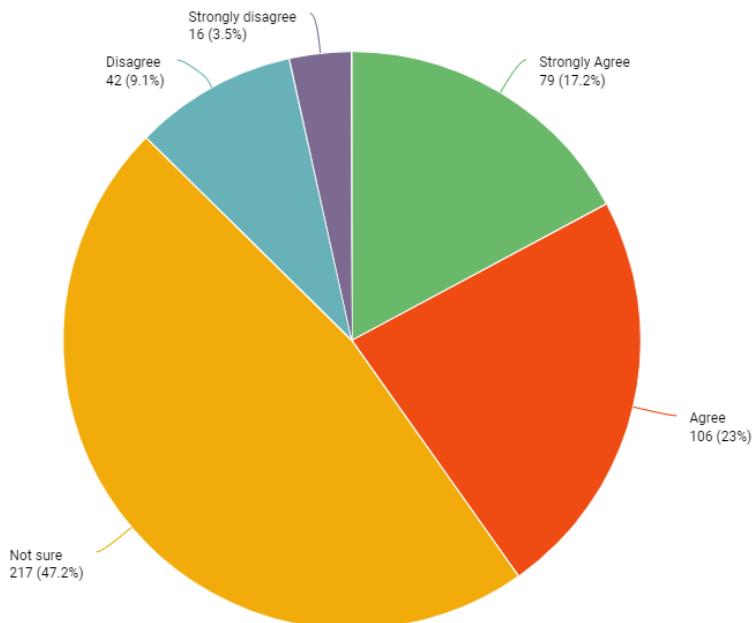
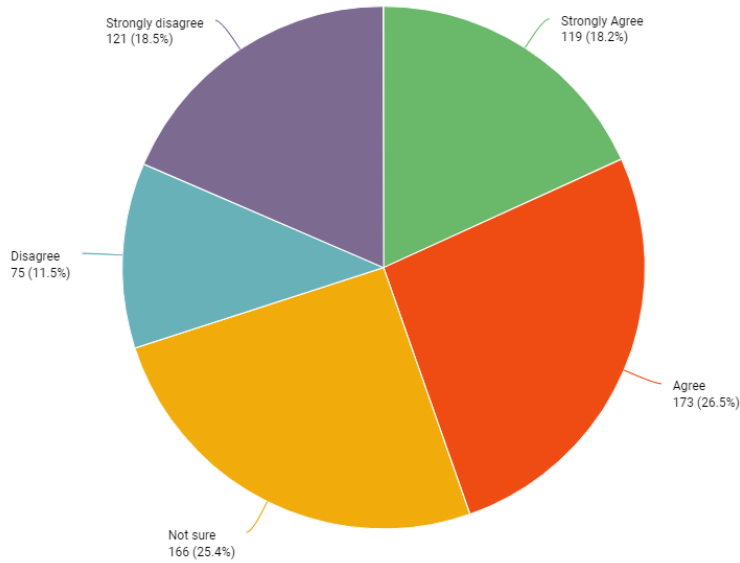
Figure 2- Fenland

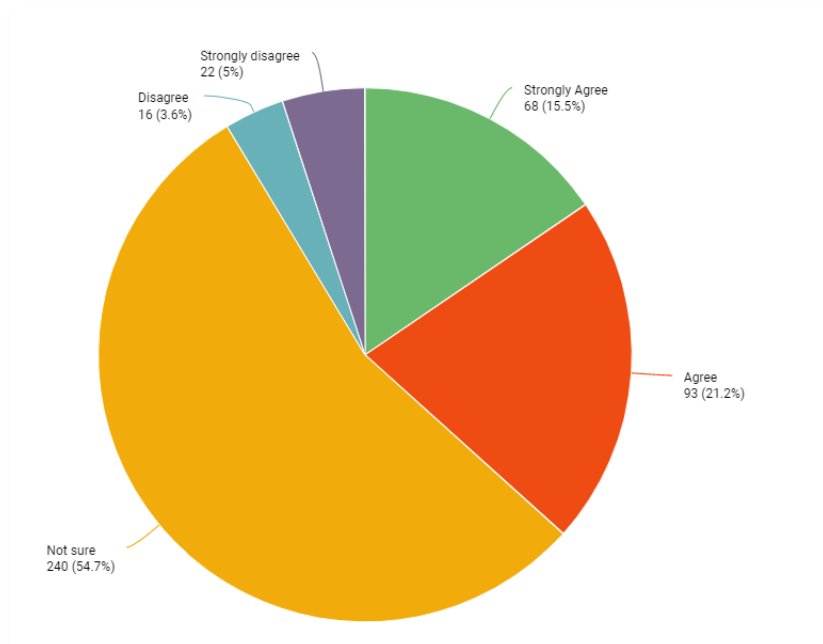
45% of responses for Greater Cambridge either strongly agreed or agreed with the proposed local area strategy. Key themes here included new train stations and lines followed by improved cycling and pedestrian links. The third most recurring comment included the need to improve connectivity of transport services in rural areas as well as the need for an improved overall transport infrastructure

Figure 3 - Greater Cambridge

40% of responses for Huntingdonshire either strongly agreed or agreed with the proposed strategy. In relation to the local area transport strategy for Huntingdonshire, the need for further cycle and pedestrian links was most commonly cited, this was followed by a desire to see new bus routes, as well as the need to improve service frequency.

Figure 4 – Huntingdonshire





37% of responses for Peterborough either strongly agreed or agreed with the area strategy. In relation to the local area transport strategy for Peterborough, the need for need for further cycle and pedestrian links was most commonly cited, this was followed by a desire to see new train station and lines, as well as the need to improve service frequency and reduced car usage.

Figure 5 - Peterborough

2.11 Respondents were also given the opportunity to provide more general comments relating to transport and/or the draft LTCP. The key themes were as follows:

- Comments regarding the need for improved cycling and pedestrian links.
- Comments regarding the need to reduce car usage.
- Comments regarding the need to improve the frequency of transport services.
- Comments regarding the need to improve rural transport services.
- Suggestions regarding the need for new train stations and lines in specific locations.
- Suggestions regarding the need for new bus routes in specific locations.

2.12 The draft LTCP Consultation report will be utilised and address in the next drafting of the LTCP.

2.13 During the 12-week public consultation, the LTCP team directly engaged over 90 stakeholders from across the region (and indirectly many more – through established stakeholder networks), focusing on rural areas as well as more urban centres. These stakeholders were a mix of organisations, including local businesses (SMEs and large corporate firms), educational institutions (schools, colleges, and universities), healthcare institutions, campaign and representative groups, and charities.

2.14 During the consultation period, stakeholders commented on the draft LTCP. Appendix 2 shows the “You Said We Did” document. This document drafts comments raised and plan on how these will be address in the next drafting of the Local Transport and Connectivity Plan.

Programme

2.15 With central government yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme. As a consequence, a revised programme has been developed to take into account the delay of the guidance – this may also have an impact on the overall budget. The below table shows a proposed high-level programme.

Nov - Dec 2022	Final LTCP Consultation report completed
	Updating LTCP following consultation feedback
	6-week AFS consultation until 22nd Dec
	"You said We did" document
	Engagement with constituent councils on local strategy sections
	Updates to Evidence section
Jan 2023 Transport and Infrastructure Committee (TIC)	LTCP Update including Consultation and Digital Policy
Jan - Feb 2023	Completion of Decarbonisation Work including engagement on findings and way forward. Progress Quantifiable Carbon Reduction (QCR) work - part of the Local Transport Plan new guidance
	Finalising LTCP from engagement and consultation
	Updating LTCP following DFT guidance once available
	Updating all sections of LTCP including engagement
	Collating LTCP into one document
	Completion of Integrated Impact Assessment
March 2023 Transport and Infrastructure Committee (TIC)	Update to Alternative Fuel Strategy following consultation
March 2023 Transport and Infrastructure Committee (TIC)	Draft LTCP including Alternative Fuel Strategy
April 2023	Update LTCP following TIC including further engagement if needed.
May/June 2023 Transport and Infrastructure Committee (TIC) and Combined Authority Board	Final LTCP for approval – publish (following pre-election period and local elections)

- 2.16 Following receipt of the draft guidance, an assessment of the LTCP against the requirements will have to be made. This will include a mapping exercise that will compare our LTCP with the draft guidance (including a gap analysis and links to further work if required). Government have outlined that if schemes, initiatives, and transport planning tools are not included within the document then future funding opportunities will be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite.
- 2.17 The outcome of this mapping exercise will be provided to constituent Councils and officers will collaborate on how best to take forward particular elements and requirements to meet any gaps identified. The Transport and Infrastructure Committee will be kept informed as to whether this additional work can be accommodated into the timeline outlined above and within the budget allocated.
- 2.18 The strategic section will be updated with constituent Councils. A detailed Implementation Plan being developed following the agreement of the overarching strategy and align to the budgetary work being undertaken.
- 2.19 Throughout the update process we will be working with constituent Councils to update the LTCP including the localised sections and overall strategy.

- 2.20 The Carbon Assessment work will enable us to have a better understanding of where emissions are coming from, such that we can tailor interventions more effectively to addressing them and ultimately use modelling to test the impact of different interventions accordingly. The work will also seek to quantify the predicted carbon impact of the LTCP schemes that have already been identified and undertaken a best practice review to inform the type of schemes that it might be necessary to consider in order to plug the gap that remains.
- 2.21 The Cambridgeshire and Peterborough Combined Authority have been in productive discussions with the DfT on both the LTP guidance and QCR. DfT are keen to work with Combined Authority as a pilot with the new guidance and include examples of our work within their guidance.
- 2.22 The Cambridgeshire and Peterborough Combined Authority are planning on putting the LTCP forward for the Chartered Institute of Highways and Transport (CIHT) 2023 Awards - Collaboration Award. Submission for this award opens on the 9th January.

Alternative Fuel Strategy

- 2.23 The Alternative Fuel Strategy was out for consultation for 6 weeks until the 21st December 2022. Following this consultation, the feedback is being analysed and the Strategy will be updated if needed. The next step will be to take the Strategy to the Cambridgeshire and Peterborough Combined Authority Board for sign off planned for March 2022. Following this, the document will become part of the suite of documents to compliment the LTCP.
- 2.24 In parallel, to this work the Electric Vehicle Implementation work is being undertaken on with the aim to access the Local Electric Vehicle Infrastructure (LEVI) funding that should be available in 2023.

Cambridgeshire and Peterborough Digital Policy

- 2.25 Appendix 3 contains the draft Digital Policy for Cambridgeshire and Peterborough. This document is part of the suite of documents to compliment the LTCP. Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:
- Fixed broadband connectivity;
 - Mobile connectivity;
 - Smart infrastructure; and
 - Digital exploitation, access, and inclusion.
- 2.26 Based on the Cambridgeshire and Peterborough Digital Connectivity Strategy for 2021-2025, the Digital Policy for the Local Transport and Connectivity Plan sets out the following commitments:
- 2.27 In fixed broadband connectivity we will continue to:
- Facilitate industry investment in fixed broadband infrastructure;
 - Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and

- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset. ^{Item 6}

2.28 In mobile connectivity we will continue to:

- Identify areas of inadequate mobile coverage/capacity;
- Facilitate mobile infrastructure delivery;
- Enable the use of council assets for hosting mobile infrastructure;
- Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
- Support the deployment of innovative mobile technologies and use cases.

2.29 In smart infrastructure we will continue to:

- Support the roll-out of Low Power Wide Area Network (LPWAN) infrastructure for Internet of Things applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

2.30 In digital exploitation, access, and inclusion we will continue to:

- Raise awareness of digital inclusion opportunities;
- Extend the availability of public access WiFi;
- Work with stakeholders to improve digital connectivity in social housing;
- Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services; and
- Support SMEs' exploitation of digital technology.

3 Significant Implications

3.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

4 Financial Implications

4.1 To support the continued delivery of the LTCP, the Board are requested to approve the allocation of £278,571 to undertake the next stages of the LTCP: £100,000 already allocated as subject to approval and £178,571 of DfT money for the LTP development across two financial years as set out below.

Financial Year	2022-23	2023-24	Total
Budget allocation	£220,000	£58,571	£278,571

5 Legal Implications

5.1 N/A.

6 Public Health Implications

6.1 The report recommendations have a positive implication for public health. One of the

objectives of the LTCP is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities. ^{Item 6}

7 Environmental and Climate Change Implications

- 7.1 The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the LTCP including successfully and fairly reducing emissions to net zero by 2050 and protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.

8 Other Significant Implications

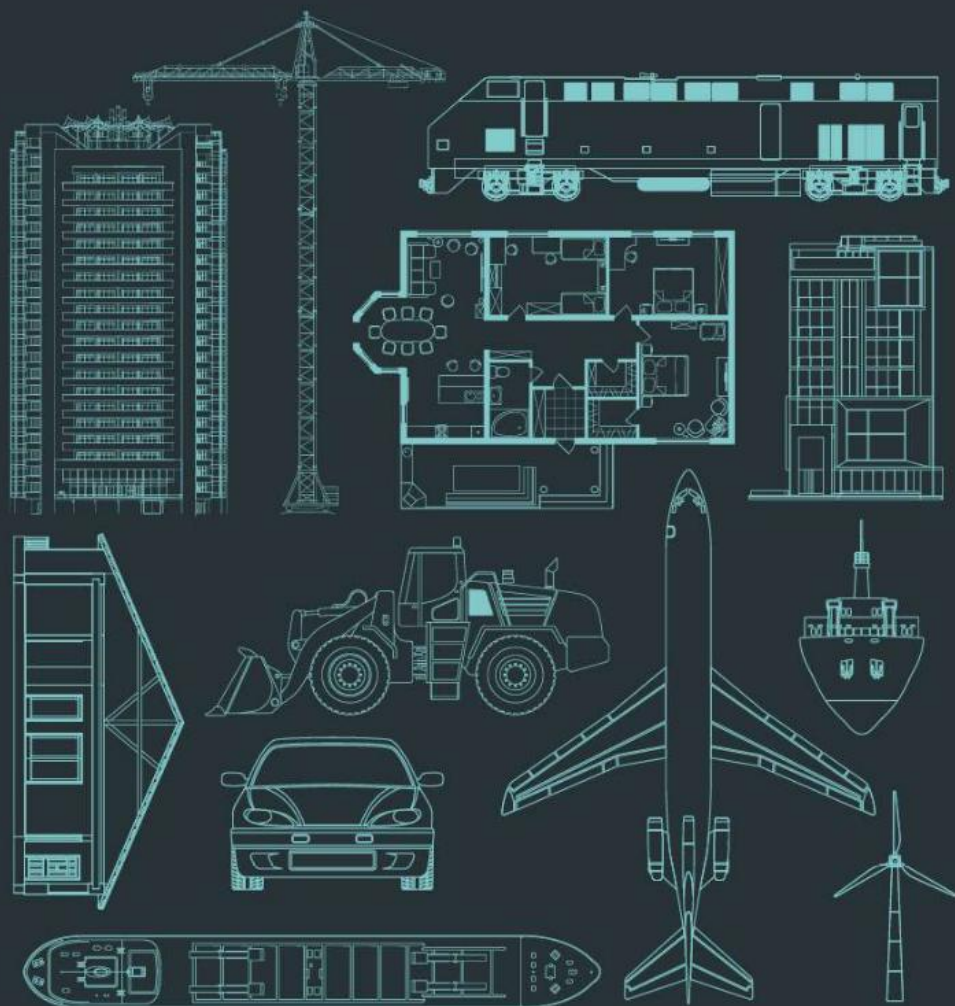
- 8.1 N/A.

9 Appendices

- 9.1 Appendix 1 – Draft LTCP Consultation Report
- 9.2 Appendix 2 – You Said We Did
- 9.3 Appendix 3 – Draft Digital Policy

10 Background Papers

[Combined Authority Board reports 12 January 2022](#)



Consultation Report

Local Transport & Connectivity Plan (LTCP)

Prepared for Cambridgeshire & Peterborough Combined Authority

November 2022

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Executive Summary

The Cambridgeshire & Peterborough Combined Authority is engaging with the local community and stakeholders regarding the development of its new Local Transport and Connectivity Plan (LTCP).

In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport should be, including better public transport, cycling, and walking, pollution and air quality, and protecting the environment. The public could also talk about specific transport issues. A total of 569 feedback forms were submitted during this engagement period. The goal of the exercise was to get early feedback to better inform the development of the full draft LTCP.

Key findings from this initial engagement period included the following:

- 97% of the public understanding why a new vision for transport was needed.
- 57% of the public either strongly agreeing or mostly agreeing that the updated vision is the right future for transport in the region.
- Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.
- More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.

In May 2022, a 12-week public consultation was launched to allow members of the public and stakeholders to comment on the draft LTCP. The public consultation ran from Thursday 12th May until Thursday 4th August 2022.

The aim was to test the draft LTCP with the public and a variety of stakeholders from across the region, and to generate good quality feedback, from a range of perspectives, which could be used to improve the final LTCP. The consultation was promoted widely including through media, social media, advertising, and by asking stakeholders to share information with their own networks.

The public and stakeholders could give feedback on the draft LTCP via a range of channels. A website, freephone information line and dedicated email address were available throughout the public consultation to receive further details and to provide comments.

The public could also attend any of the 14 in-person consultation events held at venues across Cambridgeshire and Peterborough. These events were advertised in local newspapers and via social media and provided an opportunity for the public to meet members of the LTCP team and ask questions. Printed copies of the consultation brochure and feedback forms were available at six deposit locations across the region and were available throughout the consultation on request.

Complementing this public consultation, extensive engagement was carried out with local businesses, health and educational organisations, campaign groups, and charities, to raise awareness of the LTCP and to understand views towards it. Efforts were also made to identify those who could support the LTCP and those who could share information on the consultation through their networks.

Engagement took the form of written communications, telephone conversations, one-to-one briefings, group briefings and attendance at regular stakeholder meetings.

During the 12-week public consultation, **928** responses were received via a range of channels. Taken together with the 4-week engagement period in November 2021, **1,497** responses to the draft LTCP have been submitted.

During the 12-week public consultation, the feedback form provided the opportunity for respondents to comment on the Vision, Goals and Objectives of the draft LTCP, in which the following feedback was received:

- **92%** understood why the Combined Authority are making a new LTCP.

- **65%** either strongly agreed or agreed with the proposed LTCP vision.
- When asked about the proposed LTCP goals, **51%** strongly agreed with climate, followed by **50%** for the environment, and **49%** who strongly agreed that improved health outcomes should be a key goal.
- When asked about the proposed LTCP objectives, **54%** strongly agreed that this should include improvements to air quality. This was followed by **53%** who strongly agreed with climate change, followed by **52%** who strongly agreed with improved accessibility.
- When asked about whether there were any further comments on the LTCP's vision, goals, and objectives, more ambitious net zero targets was the prevailing comment. This was followed by improved rural connectivity for transport services, with additional information needed about the emerging LTCP.
- **56%** either strongly agreed or agreed with the proposed strategy for transport in Cambridgeshire and Peterborough, with improved cycling and pedestrian links and the creation of new bus routes the prevailing comments.
- **66%** either strongly agreed or agreed with the proposal to cut the number of miles driven on roads by 15%. The prevailing comment was that this target should look to be even more ambitious.

Respondents were also given the opportunity to comment on the Local Area Strategies for their area. The following feedback was received:

- **40%** of responses for East Cambridgeshire either strongly agreed or agreed with the proposed local area strategy. The top three issues mentioned were about providing improved cycling and pedestrian links, followed by improved rural connectivity, as well as the provision of new train stations and lines.
- **38%** of responses either strongly agreed or agreed with the proposed local area strategy for Fenland. The key recurring comments here concerned improving rural connectivity, improvements needed to overall transport infrastructure as well as the need for new train stations and lines.
- **48%** of responses for Greater Cambridge either strongly agreed or agreed with the proposed local area strategy. Key themes here included new train stations and lines, followed by improved cycling and pedestrian links, as well as the need to improve rural connectivity.
- **40%** of responses for Huntingdonshire either strongly agreed or agreed with the proposed strategy, with improved cycling and pedestrian links, the provision of new bus routes and the need to improve service frequency, the key themes mentioned.
- **38%** of responses for Peterborough either strongly agreed or agreed with the area strategy. Improving cycling and pedestrian links, followed by new train stations and lines, and the need to improve service frequency, the top issues cited.

Respondents were also given the opportunity to provide more general comments relating to transport and/or the draft LTCP. The key themes and issues were as follows:

- The need for improved cycling and pedestrian links.
- The need to reduce car usage.
- The need to improve the frequency of transport services.
- The need to improve rural transport services.
- The need for new train stations and lines in specific locations.
- Suggestions for new bus routes in specific locations.

Where feedback was received that was of a more technical nature, this was passed onto the relevant member of the project team to respond. The project team has carefully reviewed all the feedback received to date, and this will be used to help shape the final LTCP.

1. Introduction

1.1 The Local Transport & Connectivity Plan

- 1.1.1 The Cambridgeshire & Peterborough Combined Authority (the Combined Authority) is required by law to make and maintain a Local Transport Plan for the region.
- 1.1.2 The current Local Transport Plan was adopted in January 2020. Since then, significant changes have taken place, which have subsequently meant it is now in need of an overhaul.
- 1.1.3 The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. It is therefore essential that a new plan is in place that seeks to ensure transport is made better, faster, safer and more reliable.
- 1.1.4 The Combined Authority has incorporated the word 'connectivity' in the name of the plan, due to how the internet has changed the way people travel. For example, many more people work or learn from home. There is more online shopping, and more leisure and entertainment is now offered digitally, resulting in fewer journeys. Others use their phones and other devices to buy tickets and check travel information on the go.
- 1.1.5 To provide people with an early opportunity to have their say about transport within the region, the Combined Authority conducted a public engagement exercise in November 2021, to ensure that early feedback received is used to help shape the plan ahead of the public consultation.
- 1.1.6 This document summarises the feedback received from the 12-week public engagement exercise held from the Thursday 12th May until Thursday 4th August 2022.
- 1.1.7 In order to assist with the public engagement, the Combined Authority appointed BECG, a specialist communications consultancy, to form part of its wider project team for the development of the LTCP. The Combined Authority also appointed Infrastructure Matters (IM), a bespoke consultancy, to assist with the engagement of a range of institutions, organisations other groups across the region with the aim of generating a variety of feedback.
- 1.1.8 All feedback received is accounted for and represented within this document.

1.2 Initial engagement period (November 2021)

- 1.2.1 In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport were, including better public transport, cycling, and walking, pollution and air quality, and protecting the environment. The public could also talk about specific transport issues.
- 1.2.2 A total of 569 feedback form were submitted during this consultation period.
- 1.2.3 Key findings from this initial engagement period included the following:
 - 97% of the public understood why a new vision for transport was needed.
 - 57% of the public either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
 - Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.

- More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.

- 1.1.1 Members of the public were able to provide their feedback, about their priorities for the LTCP.
- 1.1.2 The project team also organised an LTCP Stakeholder Briefing with the Mayor and a range of stakeholders in the region to highlight the early key objectives and vision of the LTCP and to get their feedback on proposals to help inform the full draft document.
- 1.1.3 All feedback submitted as part of this engagement will continue to be considered in the development of the LTCP.

2. Summary of Engagement

2.1 Formal engagement period

- 2.1.1 Following the initial engagement period described above, a 12-week public consultation was undertaken between May and August 2022, as described in the following sections.

2.2 Engagement methods

- 2.2.1 Respondents were able to provide their feedback through a number of different channels. A dedicated LTCP public engagement website was established (www.yourltcp.co.uk), which included an online feedback form.
- 2.2.2 A hard-copy brochure containing all of the information on the website, alongside a hard-copy feedback form, was also available on request via the post, and at the deposit locations listed in Section 2.7.
- 2.2.3 Stakeholders and members of the public could also provide feedback or ask questions via a dedicated project email address (contact@your-ltcp.co.uk).
- 2.2.4 A freephone information line (0808 258 3225) was also in operation Monday-Friday, 9am-5:30pm for individuals to discuss the available information, request hard copies of materials and provide their feedback.

2.3 Awareness raising and social media

- 2.3.1 During the initial four-week consultation period, a social media campaign was run to provide insight into the efficacy of various methods, to ensure we take account of what worked and what didn't for the upcoming consultation period.
- 2.3.2 Insights from this initial period enable us to launch a successful social media and digital advertising campaign, designed to invite users to take part in the survey and attend the in-person events, presenting adverts to a variety of audience via a targeted campaign.
- 2.3.3 The messages were designed to invite users via presenting local visuals and contextually relevant adverts, as well as using issue led adverts to provoke a response.
- 2.3.4 The consultation was also advertised throughout the Combined Authority area at 800 real time bus stop displays.
- 2.3.5 Several press releases were issued before and during the consultation period to inform more people about the consultation and the various ways to take part. Hundreds of people also signed up to a mailing list from November 2021 onwards, to be kept informed of the development of the LTCP. They were contacted to invite them to take part in the consultation.

2.4 Newspaper advertisement

- 2.4.1 The Combined Authority issued two runs of newspaper advertisements in May and June to publicise the public consultation.


2.4.2 Newspaper adverts in local newspapers were considered by the Combined Authority an accessible method of reaching people outside of the social media campaigns, including those who did not use the internet.

2.4.3 The adverts appeared in the following publications:

- Hunts Post
- Ely Standard
- Peterborough Telegraph
- Cambridge Independent
- Cambs Times
- Wisbech Standard
- Fenland Citizen

HAVE YOUR SAY ON OUR TRANSPORT FUTURE

Cambridgeshire & Peterborough Local Transport and Connectivity Plan




The Combined Authority is developing a plan for better transport in Cambridgeshire and Peterborough.

The Local Transport and Connectivity Plan (LTCP) will shape the future of transport in our region.

To gather feedback on the draft plan, we are hosting a public consultation from 12 May to 4 August 2022. It's easy to take part and your views will help shape the final LTCP.

HAVE YOUR SAY

You can have your say on the draft LTCP at yourltcp.co.uk or by attending one of the consultation events listed below.

You can request a copy of the consultation materials by calling 0808 258 3225.

CONSULTATION EVENTS

Venue & Address	Date	Time
March Community Centre, 34 Station Road, March PE15 8LE	Friday 20 May 2022	14.00 – 18.00
Priory Centre, Priory Lane, Saint Neots PE19 2BH	Tuesday 24 May 2022	12.00 – 18.00
Lion Yard Shopping Centre, St Tibbs Row, Cambridge CB2 3ET	Wednesday 25 May 2022	11.00 – 17.00
St John the Baptist Church, Church Street, Cathedral Square, Peterborough PE1 1XB	Tuesday 31 May 2022	14.00 – 19.00
Ramsey Community Centre, 14-16 Stocking Fen Road, Ramsey, PE26 2UR	Wednesday 1 June 2022	14.00 – 19.00
Queen Mary Centre, Queens Road, Wisbech PE13 2PE	Tuesday 14 June 2022	15.00 – 19.00
The Lighthouse Centre, 13 Lynn Road, Ely, CB7 4EG	Thursday 23 June 2022	12.00 – 17.00
Camboorne Church Centre, Jeavons Lane, Great Camboorne CB23 6AF	Saturday 25 June 2022	14.00 – 18.00
Queensgate Shopping Centre, Long Causeway, Peterborough PE1 1NT	Saturday 2 July 2022	10.00 – 15.00
Huntingdon Town Hall, 53 High Street, Huntingdon PE29 3AQ	Tuesday 5 July 2022	14.00 – 19.00
The Grafton Centre, 6 Grafton Centre, Cambridge CB1 1PS	Wednesday 6 July 2022	12.00 – 18.00
Spicers Pavilion, Spicers Sports Field, Cambridge Road, Sawston, Cambridge CB22 3DG	Thursday 14 July 2022	14.00 – 18.00
St Andrew's Church, Fountain Lane, Soham, Ely CB7 5ED	Friday 15 July 2022	14.00 – 18.00

ANY QUESTIONS?

You can contact us via: Website yourltcp.co.uk Email contact@yourltcp.co.uk

Post: YOUR LTCP (no stamp required)

An example of a newspaper advert

2.5 Public consultation events

2.5.1 To provide an opportunity for the public to ask question to members of the project team in person, discuss any concerns / feedback and collect consultation materials, the Combined Authority arranged 14 public consultations, in a variety of districts and a one-off pop-up event in the Serpentine Green Shopping Centre. The following locations were used:

Venue & Address	Date	Time
March Community Centre, 34 Station Road, March PE15 8LE	Friday 20 May 2022	14.00 – 18.00
Priory Centre, Priory Lane, St Neots PE19 2BH	Tuesday 24 May 2022	12.00 – 18.00
Lion Yard Shopping Centre, St Tibbs Row, Cambridge CB2 3ET	Wednesday 25 May 2022	11.00 – 17.00
St John the Baptist Church, Church Street, Cathedral Square, Peterborough PE1 1XB	Tuesday 31 May 2022	14.30 – 19.00
Ramsey Community Centre, 14-18 Stocking Fen Road, Ramsey PE26 2UR	Wednesday 1 June 2022	14.00 – 19.00
Queen Mary Centre, Queens Road, Wisbech PE13 2PE	Tuesday 14 June 2022	15.00 – 19.00
The Lighthouse Centre, 13 Lynn Road, Ely CB7 4EG	Thursday 23 June 2022	12.00 – 17.00
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Spicers Pavilion, Spicers Sports Field, Cambridge Road, Sawston, CB22 3DG	Thursday 14 July 2022	14.00 – 19.00
St. Andrew's Church, Fountain Lane, Soham, Ely CB7 5ED	Friday 15 July 2022	14.00 – 18.00
Serpentine Green Shopping, Hargate Way, Peterborough PE7 8BE	Friday 29 th July 2022	11.00-15.00

2.5.2 The public consultation events were well attended with approximately 400 members of the public spread across all 14 events.



St. Andrew's Church, Soham



The Lion Yard, Cambridge

- 2.5.3 Members of the project team were on hand to assist members of the public with any queries or feedback. Copies of the engagement brochure, feedback form and pre-paid envelopes were made available at each of these events, for members of the public to gain further information, and to provide feedback.

2.6 Website

- 2.6.1 A dedicated website provided further information about the LTCP and detailed how the community could have their say about transport within the region. The website is hosted at: www.yourltcp.co.uk



The homepage of the LTCP website

2.6.2 The website includes information on:

- What is the LTCP?
- Our vision and priorities
- About the Combined Authority
- FAQs
- Contact Us
- Have Your Say

2.6.3 The website was viewed by approximately **10,913 individuals** and feedback provided by **826 respondents** during the consultation period.

2.7 Deposit locations

- 2.7.1 To ensure the public engagement exercise was accessible to all members of the community, the Combined Authority displayed the engagement materials in six deposit locations, in each of the six districts of the Combined Authority. The following locations were used:

Deposit Location	Address	Opening Hours
Peterborough Central Library	Broadway, Peterborough PE1 1RX	Mon – Fri: 10.00 - 17.00 Sat: 9.00 – 15.00 Sun: Closed
Aldi Huntingdon	4 Edison Bell Way, Huntingdon PE29 3HG	Mon – Sat: 8.00 – 22.00 Sun: 10.00 – 16.00
Co-op Sawston	29-31 High Street, Sawston, Cambridge, CB22 3BG	Mon – Sat: 7.00 – 22.00
Cambridge Central Library	7 Lion Yard, Cambridge, CB2 3QD	Mon – Fri: 9.30 – 18.00 Sat: 10.00 – 18.00 Sun: 12.00 – 16.00
Ely Library	6 The Cloisters, Ely CB7 4ZH	Mon: 9.30 – 13.00 Tues, Wed, Fri: 9.30-17.00 Thurs: 9.30-19.00 Sat: 9.30 – 16.00 Sun: Closed
Wisbech Library	Ely Place, Wisbech, PE13 1EU	Mon: 9.30 – 13.00 Tues: 9.30 – 19.00 Wed – Fri: 9.30 – 17.00 Sat: 9.30 – 16.00 Sun: Closed



Co-op Sawston



Wisbech Library



Peterborough Central Library



Aldi – Huntingdon

2.7.2 Copies of the engagement brochure, feedback form and pre-paid envelopes were made available at each of these locations, for members of the public to gain further information, and to provide feedback.

2.7.3 The project team regularly liaised with each deposit location and arranged for materials to be replenished where necessary. During the consultation period, popular locations such as the Cambridge Central Library were replenished during the engagement period.

2.8 Project email address

2.8.1 A specific project email address was set up to receive feedback and answer any queries both during and after the engagement period. The email address was: contact@yourltcp.co.uk

2.9 Post-paid and 0800 comment facility

2.9.1 During and after the public engagement, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.

2.9.2 The telephone number used (**0808 258 3225**) was in operation Monday – Friday between the hours of 9.00am and 5.30pm.

2.9.3 Information was given to callers where possible, and if questions were of a technical nature, these were passed on to project team members.

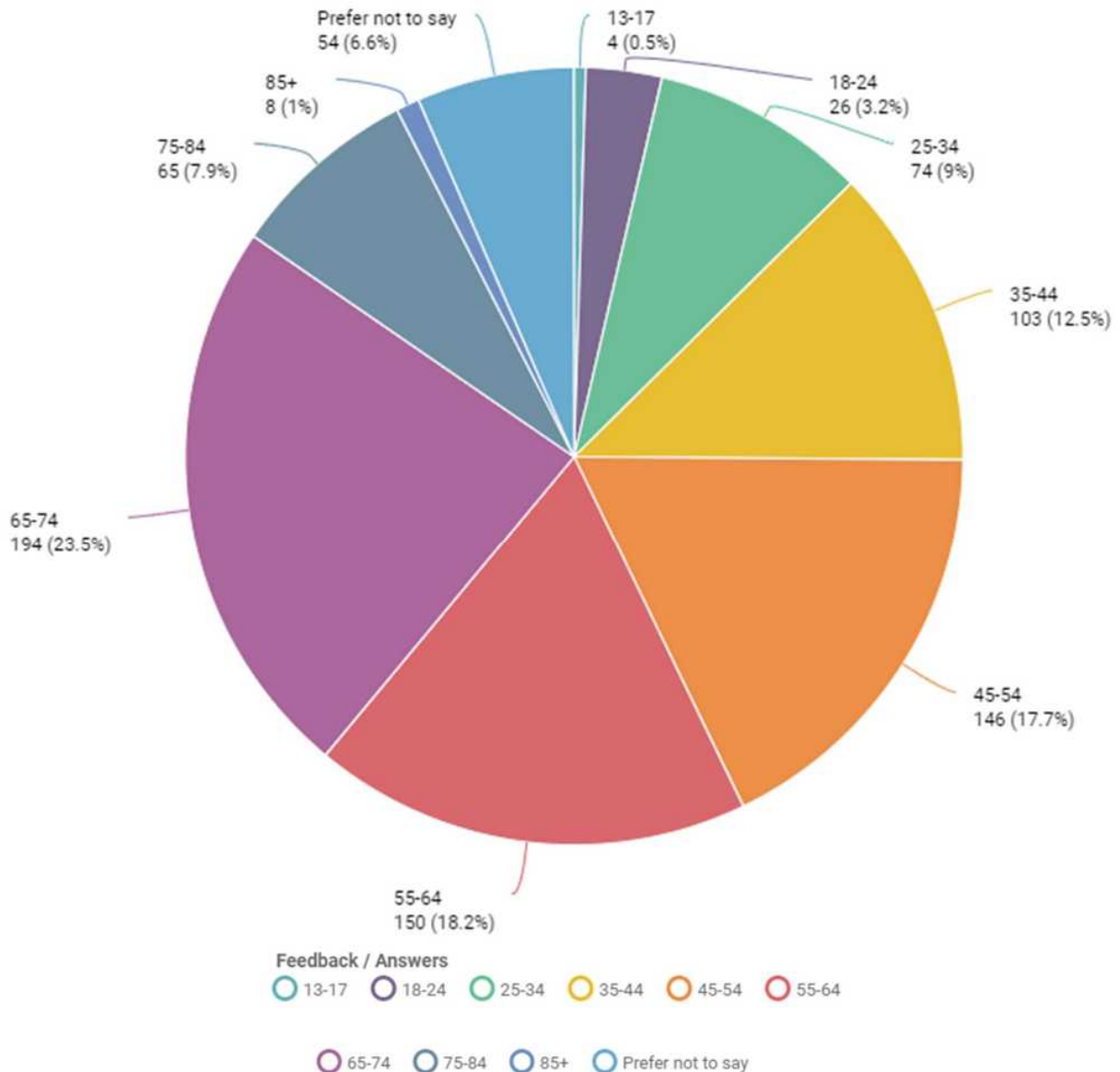
2.9.4 A freepost address was set up, 'Your LTCP,' alongside paper copies of the brochure and feedback form, which were available upon request.

2.10 Stakeholder engagement

- 2.10.1 During the 12-week public consultation, the LTCP team directly engaged **over 90** stakeholders from across the region (and indirectly many more – through established stakeholder networks), focusing on rural areas as well as more urban centres. These stakeholders were a mix of organisations, including local businesses (SMEs and large corporate firms), educational institutions (schools, colleges, and universities), healthcare institutions, campaign and representative groups, and charities.
- 2.10.2 The LTCP team also had **10** separate one-to-one briefings with individual organisations, carefully selected to ensure that the region's diverse range of organisations located in rural and urban areas referenced above were represented. These 30-minute briefings gave the LTCP team a chance to give each stakeholder a detailed overview of the draft LTCP and allowed them to ask questions.
- 2.10.3 In July, the LTCP team arranged two virtual business briefings to provide organisations with a detailed overview of the draft LTCP and included a dedicated Q&A session at the end for questions. Nearly **40** organisations from across Cambridgeshire & Peterborough attended, representing sectors including secondary and higher education, healthcare, life sciences, agriculture, construction, and representative and campaign groups.
- 2.10.4 The LTCP team also attended several pre-scheduled meetings with representative bodies across business, transport and healthcare to amplify the consultation message amongst a wider set of organisations.
- 2.10.5 During the consultation period, stakeholders commented on the draft LTCP. Some of the key themes and questions were as follows:
- How will transport projects get prioritised in the final LTCP?
 - The current public transport provision and link to the region's ability to attract talent.
 - Inclusion of education & skills is essential within the final LTCP.
 - Bus service improvements are required.
 - LTCP and link to funding.
 - Has freight, logistics, and last mile deliveries been fully considered in the LTCP?
 - The need for an even greater emphasis on active travel.
 - Combined Authority and net zero carbon?
 - Expanded digital capabilities are needed to enhance the region's competitiveness.
 - The final LTCP should be more explicitly linked to boosting the region's economic growth and productivity.
 - Expanding electric vehicle charging provision is needed to reduce the region's carbon emissions.
- 2.10.6 By 4th August, the LTCP team had received written submissions from **48** organisations, providing an important representation of the views from organisations within Cambridgeshire & Peterborough.

3.3 Age ranges of respondents

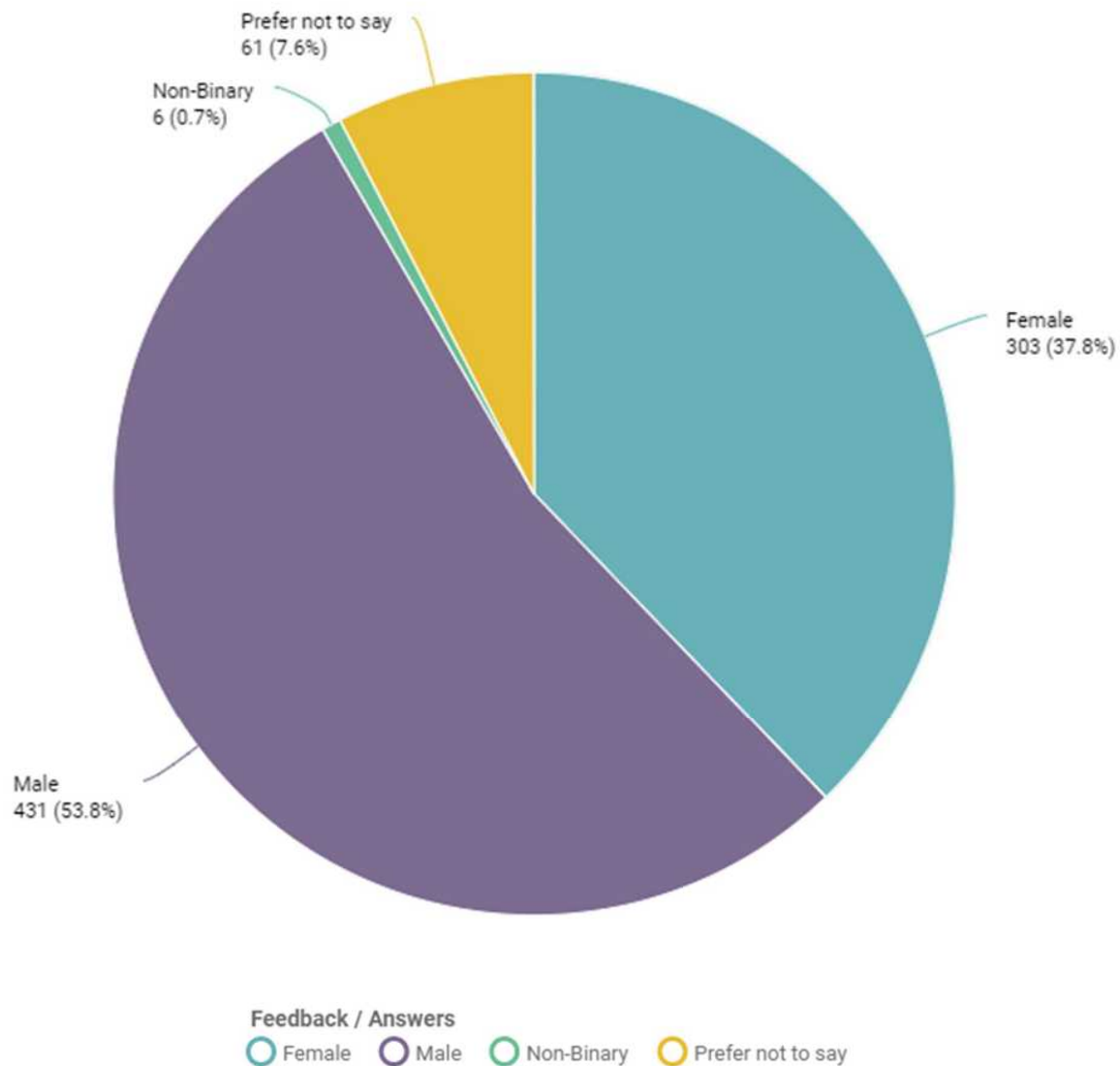
- 3.3.1 824 respondents provided their age group. Of these, the 65-74 age group have been the most likely to provide feedback at 23.5%. This was followed by the 55-64 age group (18.2%), and the 45-54 age group (17.7%).
- 3.3.2 This remains broadly consistent with the consultation conducted in 2021 and highlights that those who responded to this consultation tend to older age groups.
- 3.3.3 Efforts were made by the Combined Authority to improve the age balance in respondents through a targeted social media campaign.



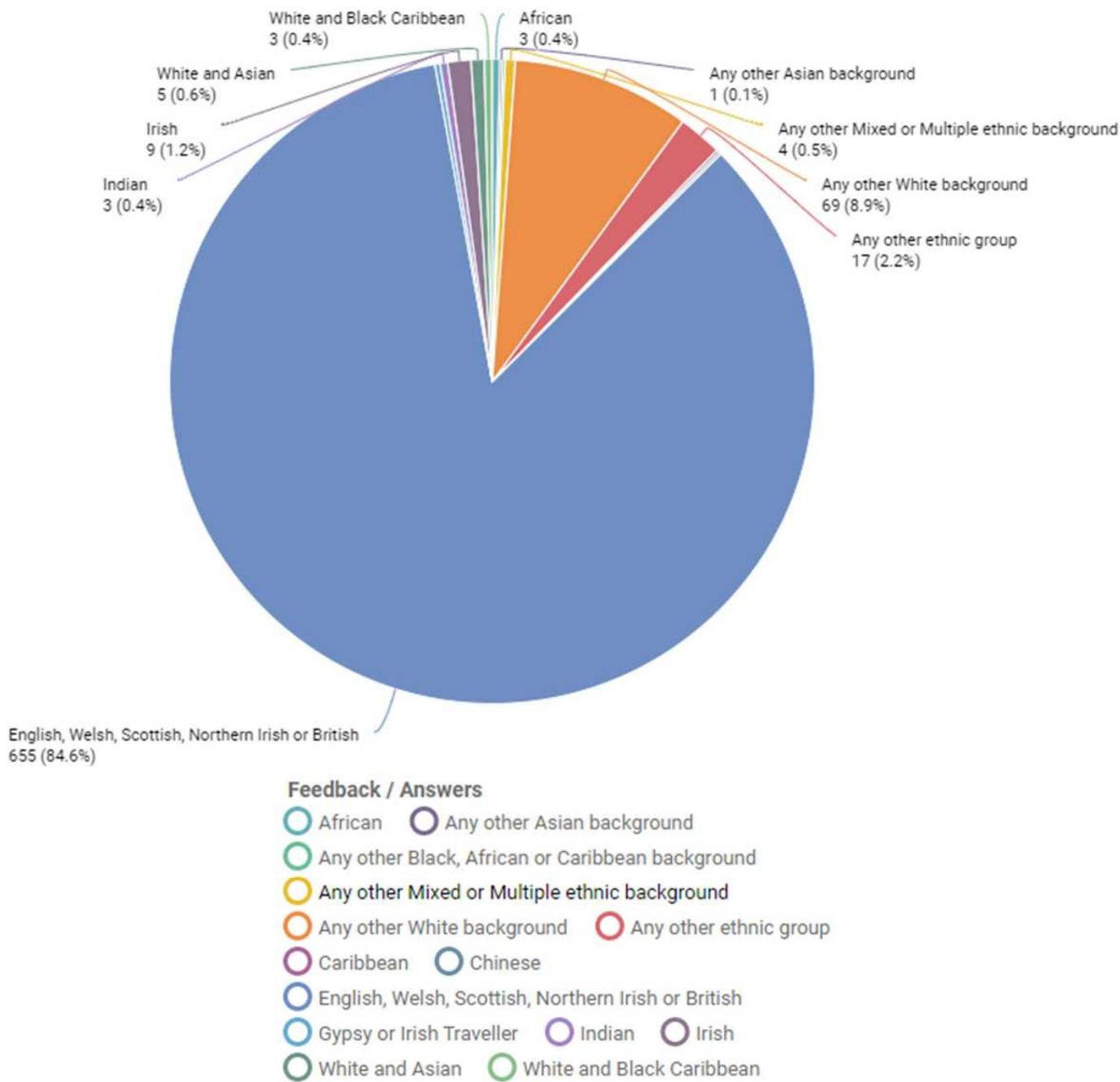
3.4 Gender of respondents

3.4.1 801 respondents provided an answer as to their sex. 53.8% of forms have been submitted by males, with 37.8% by females, whilst 7.6% preferred not to disclose their gender identity, with 0.7% identifying as non-binary. There was a significantly larger proportion of male respondents when compared with female respondents.

3.4.2 Once again, these sex proportions remain consistent with the previous consultation period.

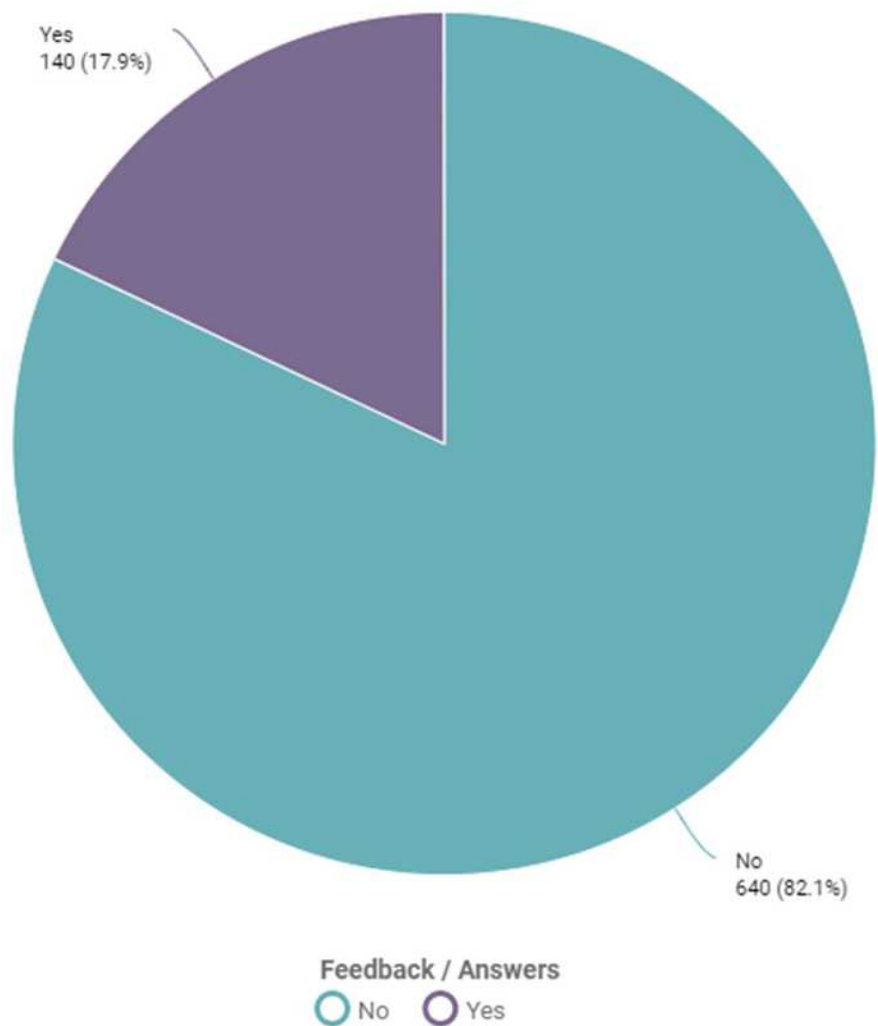


3.5 Ethnicity of respondents



3.6 The majority of respondents have been from British backgrounds (84.6%), with a further 8.9% from other White backgrounds. The remaining responses (totalling 6.5%) have been provided by a mix of those from Indian, White, and Asian, White and Black Caribbean, African, Irish and any other ethnic background.

3.7 Disability of respondents



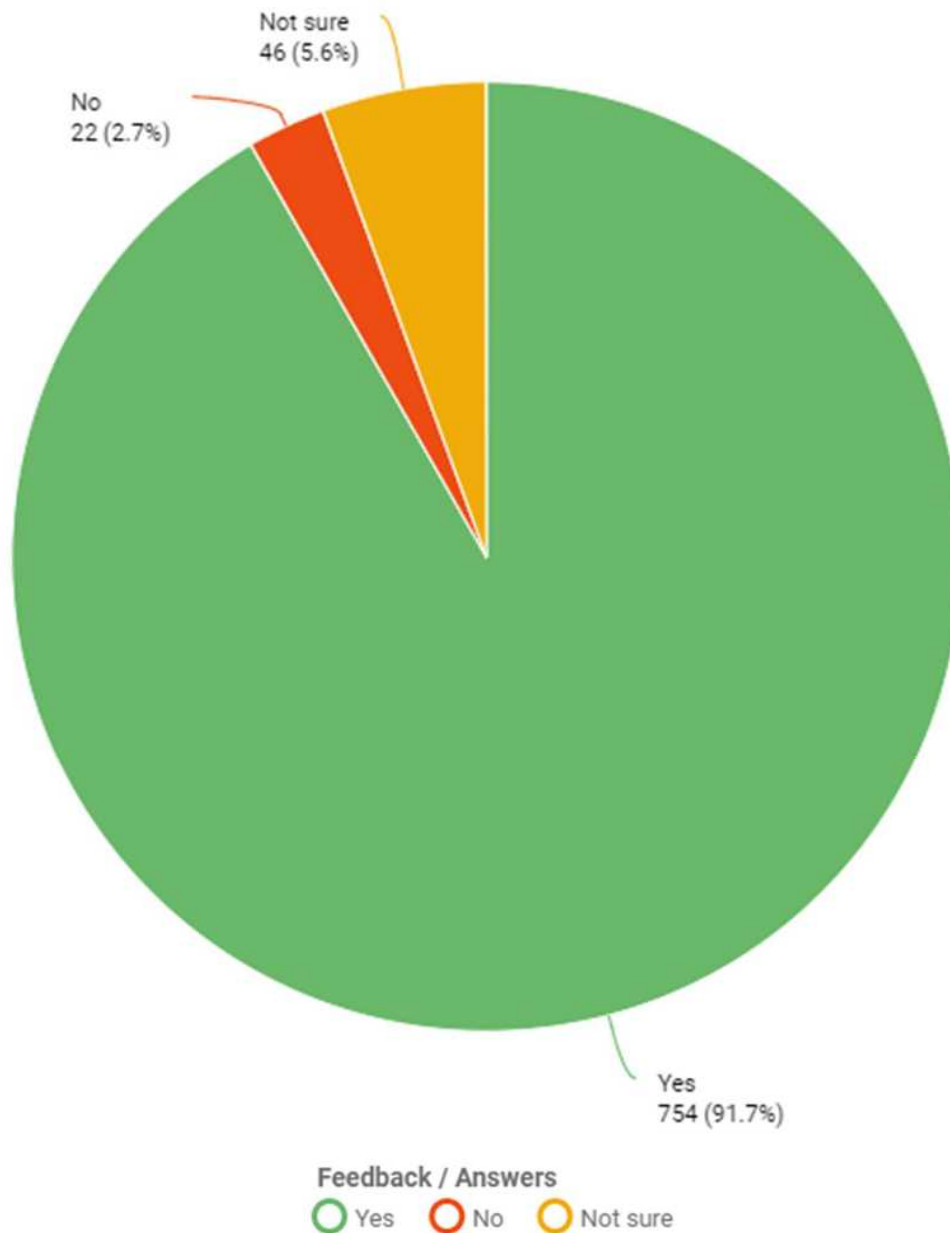
3.7.1 Overall, 140 respondents (17.9%) have identified as having a disability, with the remaining 82.1% noting that they do not have a disability.

4. Summary of Public Feedback

4.1 Summary of feedback forms

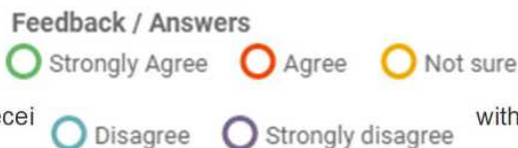
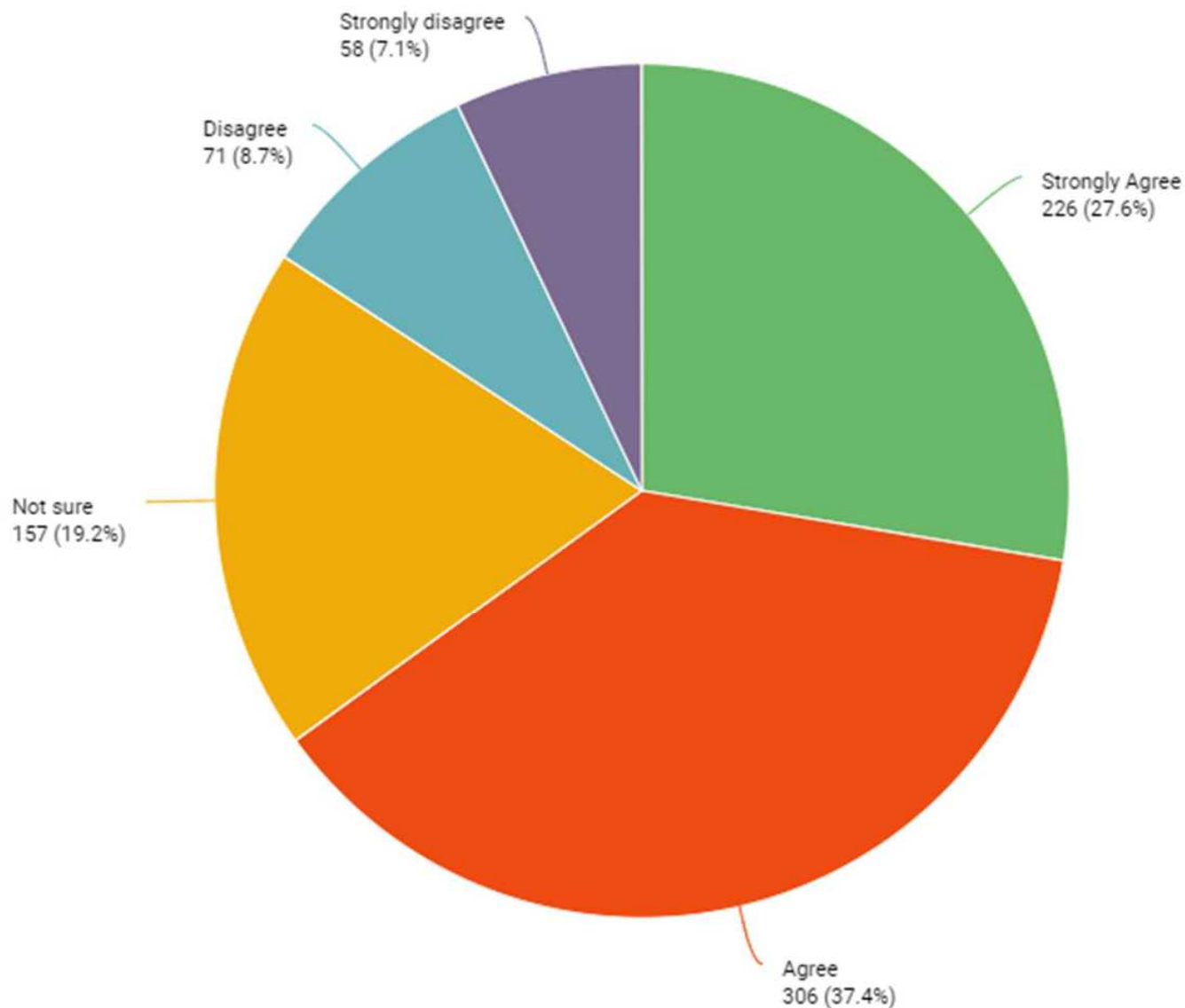
- 4.1.1 The following analysis covers the data and responses received up to (and including) Thursday 4th August 2022.
- 4.1.2 A total of 826 feedback forms were received by the online deadline of Thursday 4th August 2022, and the postal deadline of Monday 8th August 2022.
- 4.1.3 Responses were recorded for each of the nine questions asked, and the data is presented within this report along with the issues that were raised by respondents.

Q1: Do you understand why we are making a new Local Transport and Connectivity Plan (LTCP)?



- 4.1.4 Overall, 754 feedback forms (91.7%) answered 'Yes' to the first question, confirming that they understood why the Combined Authority is producing an updated Local Transport and Connectivity Plan.
- 4.1.5 22 responses (2.7%) answered 'No' to this question. This first question did not ask respondents to provide further comments. An additional 46 (5.6%) answered 'Not Sure' to this question, with a further four responses that did not provide an answer.

Q2: To what extent do you agree with the proposed LTCP vision?



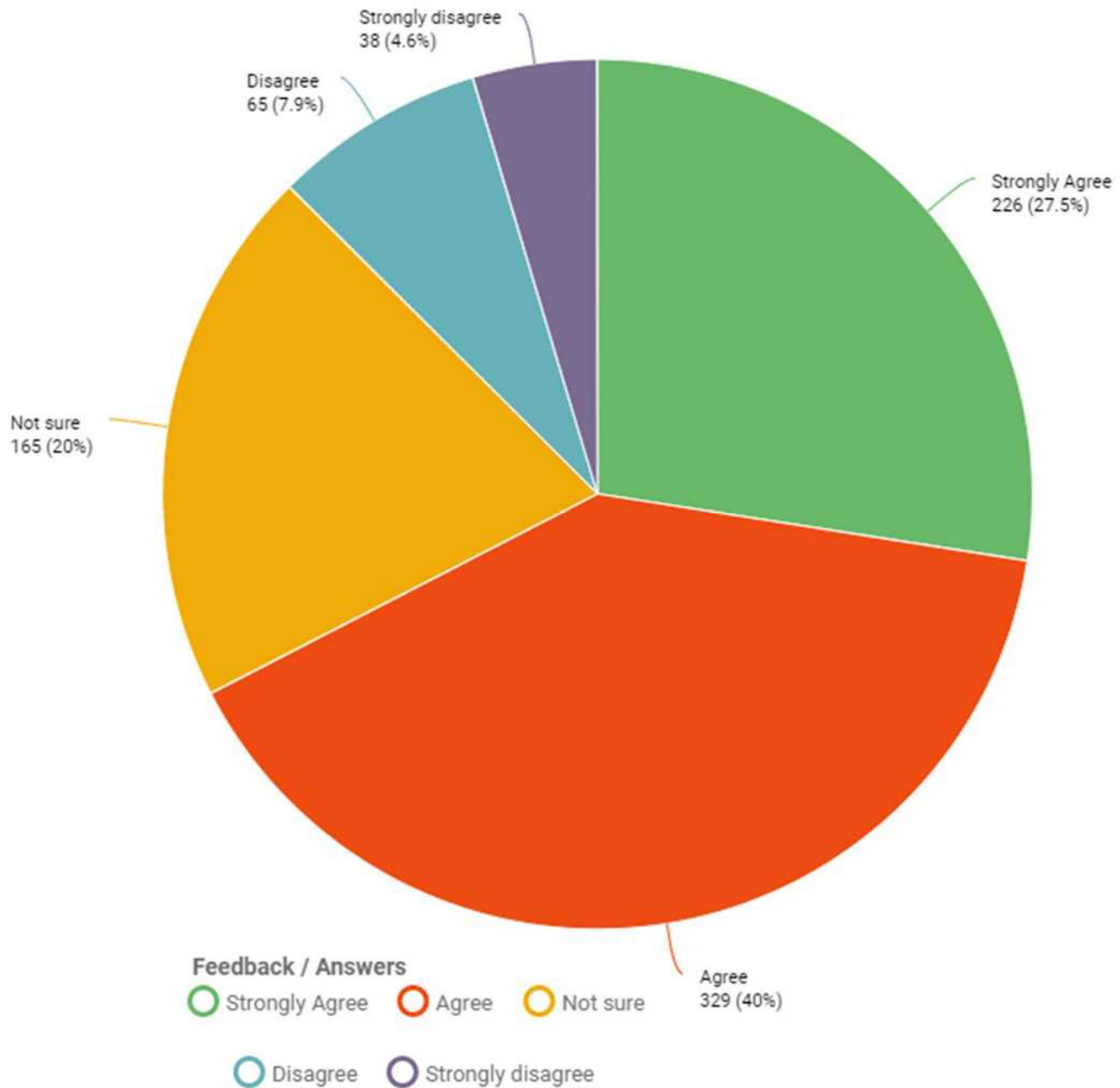
4.1.6 Of the responses received with the vision set out by the Combined Authority.

4.1.7 7.1% of responses strongly disagreed with the vision laid out by the Combined Authority, with a further 8.7% who selected disagree. A further 19.2% of responses selected that they were not sure.

Q3: To what extent do you agree with the proposed LTCP goals?

4.1.8 This question asked respondents to select whether they agreed with the six LTCP goals. Therefore, each goal is analysed in turn.

Goal 1 – Productivity

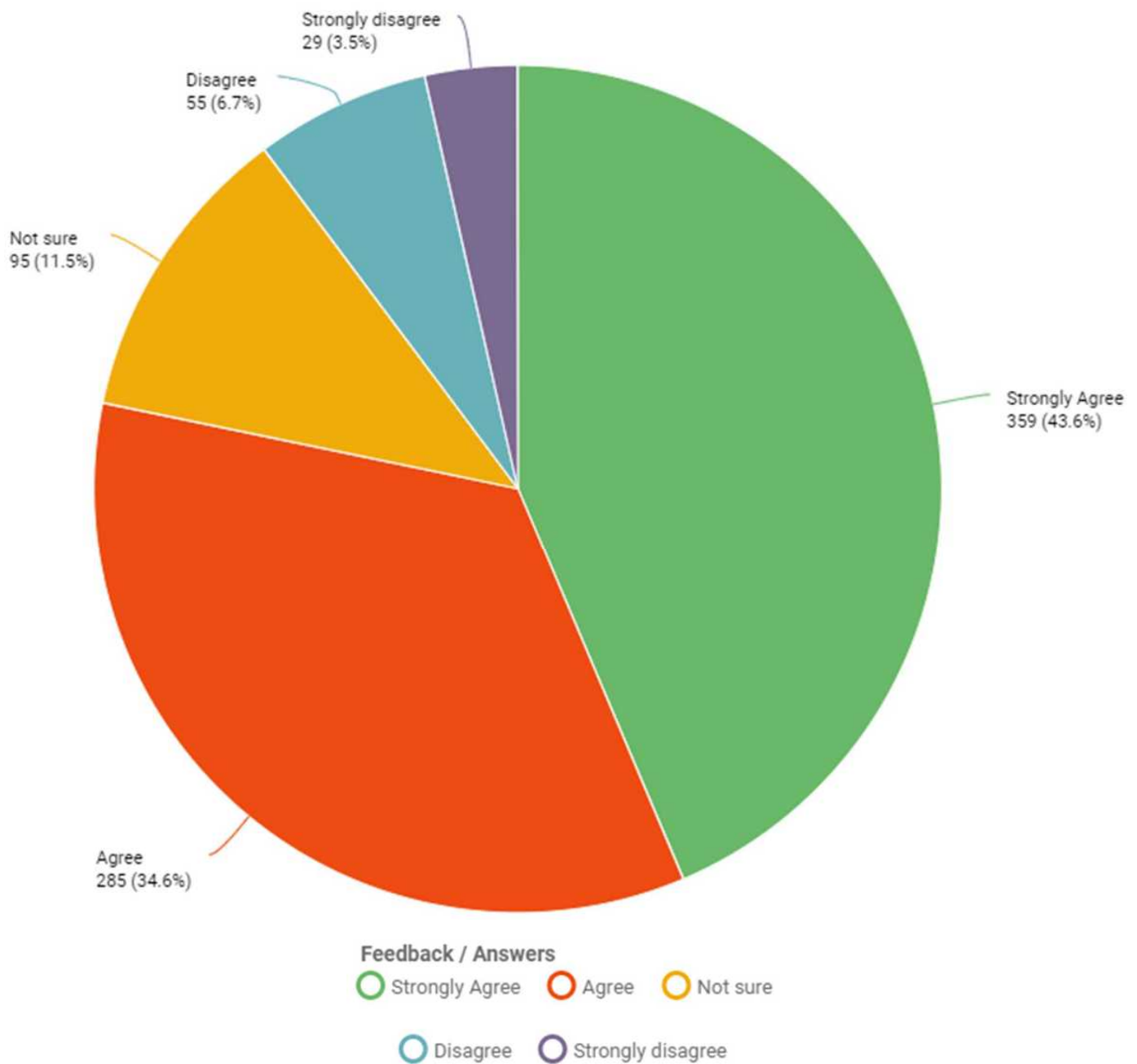


4.1.9 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that productivity should be a goal within the LTCP.

4.1.10 67% of responses either strongly agreed or agreed that productivity should be included as a goal within the LTCP.

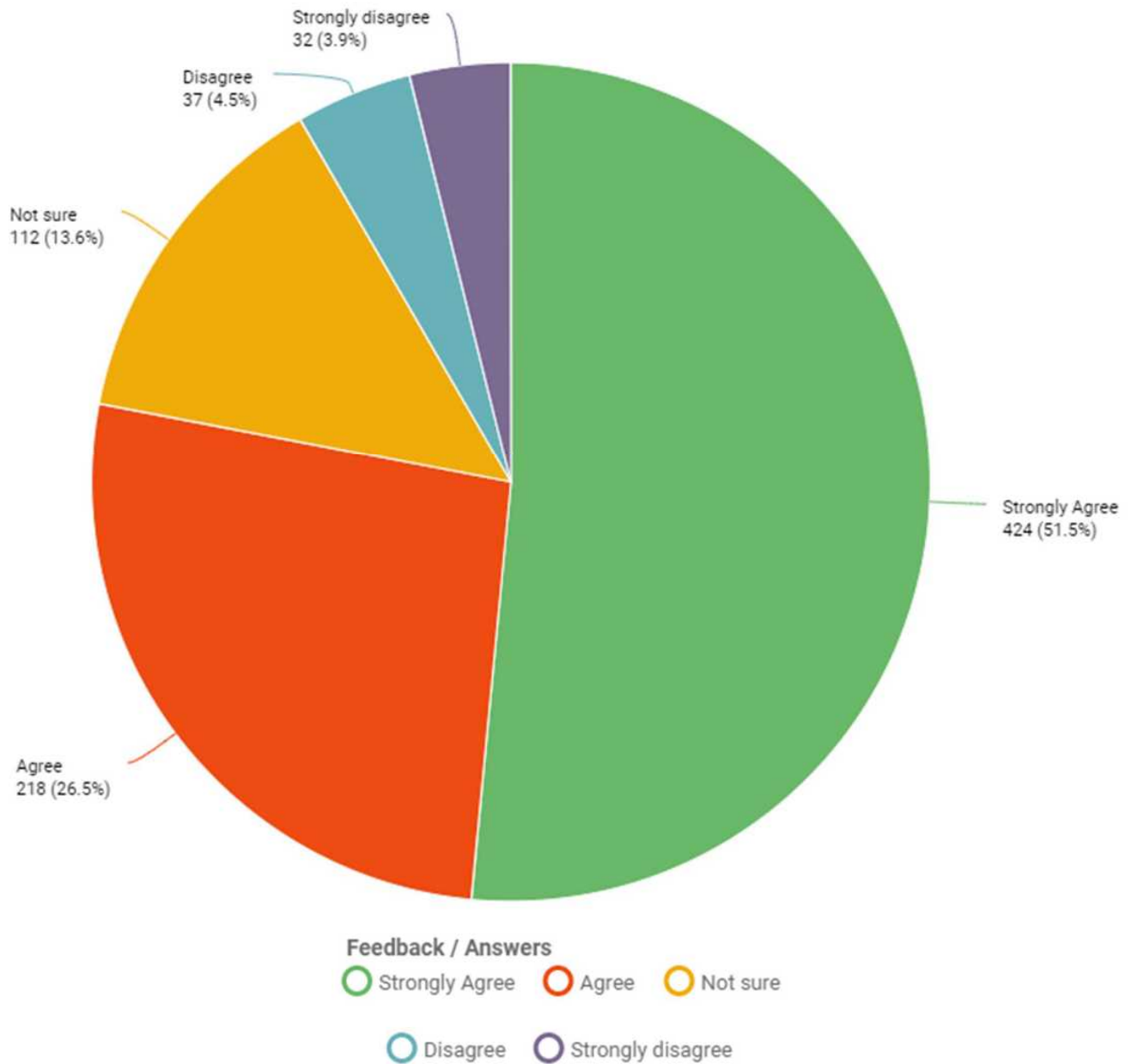
4.1.11 A further 7.9% selected disagree, with 4.6% of responses who strongly disagreed. 20% of responses were unsure.

Goal 2 – Connectivity



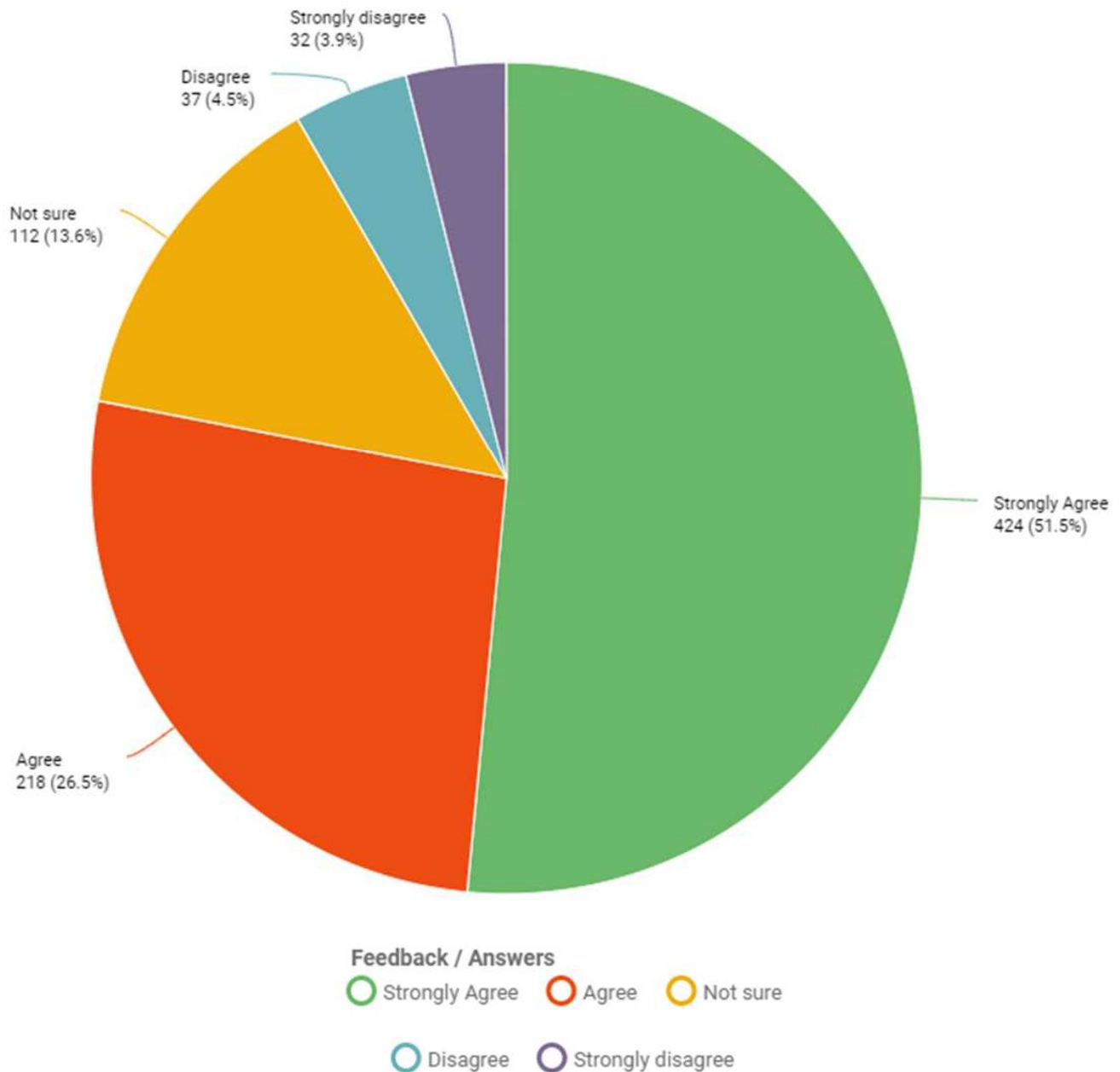
- 4.1.12 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that connectivity should be a goal within the LTCP.
- 4.1.13 78.2% of responses either strongly agreed or agreed that connectivity should be included as a goal within the LTCP.
- 4.1.14 A further 6.7% selected disagree, with 3.5% of responses who strongly disagreed. 11.5% of responses were unsure.

Goal 3 – Climate



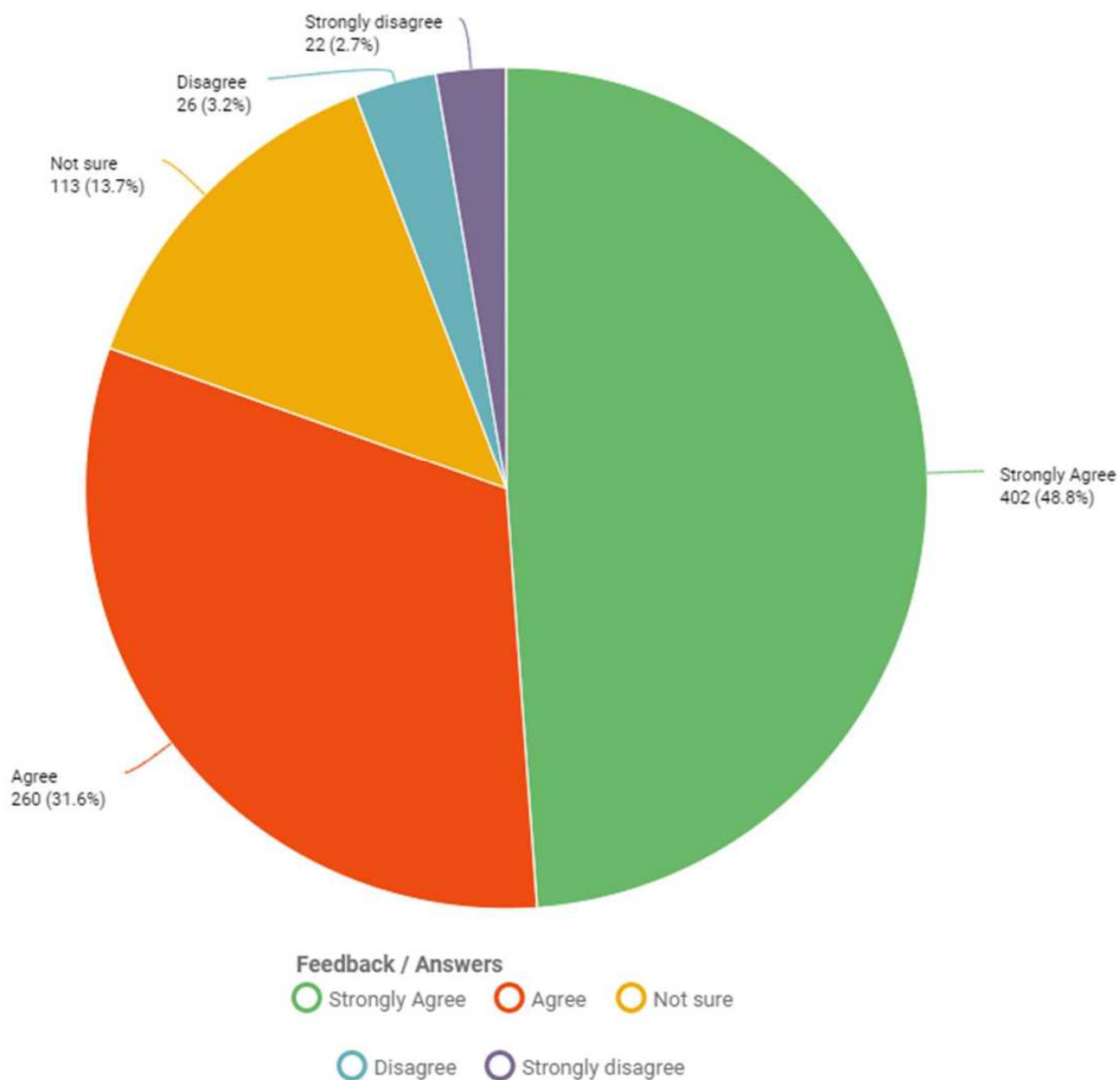
- 4.1.15 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that climate should be a goal within the LTCP.
- 4.1.16 78% of responses either strongly agreed or agreed that climate should be included as a goal within the LTCP.
- 4.1.17 A further 4.5% selected disagreed, with 3.9% of responses who strongly disagreed. 13.6% of responses were unsure.

Goal 4 – Environment



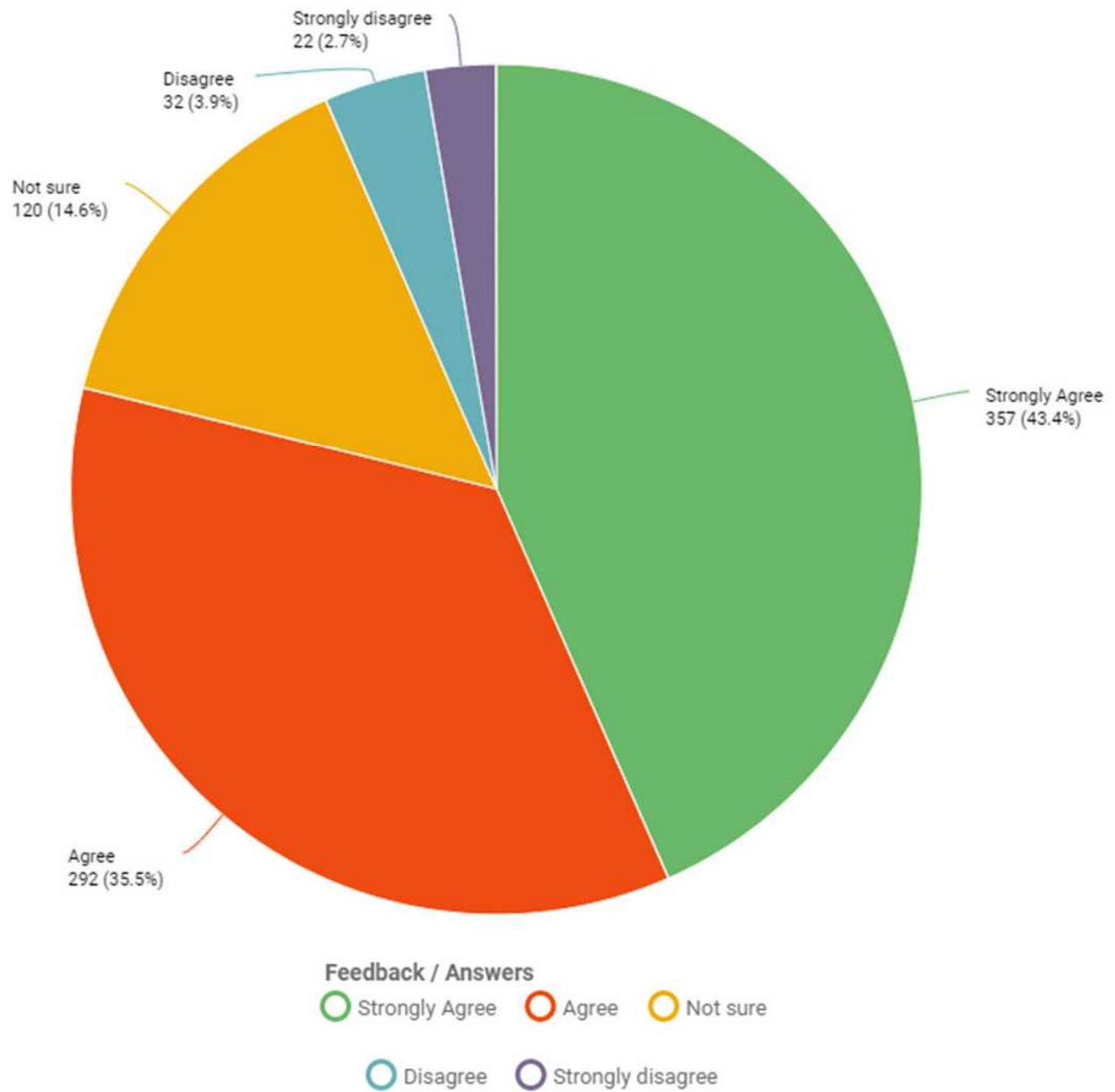
- 4.1.18 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that the environment should be a goal within the LTCP.
- 4.1.19 79.7% of responses either strongly agreed or agreed that the environment should be included as goal within the LTCP.
- 4.1.20 A further 3.5% selected disagree, with 4% of responses who strongly disagreed. 12.8% of responses were unsure.

Goal 5 – Health



- 4.1.21 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that health should be a goal within the LTCP.
- 4.1.22 80.4% of responses either strongly agreed or agreed that health should be included as a goal within the LTCP.
- 4.1.23 A further 3.2% selected disagree, with 2.7% of responses who strongly disagreed. 13.7% of responses were unsure.

Goal 6 – Safety

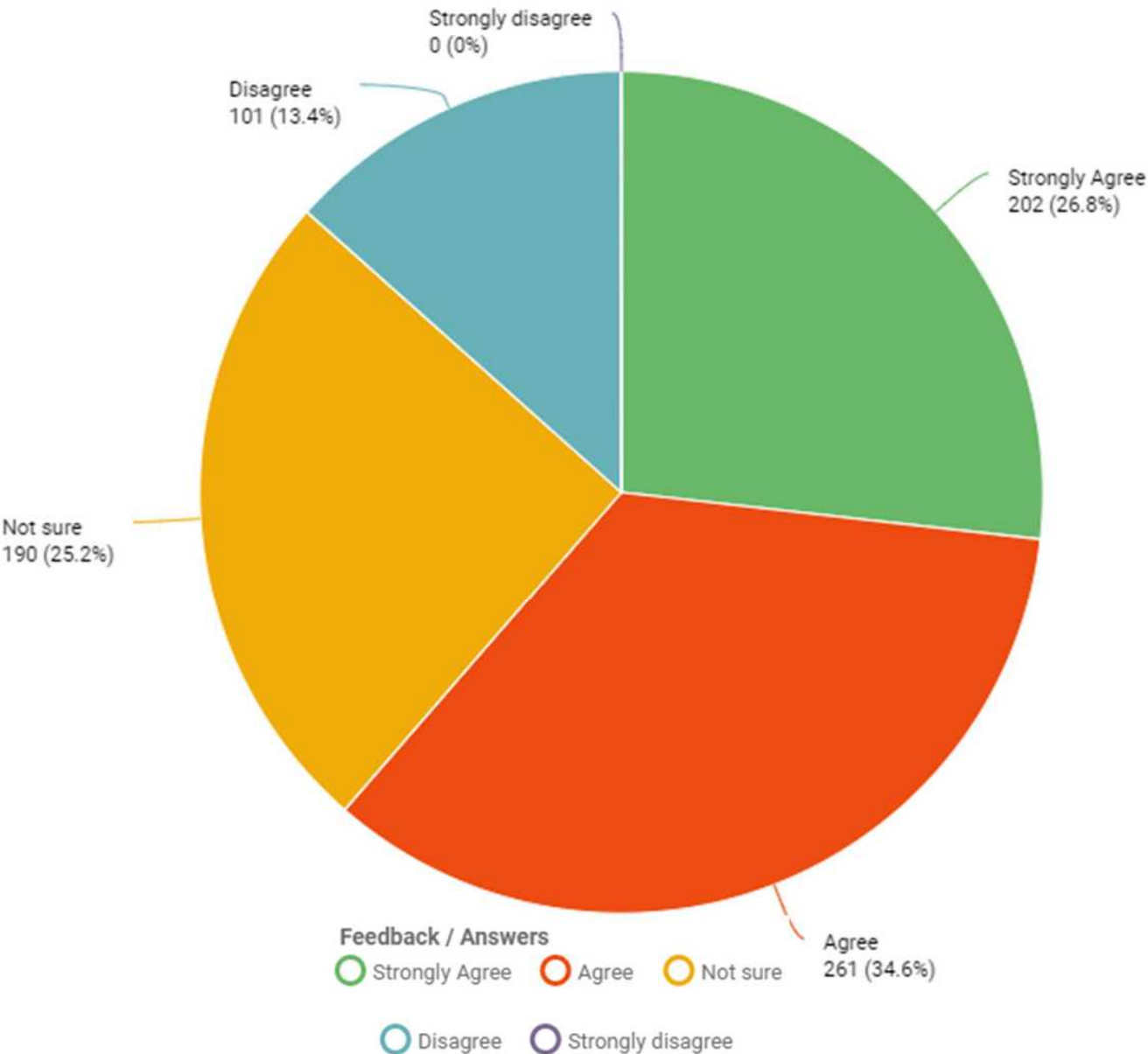


- 4.1.24 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that safety should be a goal within the LTCP.
- 4.1.25 78.9% of responses either strongly agreed or agreed that safety should be included as a goal within the LTCP.
- 4.1.26 A further 3.9% selected disagree, with 2.7% of responses who strongly disagreed. A further 14.6% of responses were unsure.

Q4: To what extent do you agree with the proposed LTCP objectives?

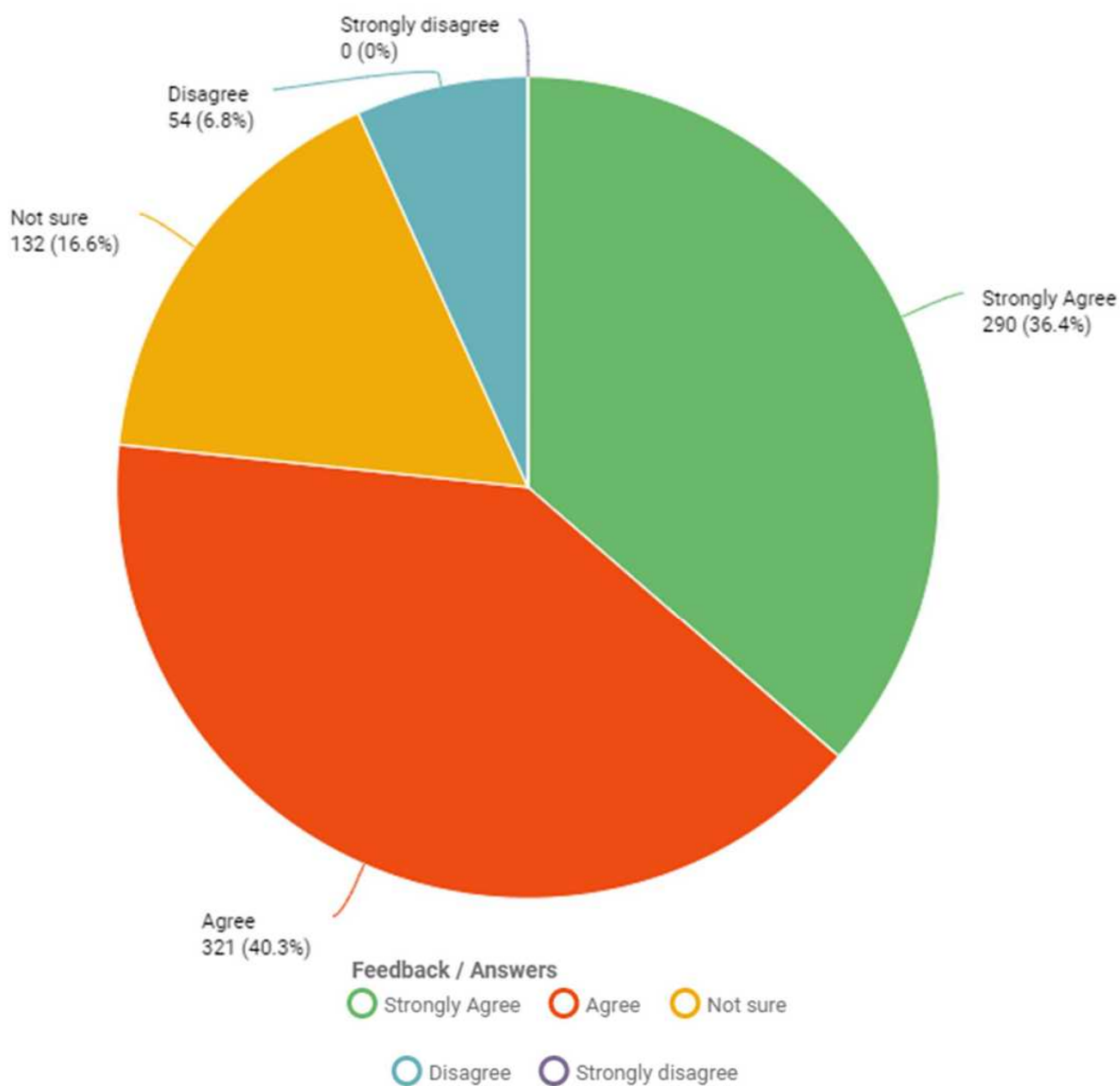
- 4.1.27 This question asked respondents to select from eleven LTCP objectives and determine whether they agreed with the proposed LTCP objectives.
- 4.1.28 Therefore, each of the eleven objectives is analysed in turn below.

Objective 1 – Housing



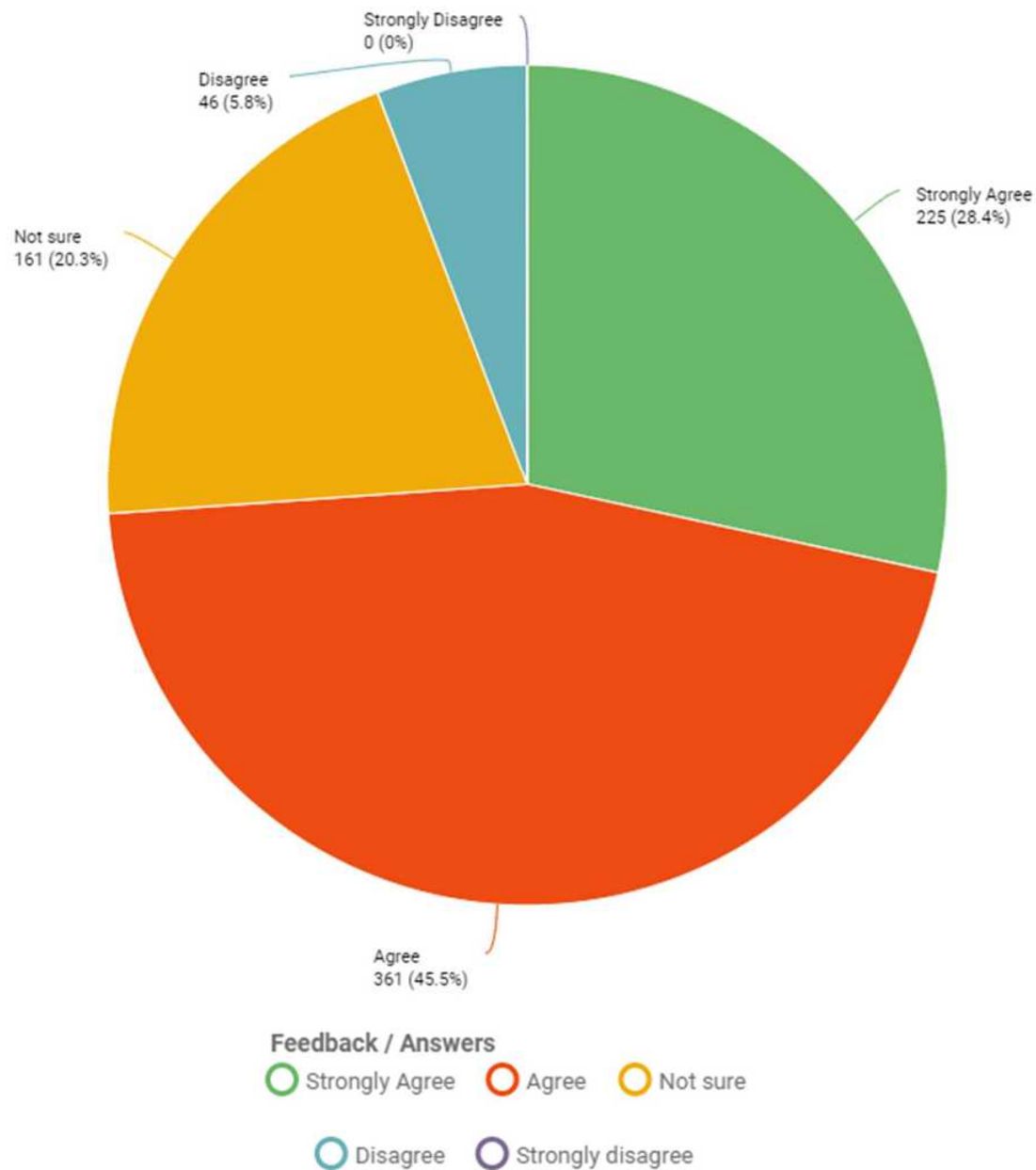
- 4.1.29 A total of 754 feedback submissions provided an answer, when asked to what extent they agreed the housing should be an objective within the LTCP.
- 4.1.30 61.4% of responses either strongly agreed or agreed that housing should be included as an objective within the LTCP.
- 4.1.31 A further 13.4% selected disagree, with 25.2% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 2 – Employment



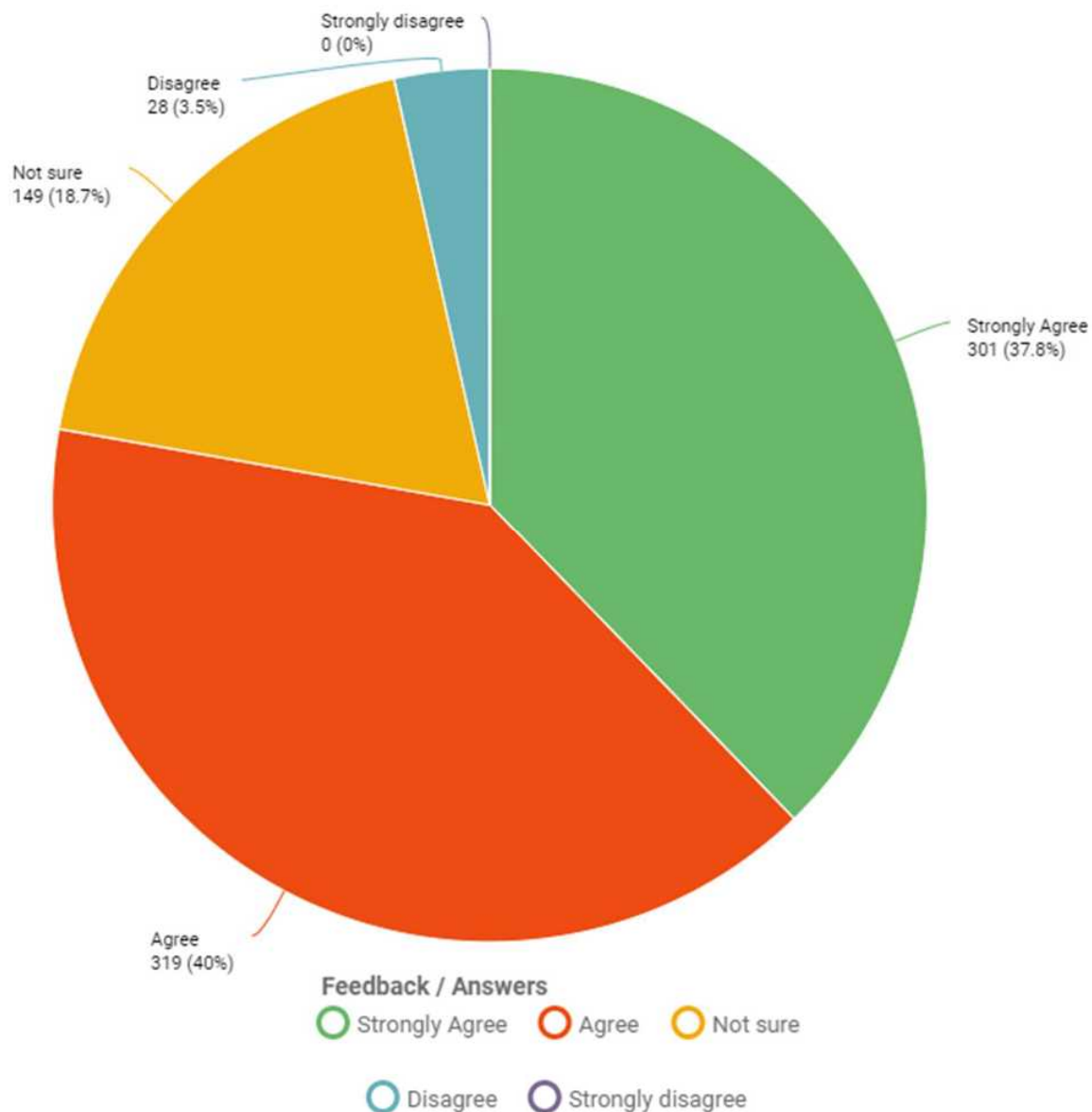
- 4.1.32 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that employment should be included as an objective within the LTCP.
- 4.1.33 76.7% of responses either strongly agreed or agreed that employment should be included as an objective within the LTCP.
- 4.1.34 A further 6.8% selected disagree, with 16.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 3 – Business and Tourism



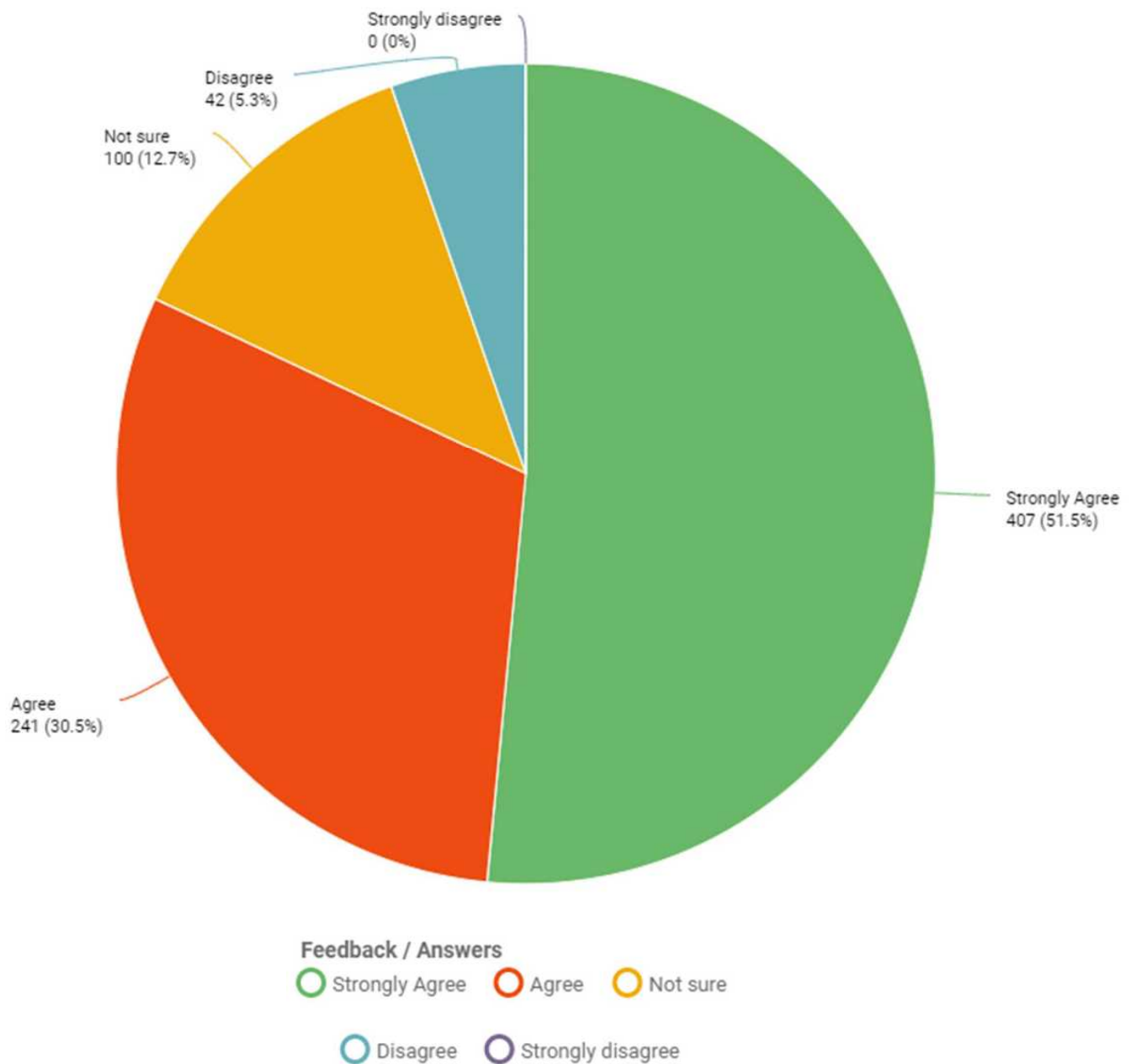
- 4.1.35 A total of 793 feedback submissions provided an answer, when asked to what extent they agreed that business and tourism should be included as an objective within the LTCP.
- 4.1.36 73.9% of responses either strongly agreed or agreed that business and tourism should be included as an objective within the LTCP.
- 4.1.37 A further 5.8% selected disagree, with 20.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 4 – Resilience



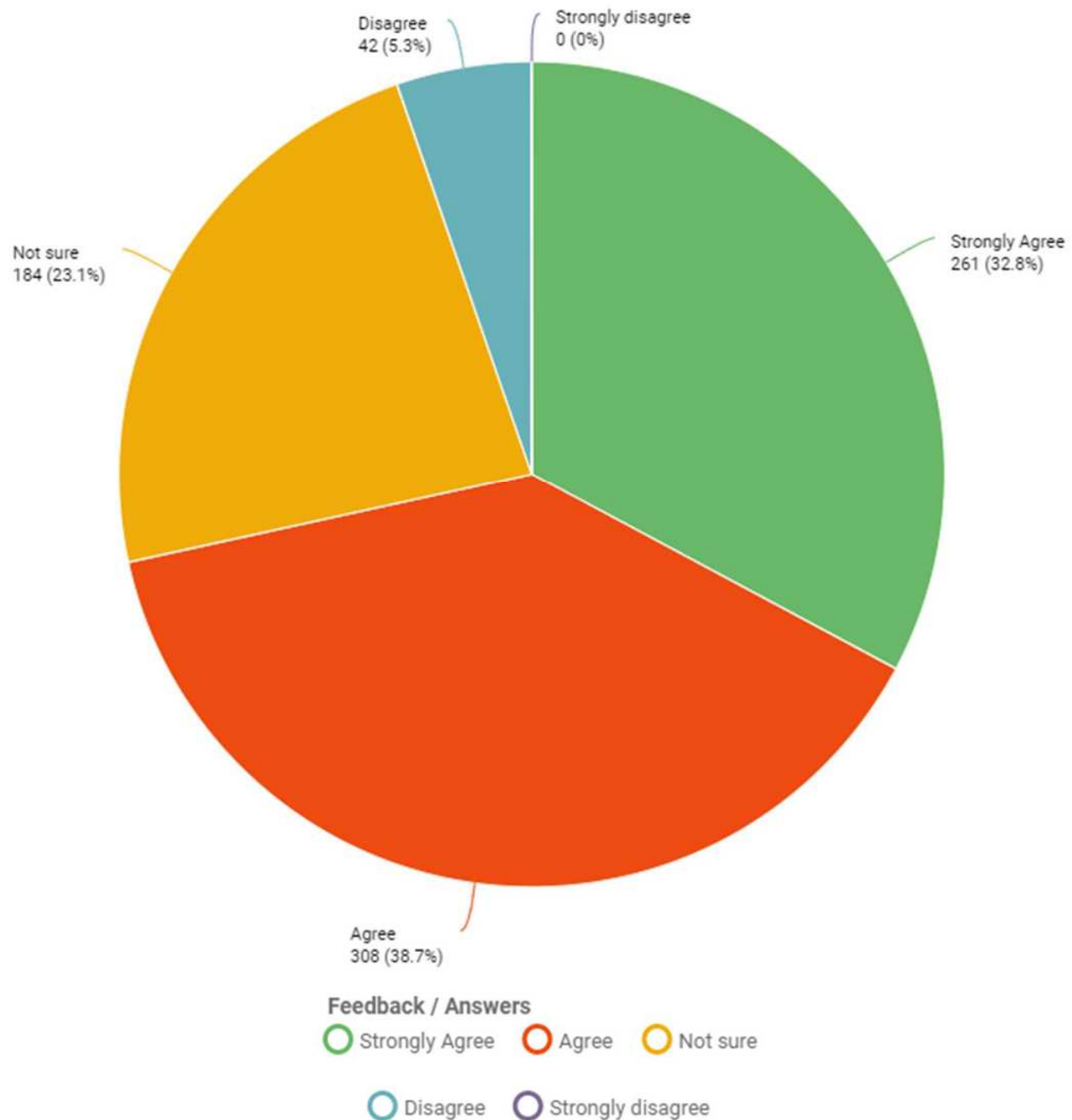
- 4.1.38 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that resilience should be an objective within the LTCP.
- 4.1.39 77.8% of responses either strongly agreed or agreed that resilience should be included as an objective within the LTCP.
- 4.1.40 A further 3.5% selected disagree, with 18.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 5 – Accessibility



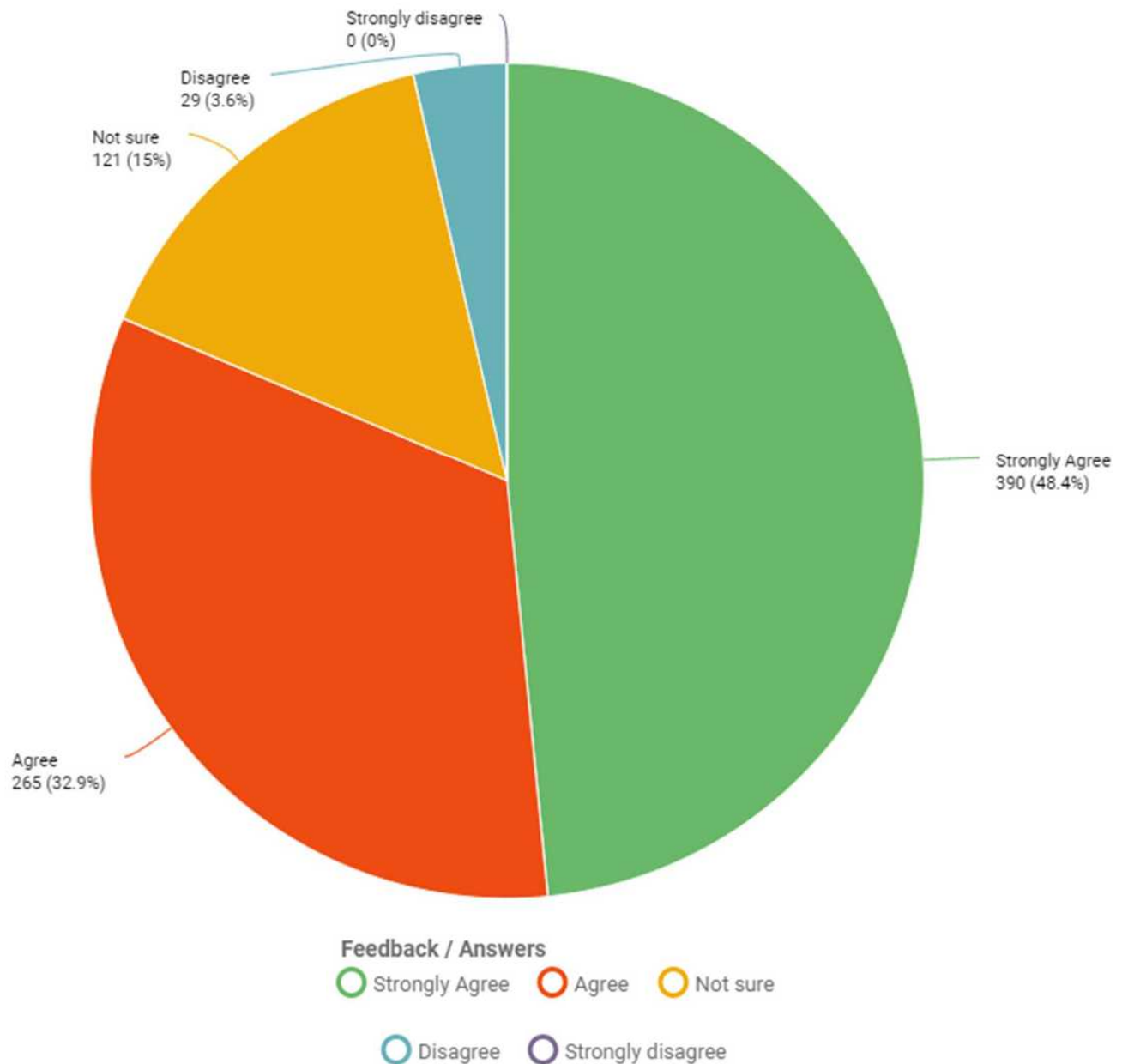
- 4.1.41 A total of 790 feedback submissions provided an answer, when asked to what extent they agreed that accessibility should be an objective within the LTCP.
- 4.1.42 82% of responses either strongly agreed or agreed that accessibility should be included as an objective within the LTCP.
- 4.1.43 A further 5.3% selected disagree, with 12.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 6 – Digital



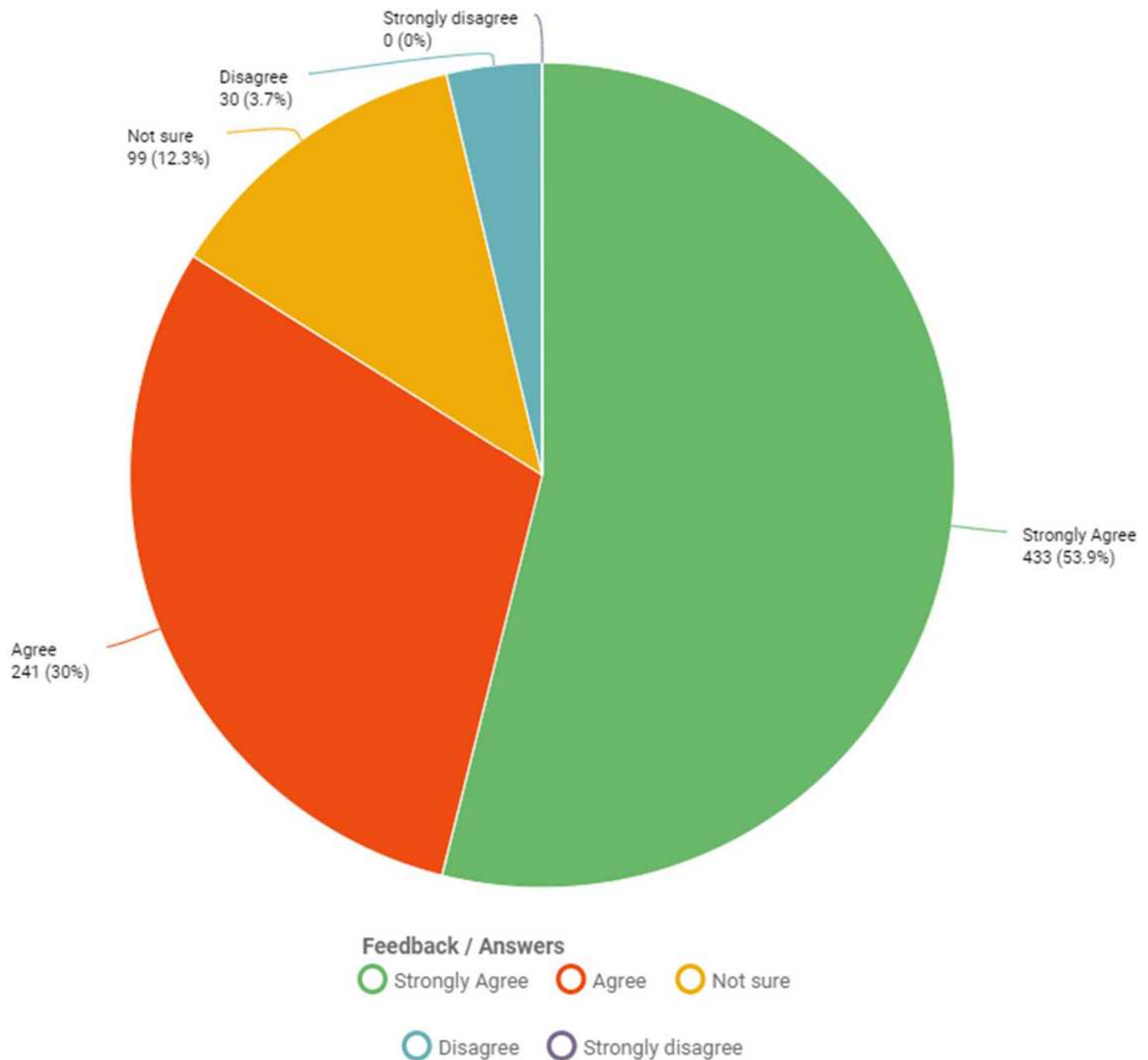
- 4.1.44 A total of 795 feedback submissions provided an answer, when asked to what extent they agreed that digital should be an objective within the LTCP.
- 4.1.45 71.5% of responses either strongly agreed or agreed that digital should be included as an objective within the LTCP.
- 4.1.46 A further 5.3% selected disagree, with 23.1% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 7 – Health and Wellbeing



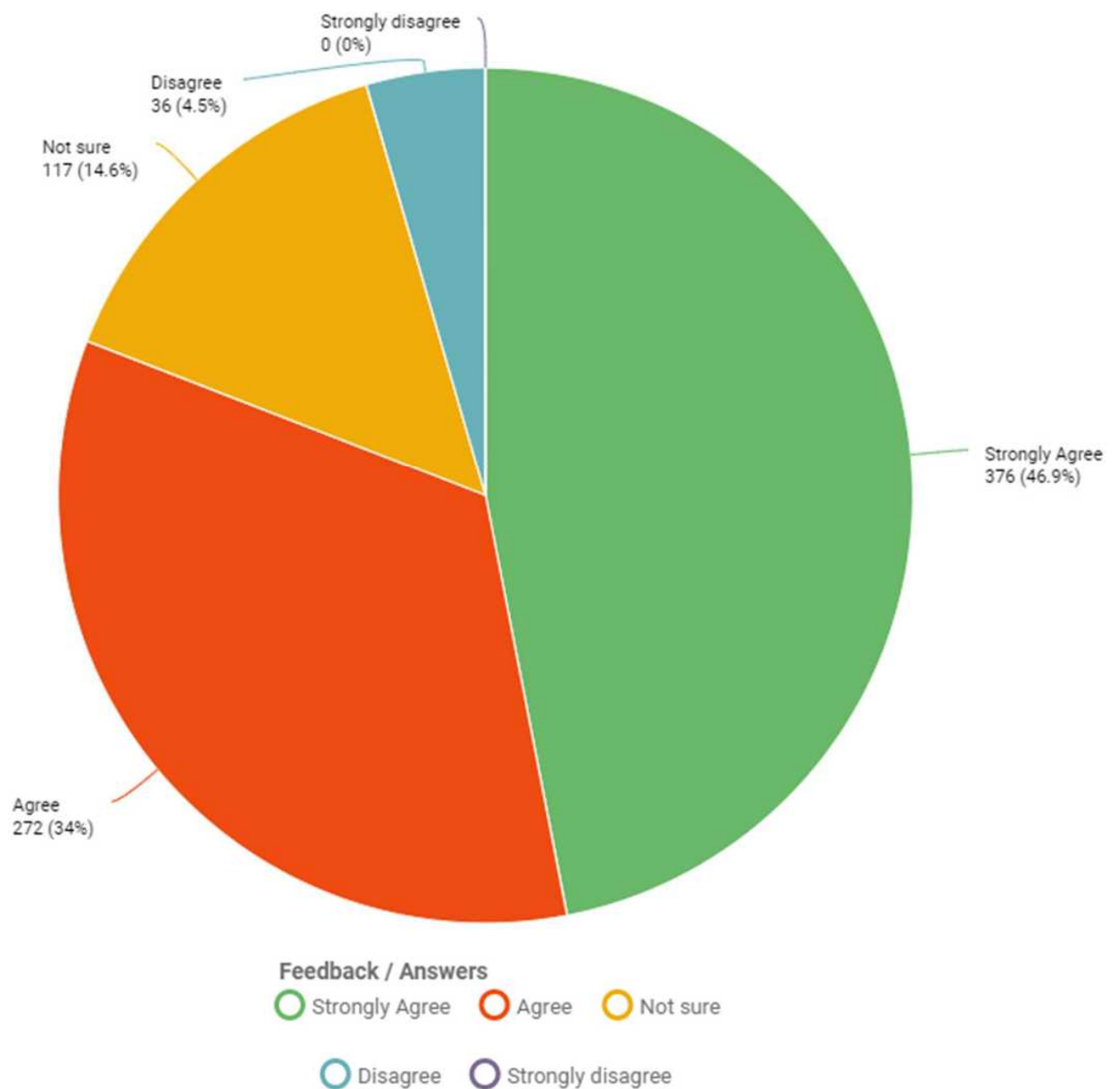
- 4.1.47 A total of 805 feedback submissions provided an answer, when asked to what extent they agreed that health and wellbeing should be an objective within the LTCP.
- 4.1.48 81.3% of responses either strongly agreed or agreed that health and wellbeing should be included as an objective within the LTCP.
- 4.1.49 A further 3.6% selected disagree, with 15% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 8 – Air Quality



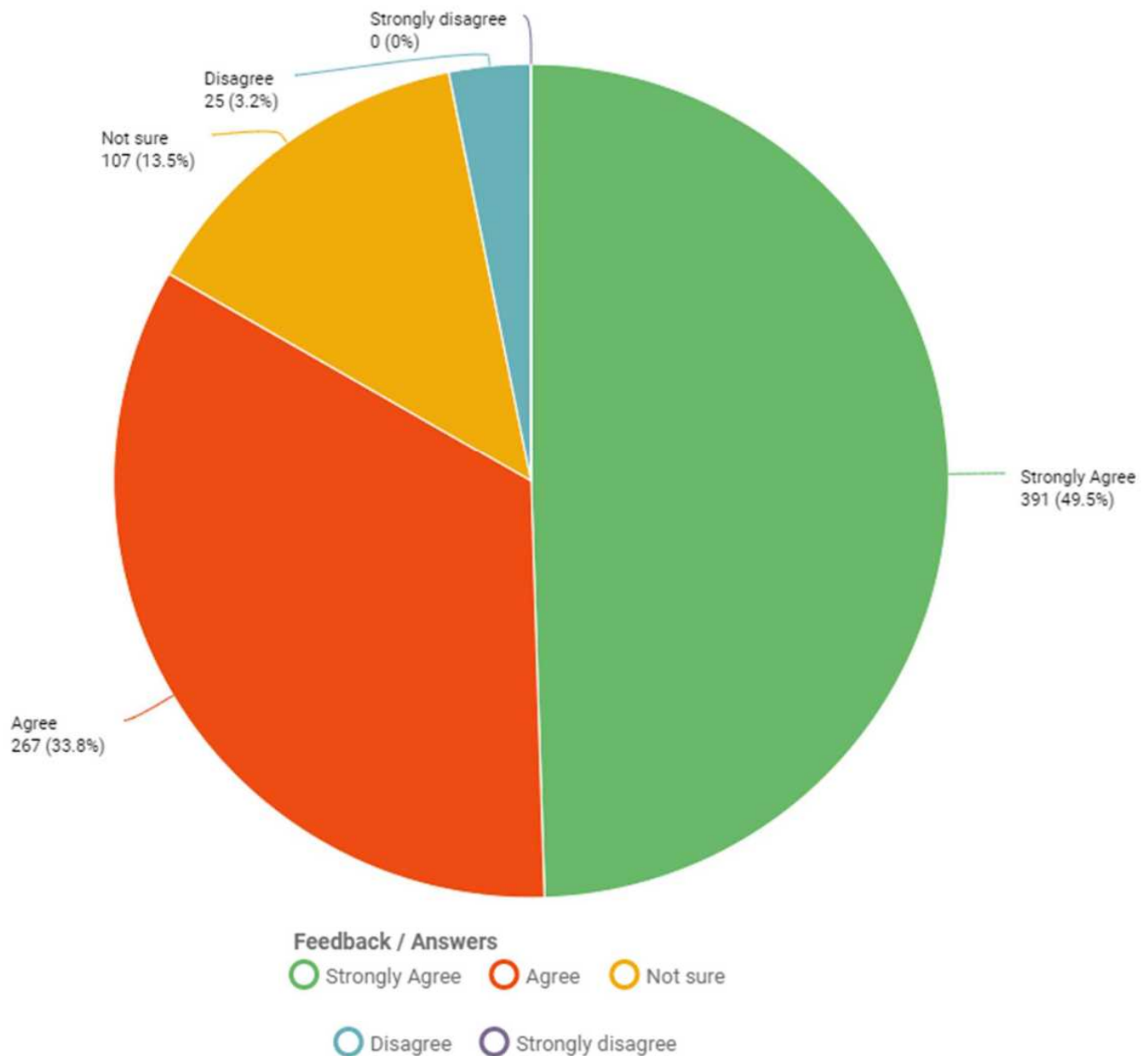
- 4.1.50 A total of 803 feedback submissions provided an answer, when asked to what extent they agreed that air quality should be an objective within the LTCP.
- 4.1.51 83.9% of responses either strongly agreed or agreed that air quality should be included as an objective within the LTCP.
- 4.1.52 A further 3.7% selected disagree, with 12.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 9 – Safety



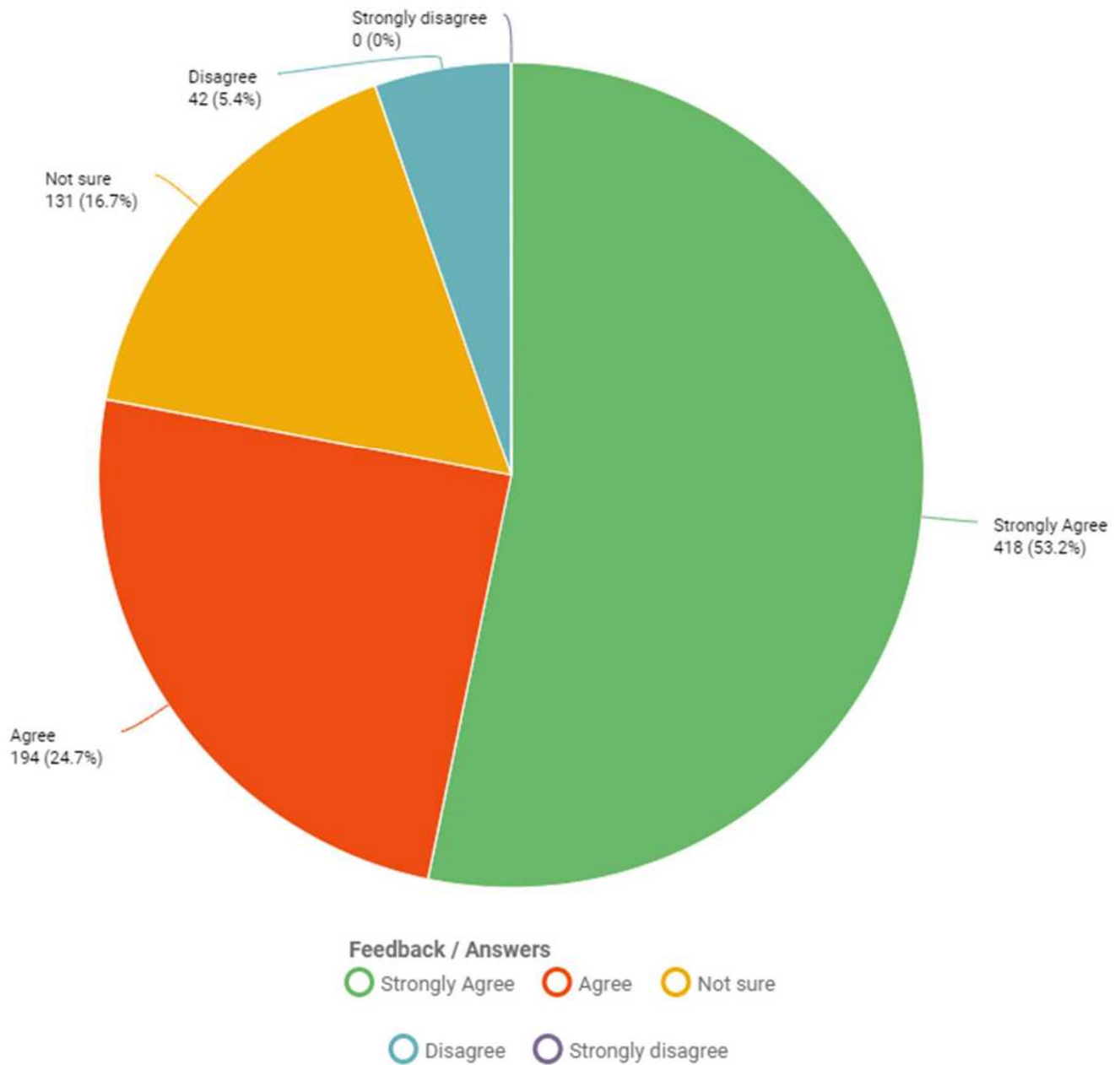
- 4.1.53 A total of 801 feedback submissions provided an answer, when asked to what extent they agreed that safety should be an objective within the LTCP.
- 4.1.54 80.9% of responses either strongly agreed or agreed that safety should be included as an objective within the LTCP.
- 4.1.55 A further 4.5% selected disagree, with 14.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 10 – Environment



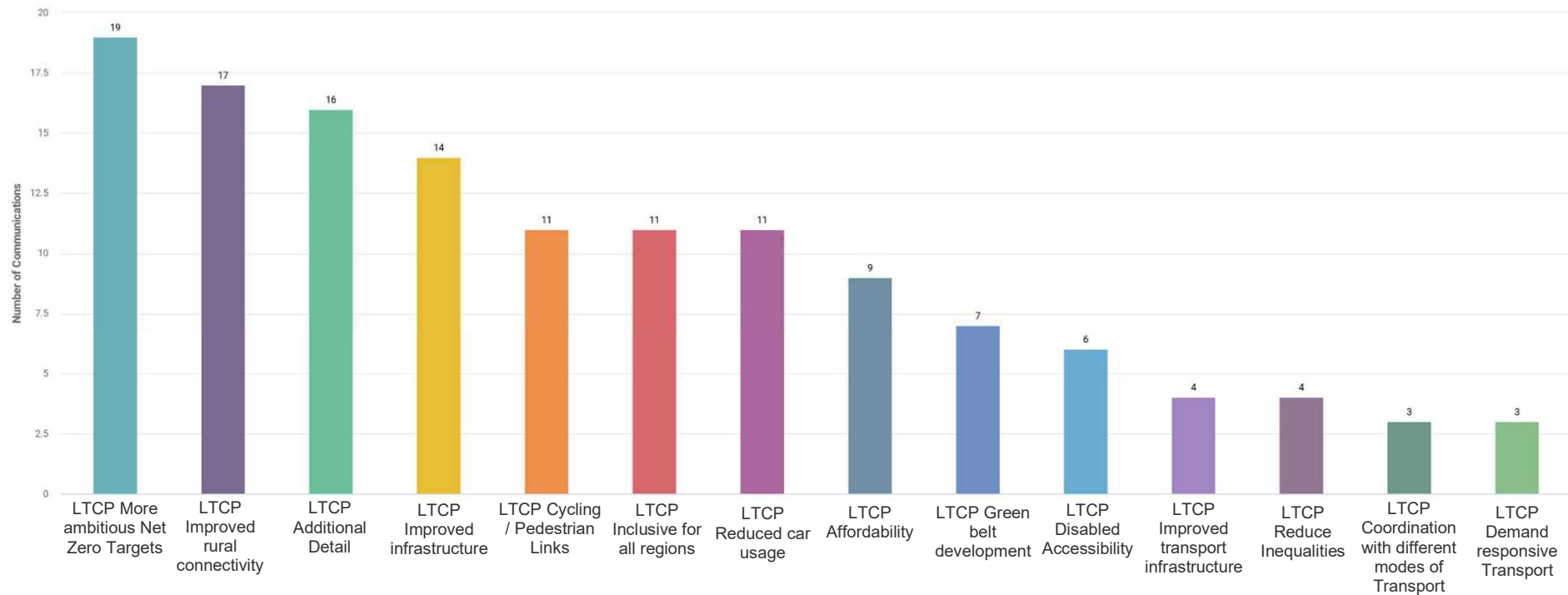
- 4.1.56 A total of 790 feedback submissions provided an answer when asked to what extent they agreed that the environment should be an objective within the LTCP.
- 4.1.57 83.3% of responses either strongly agreed or agreed that the environment should be included as an objective within the LTCP.
- 4.1.58 A further 3.2% selected disagree, with 13.5% that were unsure. No feedback responses selected strongly disagree.

Objective 11 – Climate Change



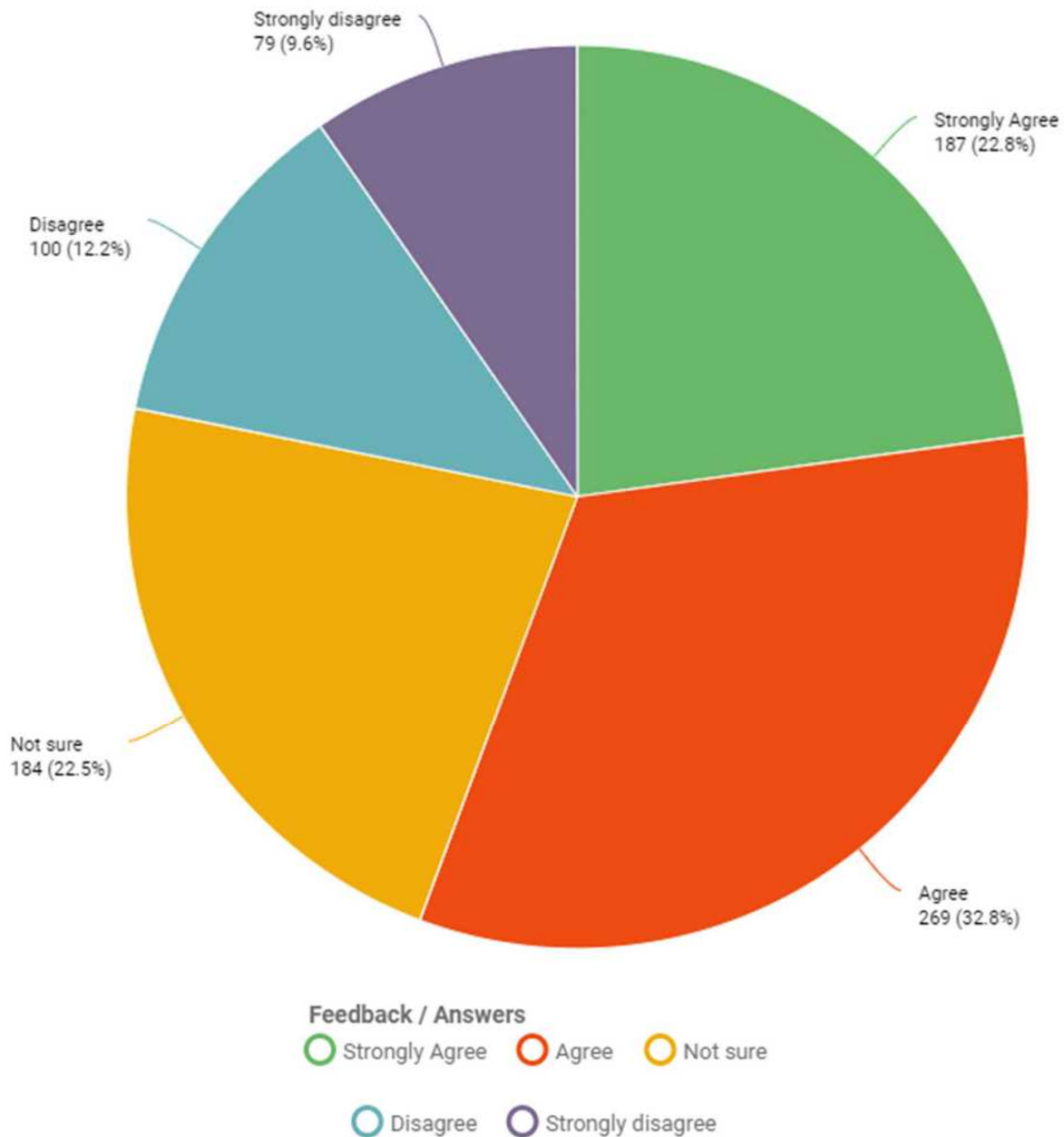
- 4.1.59 A total of 785 feedback submissions provided an answer when asked to what extent they agreed that climate change should be an objective within the LTCP.
- 4.1.60 77.9% of responses either strongly agreed or agreed that climate change should be included as an objective within the LTCP.
- 4.1.61 A further 5.4% selected disagree, with 16.7% that were unsure. No feedback responses selected strongly disagree.

Q5: Please add any further comments you have about the LTCP vision, goals and objective

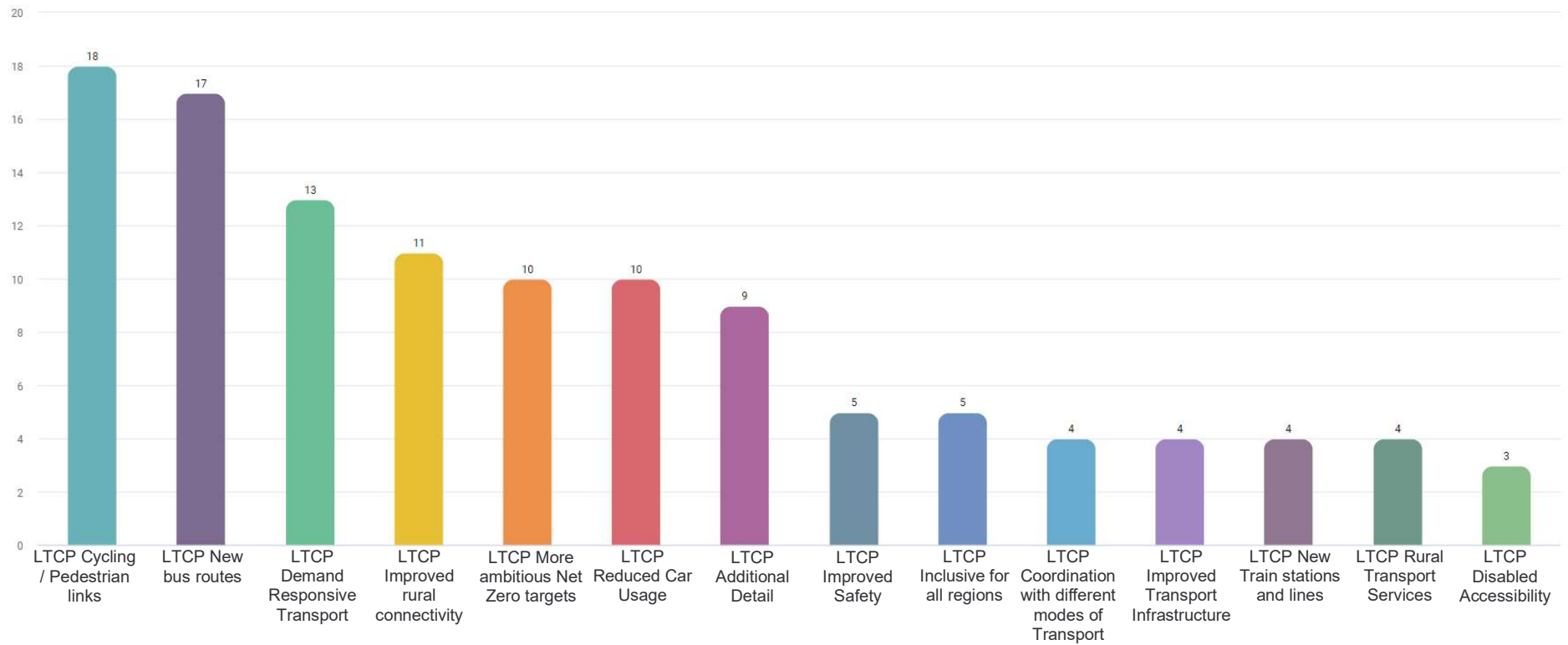


- 4.1.62 The most frequent comment, when asked whether there were any further comments to add on the vision, goal and objectives for the LTCP, was a desire to see the Combined Authority adopt more ambitious Net Zero targets, which was cited by 19 respondents.
- 4.1.63 Other topics that individuals felt should be addressed within the vision, goals and objectives of the plan included improving rural connectivity; as well as a need to further information to be provided about the vision, goals and objectives, together with the need to improve overall infrastructure within the region.

Q6: To what extent do you agree with the proposed strategy for transport in Cambridgeshire & Peterborough?

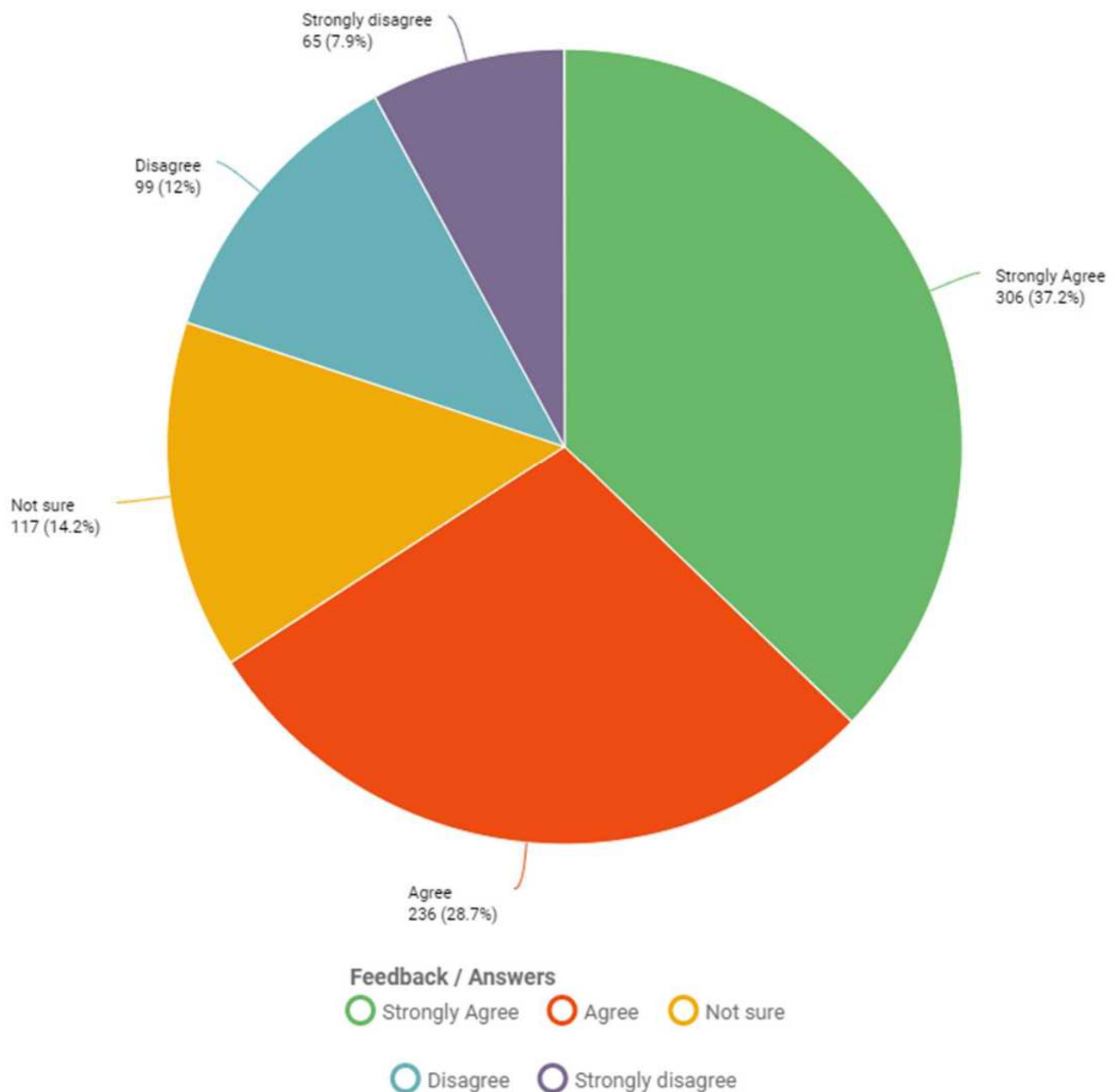


- 4.1.64 The following question asked respondents whether they agreed with the proposed strategy for transport in Cambridge and Peterborough. A total of 819 responses were received to this question.
- 4.1.65 55.6% of responses either strongly agreed or agree with the proposed strategy for transport in Cambridgeshire and Peterborough. A further 12.2% selected disagree, with 9.6% who strongly disagreed with the proposed strategy. A further 22.5% of responses selected unsure.



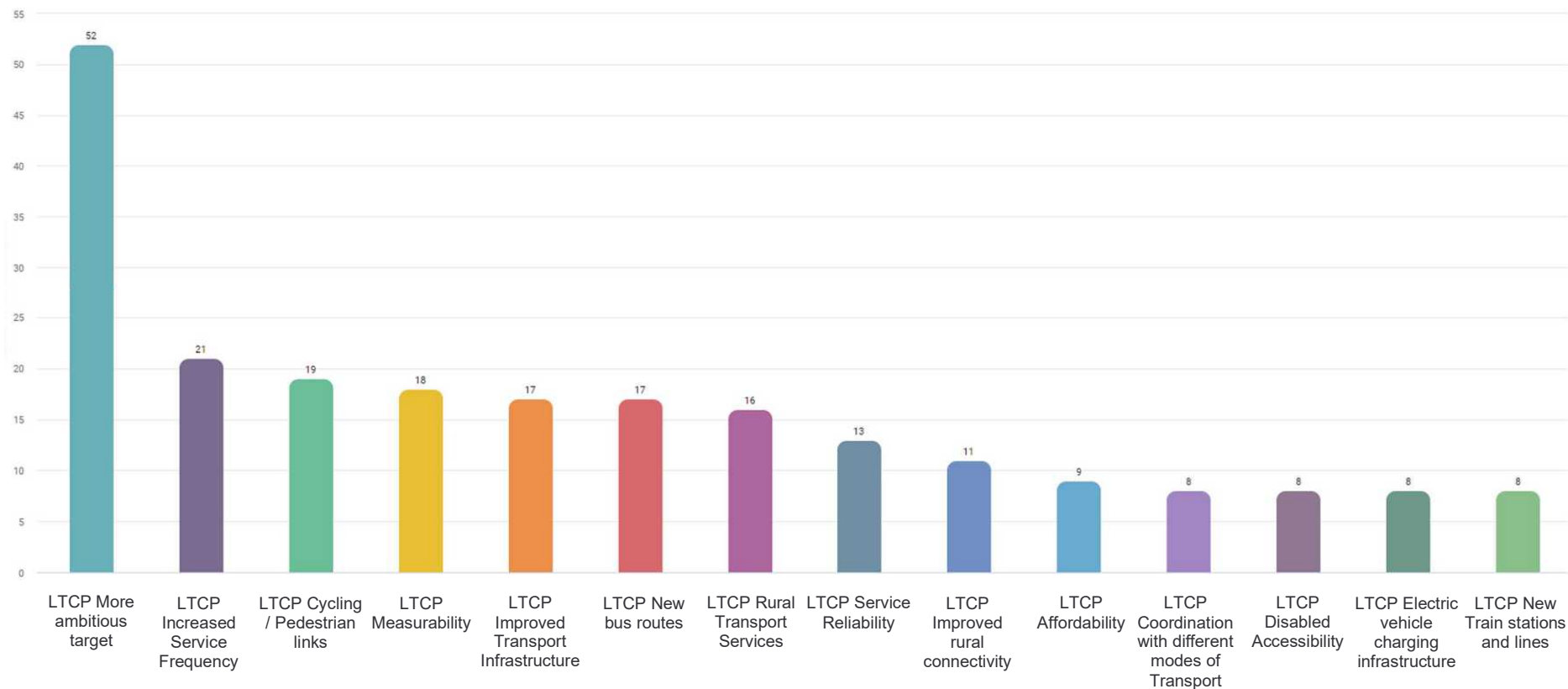
4.1.66 When asked whether there were any further comments regarding the proposed strategy, the need to ensure that further cycle and pedestrian links are included in the strategy was cited 18 times. This was followed by the need to provide new bus routes (17), followed by the desire to see demand responsive transport included within the strategy (13).

Q7: To what extent do you agree with the proposal to cut the number of miles driven on our roads by 15%?



4.1.67 The following question asked respondents to what extent they agreed with the proposal to cut the number of miles driven on the regions roads by 15%. A total of 823 responses were received to this question.

4.1.68 65.9% either strongly agreed or agreed with the proposal to cut car usage by 15%. A further 12% of responses selected disagree, with 7.9% that strongly disagreed with the proposal. An additional 14.2% of responses were unsure.

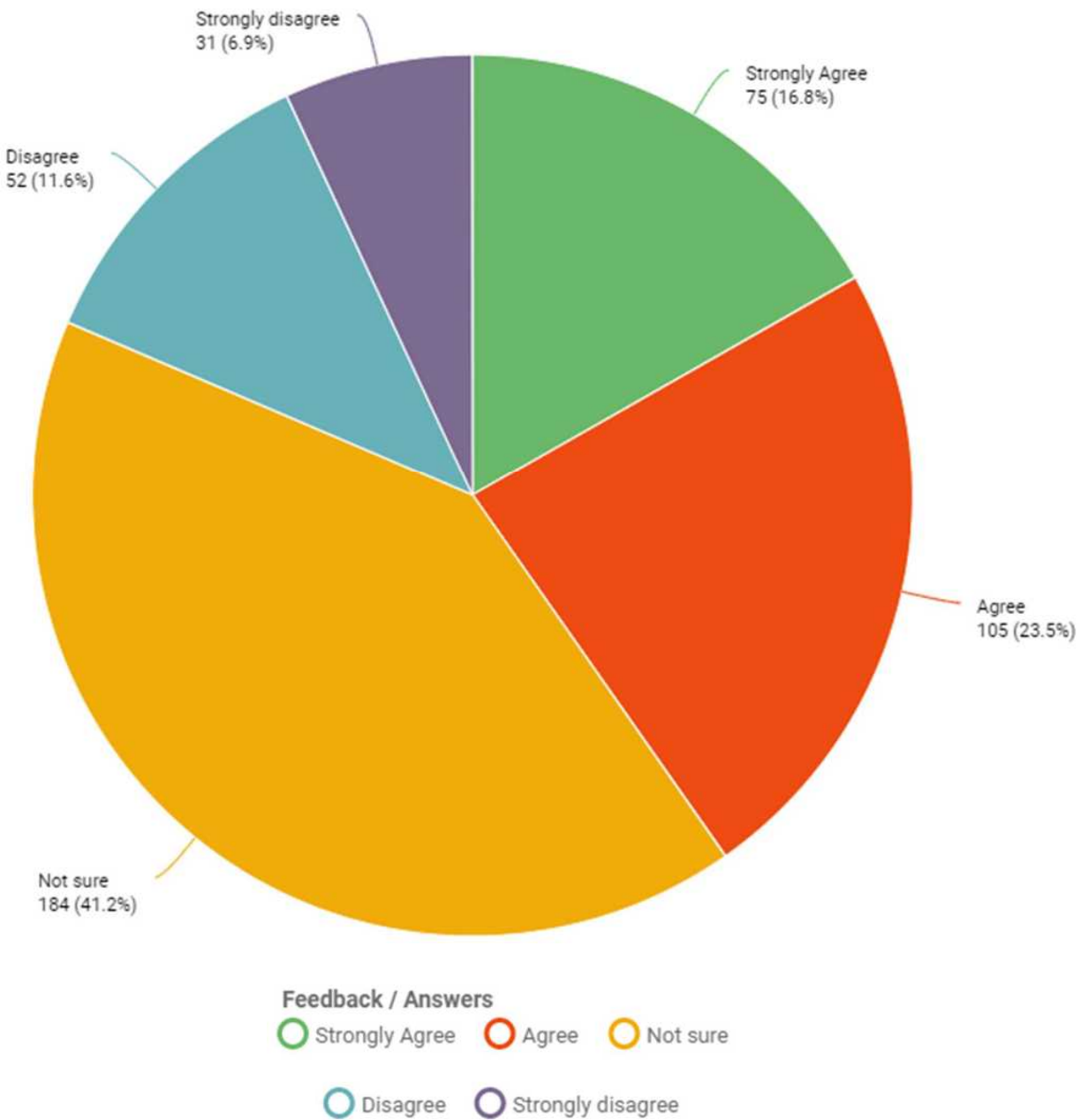


4.1.69 When asked whether there were any further comments regarding the proposal to cut the number of miles driven by 15%, the need to have a more ambitious target was the prevailing theme that was mentioned in 52 responses. Other recurring comments included the need to improve service frequency (21), followed by the need to provide enhanced cycling and pedestrian routes (19)

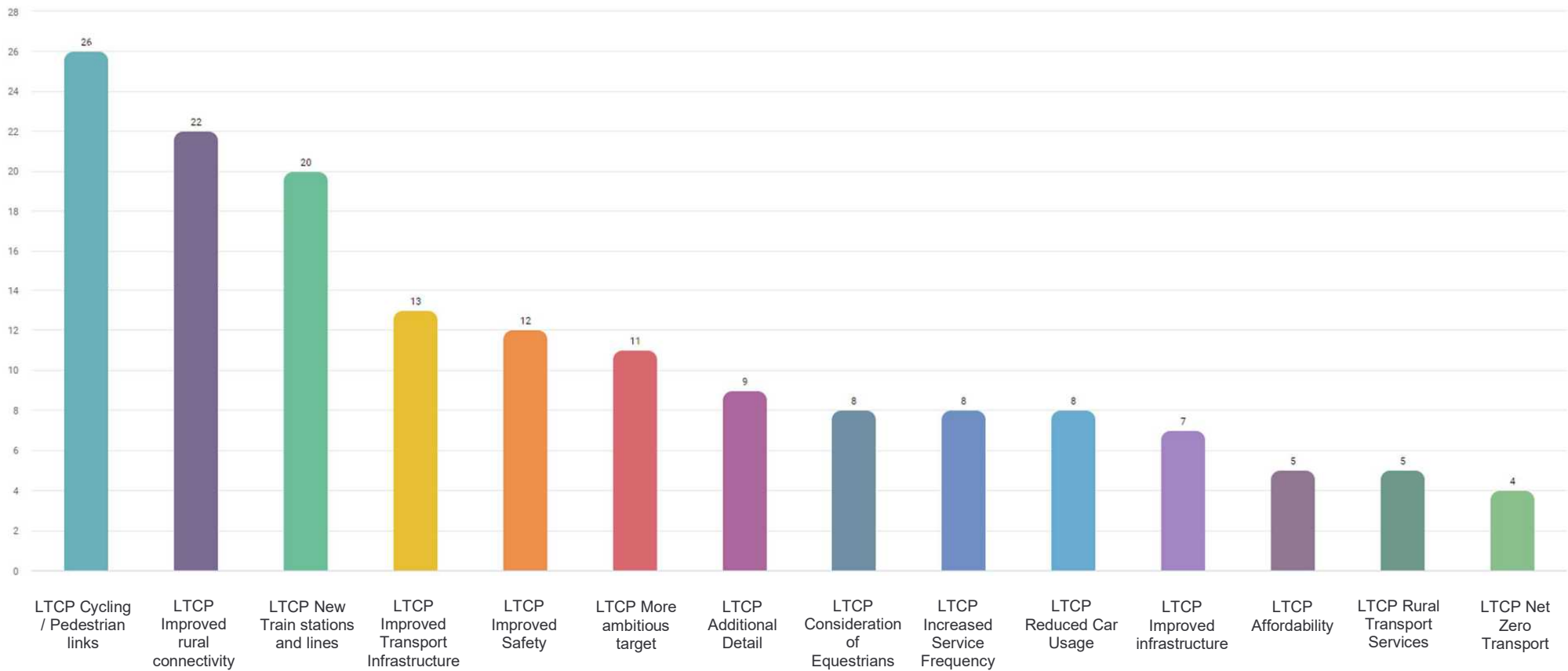
Q8: To what extent do you agree with the proposed local area strategies?

- 4.1.70 Question eight asked respondents whether they agreed with the proposed area strategy in the respective five regions within the Combined Authority.
- 4.1.71 Respondents were given the opportunity to comment upon five local council areas (East Cambridgeshire, Fenland, Greater Cambridgeshire, Huntingdonshire, Peterborough), in which respondents could provide their views on as many or as few regions as they'd felt necessary. Therefore, a breakdown of each of the most important transport problems and opportunities for each region, has been summarised below.

East Cambridgeshire

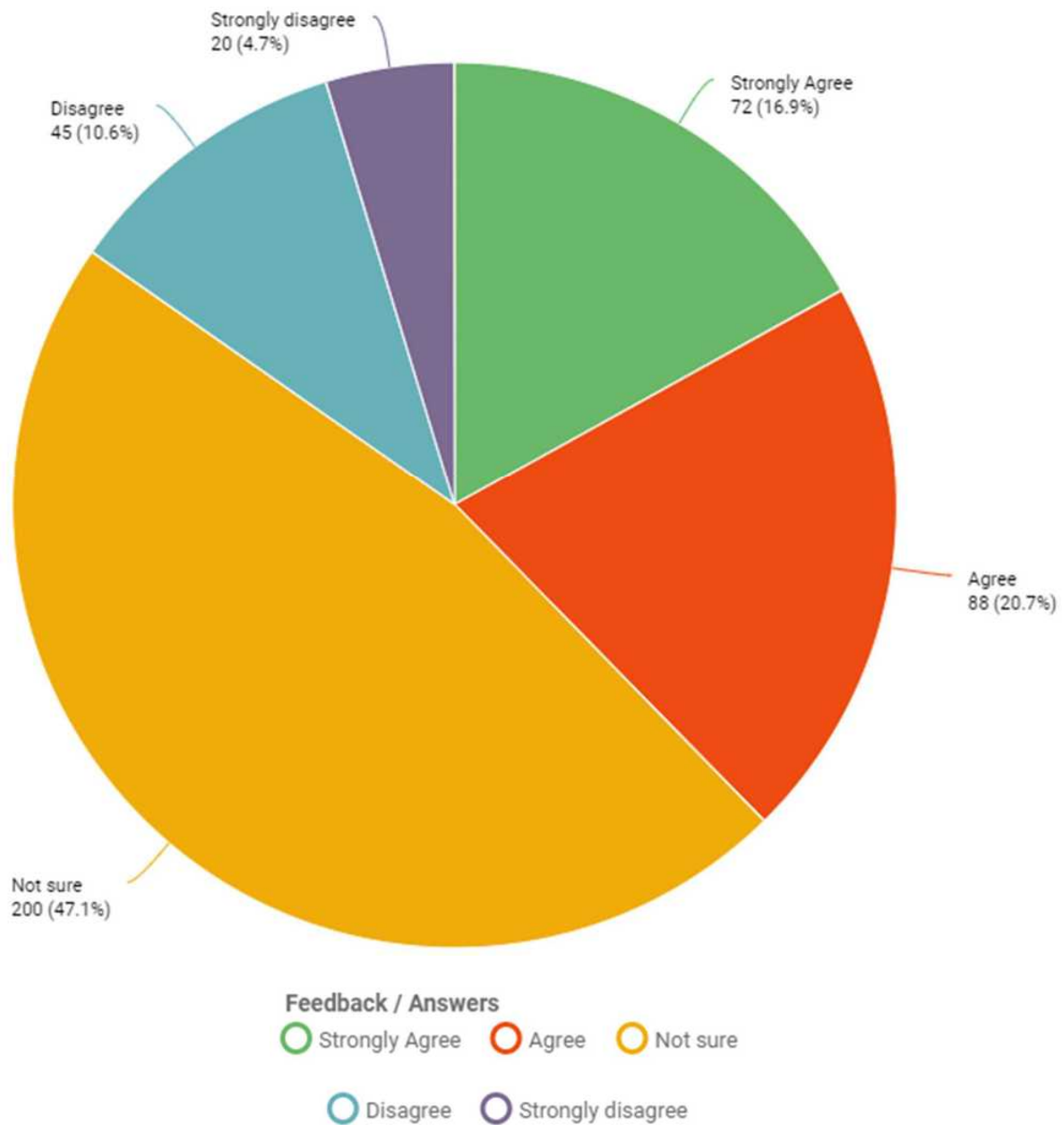


- 4.1.72 A total of 447 responses were received, in relation to whether respondents agreed with the proposed local area strategy for East Cambridgeshire.
- 4.1.73 40.3% of responses either strongly agreed or agreed with the proposed local area transport strategy for East Cambridgeshire. 11.6% selected disagree, with a further 6.9% who strongly disagreed. 41.2% of responses were unsure.



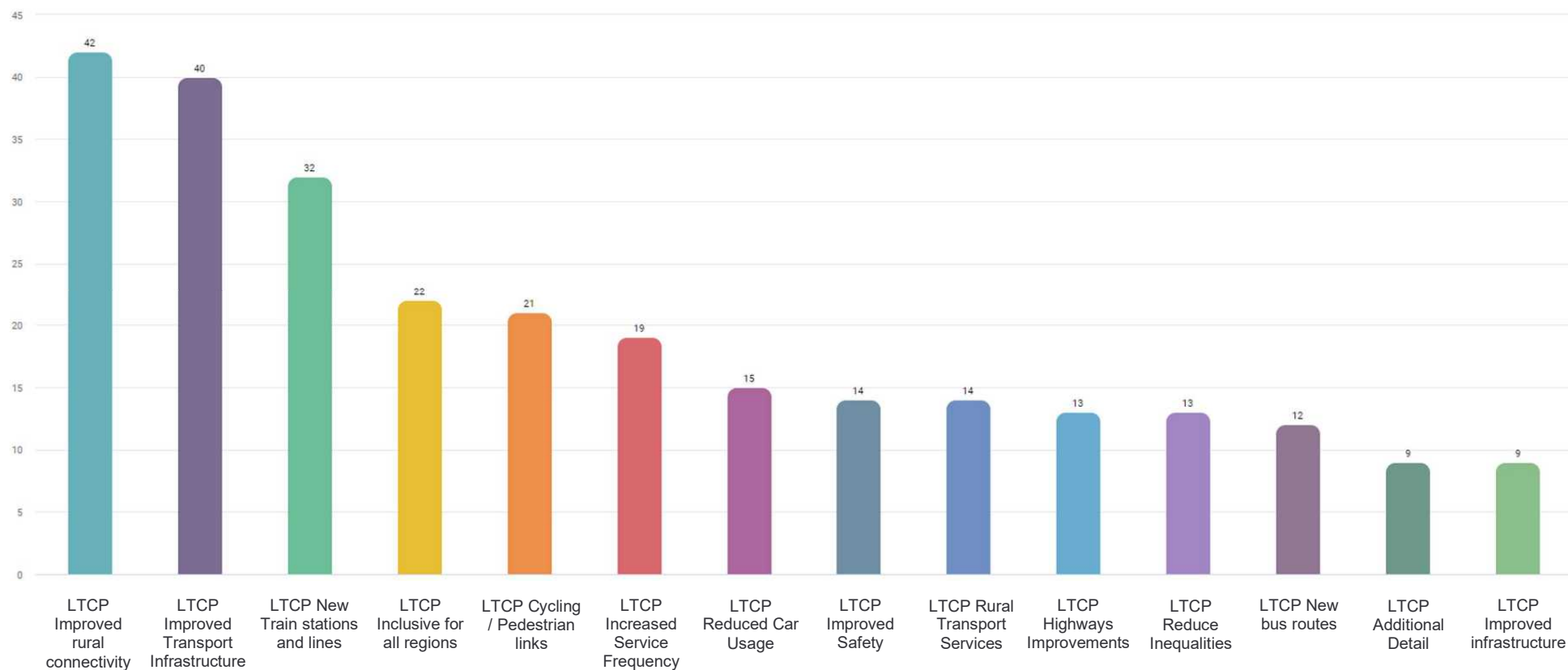
4.1.74 When asked whether there were any further comments, in relation to the local area transport strategy for East Cambridgeshire, the need for improved cycle and pedestrian links was most commonly cited (26), followed by the need for improved connectivity of transport services in rural areas (22), as well as the need to new train stations and lines (20).

Fenland



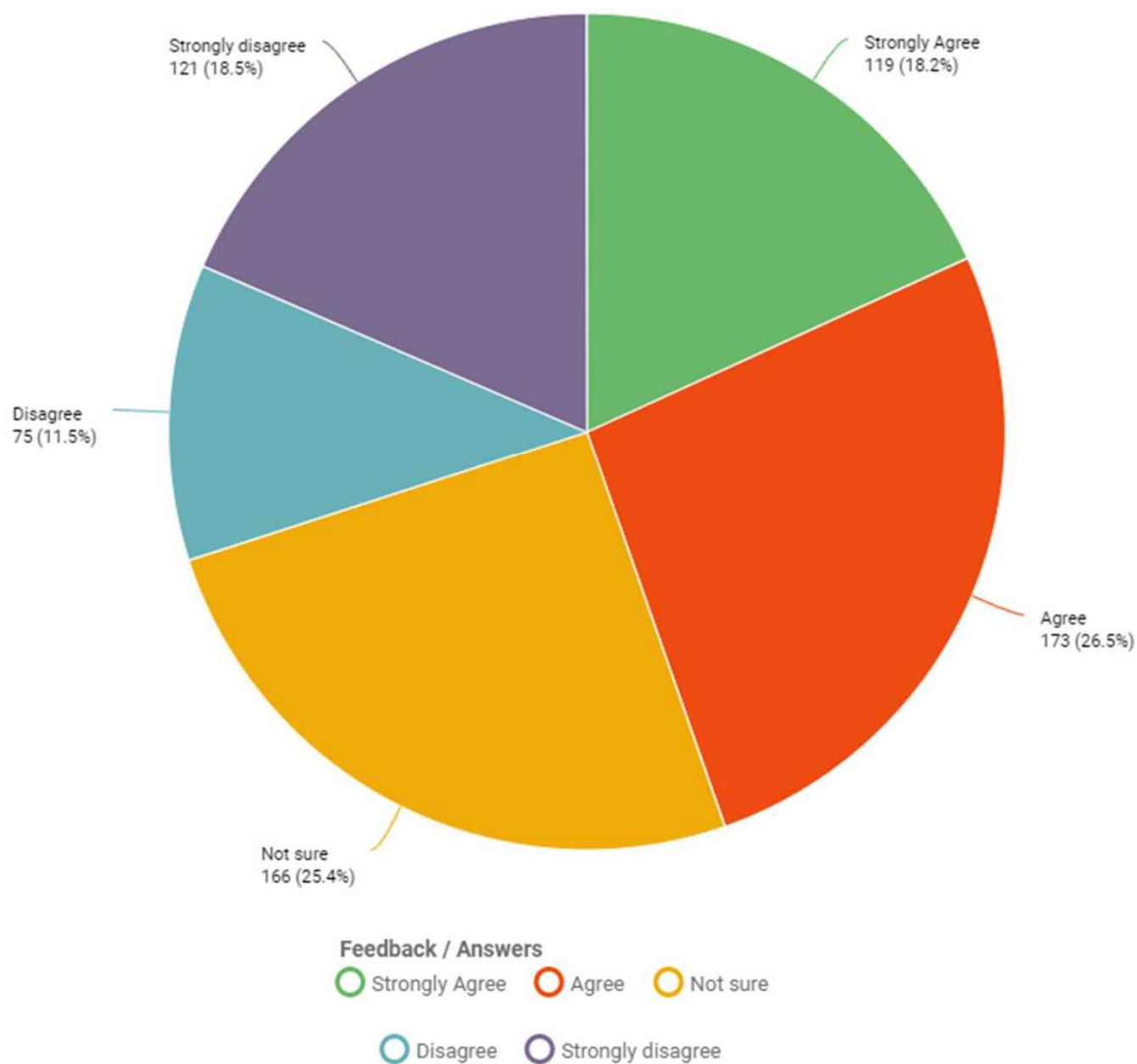
4.1.75 A total of 425 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Fenland.

4.1.76 37.6% of responses either strongly agreed or agreed with the proposed local area transport strategy for Fenland. 10.6% selected disagree, with a further 4.7% who strongly disagreed. 47.1% of responses were unsure.



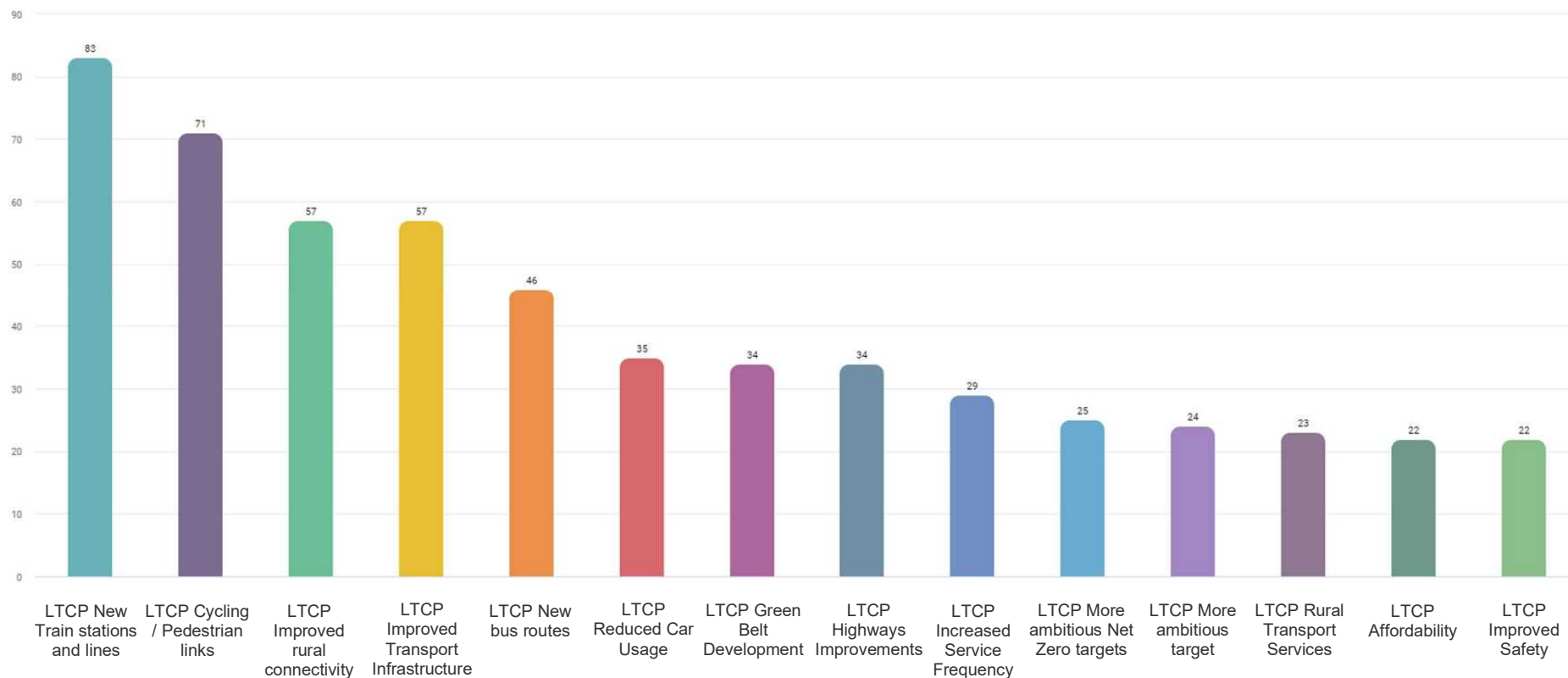
4.1.77 When asked whether there were any further comments, in relation to the local area transport strategy for Fenland, the need for improved connectivity of transport services in rural areas (42) was most commonly cited, followed by the need for improved transport infrastructure (40), and the desire to see new train stations and lines (32).

Greater Cambridgeshire



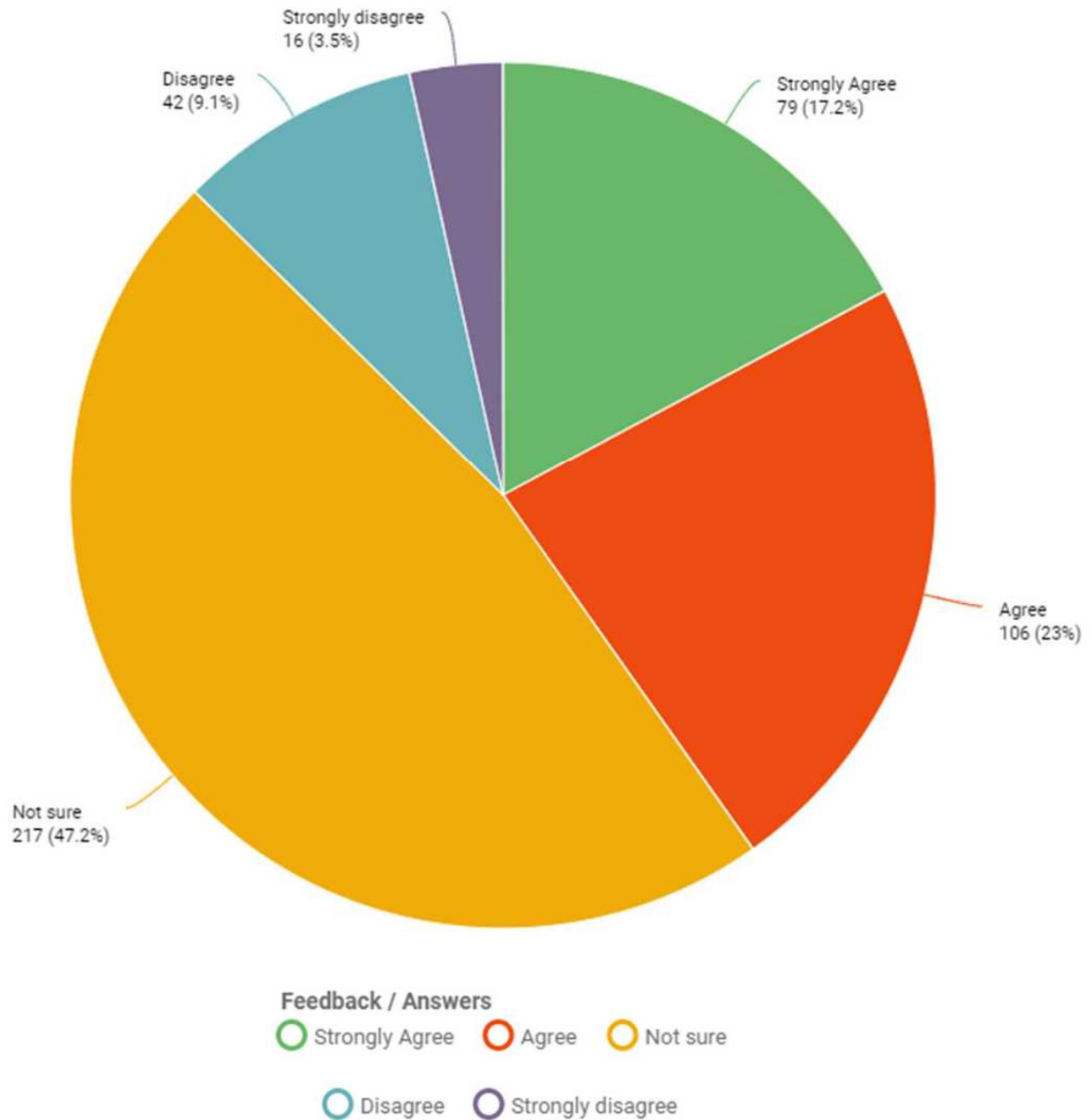
4.1.78 A total of 654 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Greater Cambridgeshire.

4.1.79 44.7% of responses either strongly agreed or agreed with the proposed local area transport strategy for Greater Cambridgeshire. 11.5% selected disagree, with a further 18.5% who strongly disagreed. 25.4% of responses were unsure.

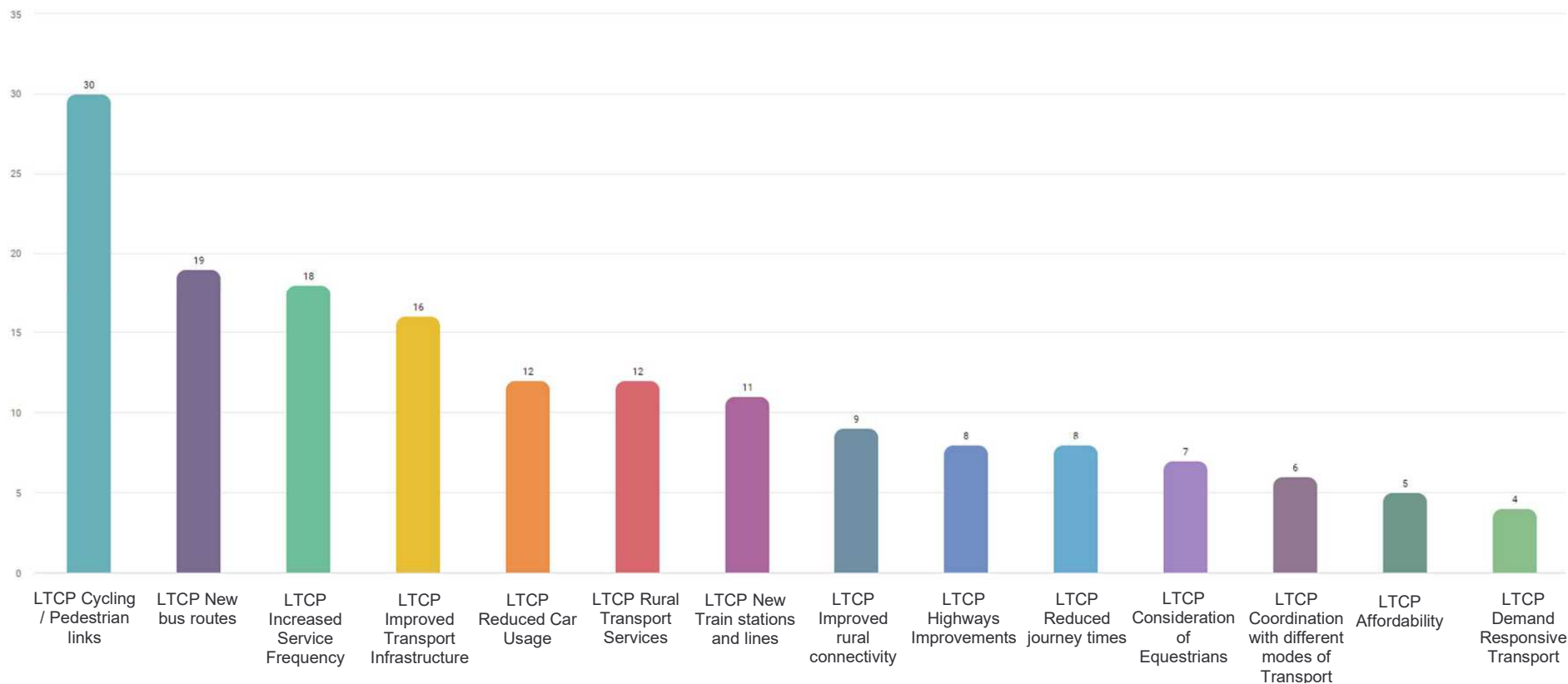


4.1.80 When asked whether there were any further comments, in relation to the local area transport strategy for Greater Cambridgeshire, the need for need for new train stations and lines was most commonly cited (83), followed by the need for improved cycle and pedestrian links (71). The third most recurring comment, that was mentioned in 57 responses, included the need to improve connectivity of transport services in rural areas as well as the need for an improved overall transport infrastructure.

Huntingdonshire

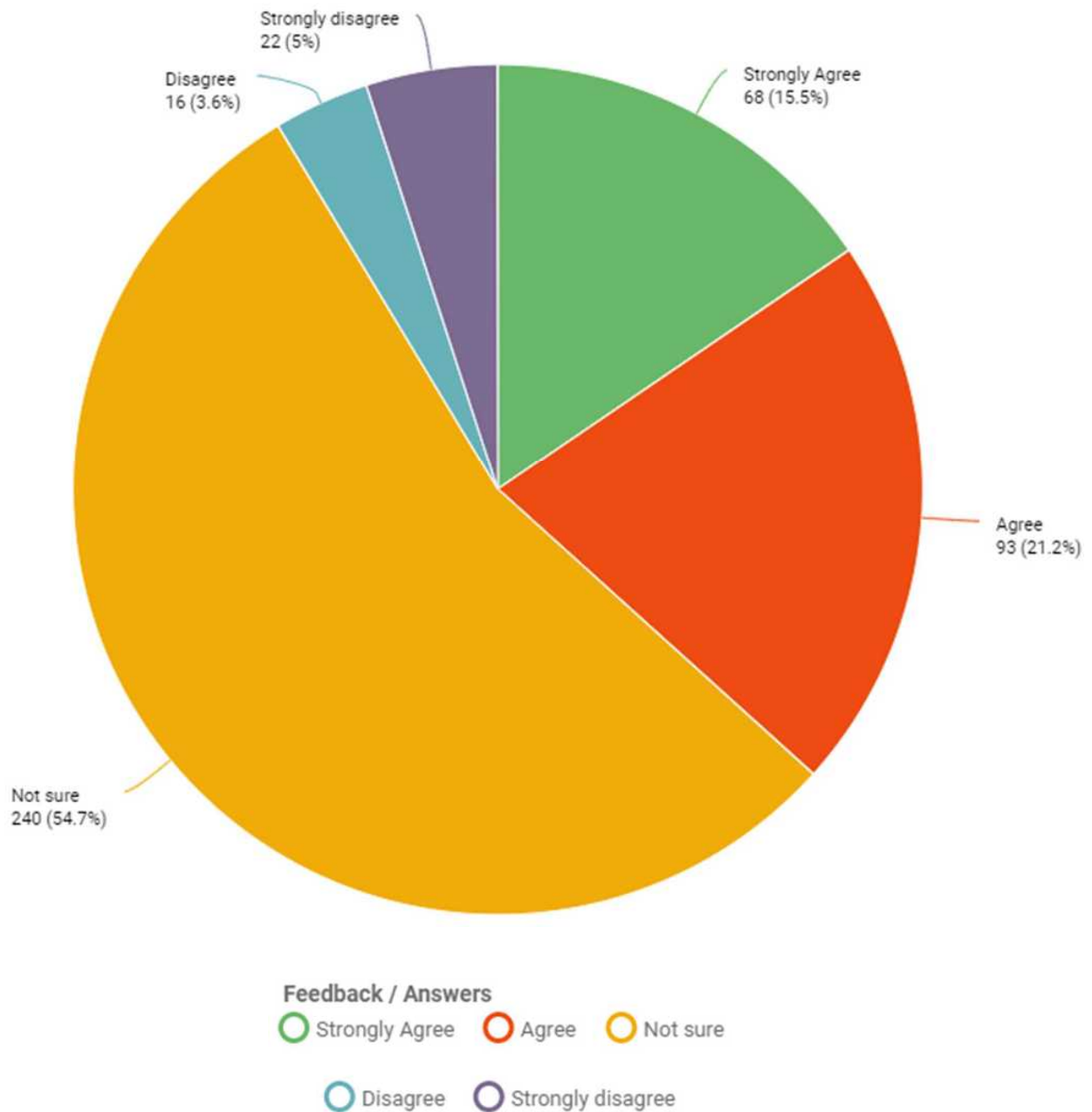


- 4.1.1 A total of 460 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Huntingdonshire.
- 4.1.2 40.2% of responses either strongly agreed or agreed with the proposed local area transport strategy for Huntingdonshire. 9.1% selected disagree, with a further 3.5% who strongly disagreed. 47.2% of responses were unsure.



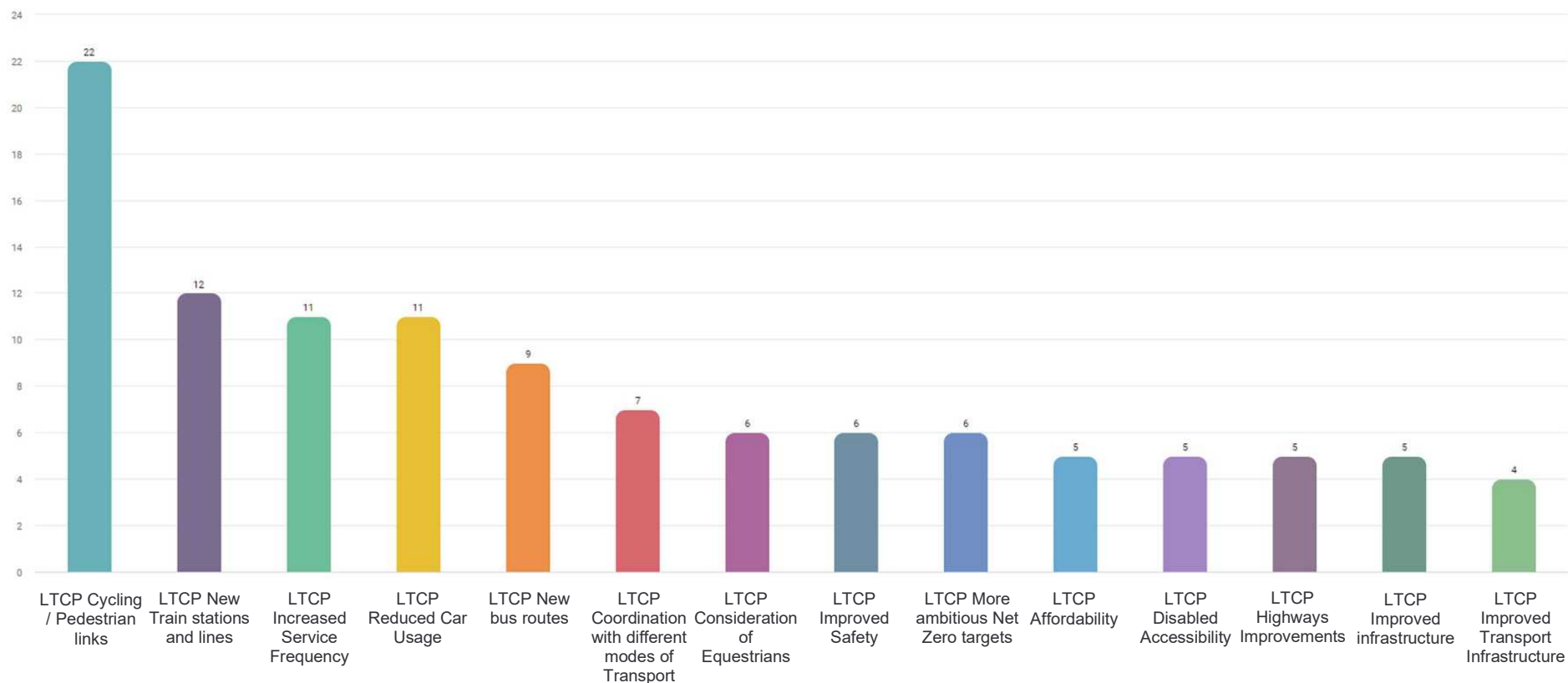
4.1.3 When asked whether there were any further comments, in relation to the local area transport strategy for Huntingdonshire, the need for need for further cycle and pedestrian links was most commonly cited (30), this was followed by a desire to see new bus routes (19), as well as the need to improve service frequency (18).

4.1.4 Peterborough



4.1.5 A total of 439 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Peterborough.

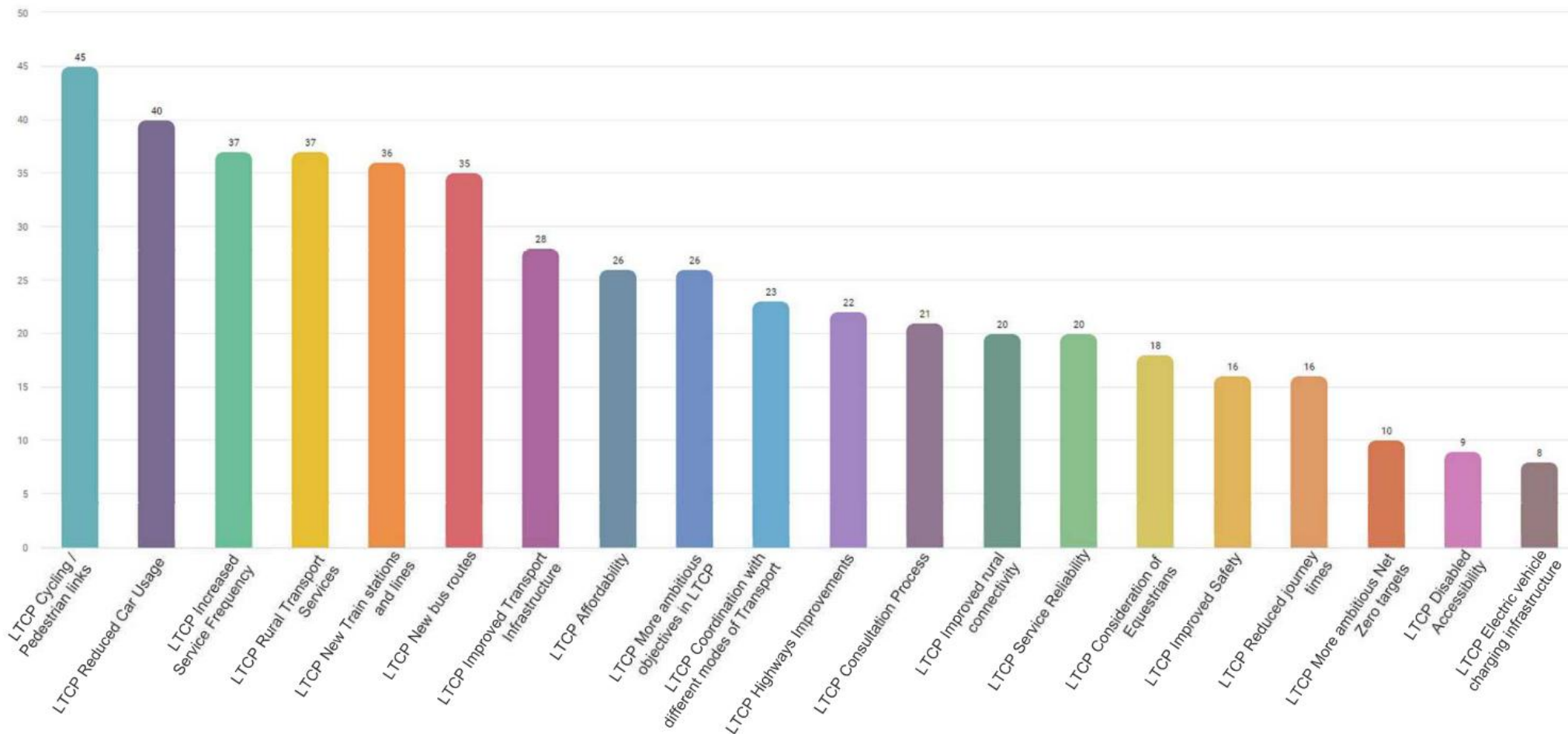
4.1.6 36.7% of responses either strongly agreed or agreed with the proposed local area transport strategy for Peterborough. 3.6% selected disagree, with a further 5% who strongly disagreed. 54.7% of responses were unsure.



- 4.1.7 When asked whether there were any further comments, in relation to the local area transport strategy for Peterborough, the need for need for further cycle and pedestrian links was most commonly cited (22), this was followed by a desire to see new train station and lines (12), as well as the need to improve service frequency and reduced car usage, that were both cited eleven times.

Q9: Do you have any other comments about any part of the draft LTCP? Or do you have anything further to say about transport in Cambridgeshire and Peterborough in general?

4.1.8 Question 9 asked respondents whether they had any further comments to add, as part of the draft LTCP.



- 4.1.9 The prevailing comment here concerned the need to provide new cycle and pedestrian links (45), this was followed by the need to reduce car use (40), with several responses noting that the 15% reduction target should look to be more ambitious.
- 4.1.10 Other key issues that were mentioned more than 30 times, included a desire to see increased service frequency, as well as the need to improve rural transport services, these were both mentioned in 37 responses. A desire for new train stations and line was also cited in 36 responses, as well as the need for new bus routes (35).

4.2 Summary of email and telephone feedback

- 4.2.1 During and after the public engagement, access to a freephone telephone information line was offered to those who wished to find out more about the proposals, or to register their comments via the telephone.
- 4.2.2 The telephone number used (0808 258 3225) was in operation Monday – Friday between the hours of 9.00am and 5.30pm.
- 4.2.3 Information was given to callers where possible, and if questions were of a technical nature, these were passed on to project team members.
- 4.2.4 A freepost address was set up, 'Your LTCP,' alongside paper copies of the brochure and feedback form, which were available upon request.

5 Summary of Stakeholder Feedback

5.1 Feedback from political & community stakeholders

- 5.1.1 A mix of local and regional governing bodies, residents association and special interest groups submitted responses to the LTCP. Representations from these groups were broadly supportive of the overarching LTCP visions & goals including:
- West Suffolk Council
 - Central Bedfordshire Council
 - East Cambridgeshire District Council
 - Fenland District Council
 - Huntingdonshire District Council
 - Cambridge City Council and South Cambridgeshire District Council
 - South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)
 - Peterborough City Council
 - Willingham Parish Council
 - Great and Little Eversden Parish Council
 - Croxton Parish Council
 - Northstowe Town Council
 - Stapleford Parish Council
 - Chatteris Town Council
 - Barton Parish Council
 - Buckden Parish Council
 - Meldreth Parish Council
 - Haslingfield Parish Council
 - Gamlingay Parish Council
 - Witchford Parish Council
 - Shepreth Parish Council
 - Winwick Parish Council
 - Southoe and Midloe Parish council
 - Bythorn and Keyston Parish Council
 - Cambridge County Council
 - Coton Parish Council
- 5.1.2 Written submissions are detailed, and stakeholders responded on a wide range of issues of relevance to them.
- 5.1.3 It is possible to pick out several themes that emerged throughout the written submissions:
- The LTCP should provide more clarity on how its goals and ambitions are to be realised in practise.
 - A greater ambition for net zero targets should be established, including the need to reduce car usage.
 - A stronger link is required between the LTCP transport plans and the development plans produced by constituent local authorities and bordering local authorities, where cross borders transport solutions are vital.
- 6.1.2 Top line analysis of each of the submissions enables us to capture, at a glance, the issues across the full collection of views. Some submissions have had names redacted to preserve anonymity.

Stakeholder/Organization	Feedback Summary
Cambridge City Council and South Cambridgeshire District Council	<ul style="list-style-type: none"> • CCC and SCDC indicate broad support for the goals, objectives and vision of the LTCP but keen on greater ambition with regards to climate change. • The CCC and SCDC offer the below summary of their comments: <i>"We are strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. These align with the Councils' own respective corporate priorities, the emerging Greater Cambridge Local Plan themes, and the Greater Cambridge City Deal programme. We would suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature."</i>
Cambridge County Council	<ul style="list-style-type: none"> • CCC is generally supportive of the goals and ambitions of the LTCP but would like to see more 'clear, tangible priorities.' • CCC would like to see a more ambitious net zero target, in line with the councils own Climate Change and Environment strategy. CCC also feels that the LTCP is too car-centric and would like to see a strong focus on reducing the number of cars on the roads with a robust public transport system. •
Peterborough City Council	<ul style="list-style-type: none"> • Overall, PCC indicated support for the objectives and vision of the LTCP. However, PCC felt further information could be presented on the economic benefits transport brings to the CPCA area. PCC would like to see further focus on sustainable transport, i.e., cycling and walking.
Fenland District Council	<ul style="list-style-type: none"> • FDC supported the vision of the LTCP but are concerned at the lack of concrete strategies outlining costs, phasing and funding sources, given the magnitude of transport issues in Fenland.
East Cambridgeshire District Council's	<ul style="list-style-type: none"> • ECDC offered support for the visions and goals of the LTCP, highlighting that these are in agreement with the Council's own strategies and welcoming the inclusion of connectivity in the plan. The Council highlighted a series of measures and strategies to help achieve the goals set out in the LTCP.
Huntingdonshire District Council	<ul style="list-style-type: none"> • HDC agreed with all the LTCP's visions, goals, and objectives. • HDC believes the LTCP would benefit from more detail on how specific schemes are funded and would like to see more clarity on how the objectives are to be delivered.

Cambridge City Council and South Cambridgeshire District Council	<ul style="list-style-type: none"> Cambridge City Council & SCCDC were broadly supportive of the goals and objectives of the LTCP. Cambridge City Council & SCCDC noted that they would like to see greater ambition with regards to climate strategy and the natural environment as part of providing new and enhanced transport schemes.
Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough	<ul style="list-style-type: none"> The Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough supported the vision of the LTCP and the ambition to create safer transport in the region, adding that further opportunities exist to increase transport safety, such as protecting cycleways with barriers and enhancing lighting and security measure at bus stops.
Chatteris Town Council	<ul style="list-style-type: none"> The CTC indicate support across the range of goals and objectives in the LTCP. The CTC offers the following feedback: <i>"Public transport will need to be greatly improved to cut car mileage in the Fens.... What is proposed for Chatteris? There has been no investment in cycling or walking, there is a poor, infrequent bus service and there is no direct access to rail stations. The Town Council would definitely support more frequent bus services, an accessibility plan and a direct bus service to Manea and March rail stations. While public transport remains so poor it will be difficult to persuade people not to use their cars."</i>
Northstowe Town Council	<ul style="list-style-type: none"> NTC raises the following points; <p><i>"The LTCP generally said little of substance."</i></p> <p><i>"In it there is nothing around how bus connectivity from local villages to Northstowe is being considered. Villages in general are very badly considered for public transport."</i></p> <p><i>"CPCA should be working with Homes England on the town centre, to develop it as a hub for public transport access and reduce the number of cars clogging up Northstowe whilst improving access to the Cambridgeshire Guided Busway."</i></p> <p><i>"Cycleway provision also needs to be well connected; this is not currently the case."</i></p>

Willingham Parish Council	<ul style="list-style-type: none"> WPC focused their response on the plan for Greater Cambridge, indicating that they strongly disagree with the plan. The WPC stated that while they believe the overall goals and objectives are excellent, they believe that the localised strategy is flawed. The WPC stated: <i>"The only way to reduce car use in accessing work, education etc, is a much better public transport link to the Busway – either some buses leaving the busway to take in Willingham or a regular frequent feeder service – and to Cottenham. There must also be through-ticketing and lower fares. We also need new cycleways to the east to Rampton and on to the village college at Cottenham (an existing byroad could be improved), to the north to Earith and into the Fens (as part of the improvements to the B1050, or by upgrading an existing bridleway) and west to Over as there is much connectivity between Willingham and Over."</i>
West Suffolk Council	<ul style="list-style-type: none"> WSC would like to see a greater effort for coordination on cross boundary issues, with regards to the LTCP, given the number of rail, bus and road connections between the two authorities.
Central Bedfordshire Council	<ul style="list-style-type: none"> CBC submitted a strategy for On-Street Parking Management, as a method to mitigate climate change and encourage more sustainable travel supporting the goals of the LTCP.
South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)	<ul style="list-style-type: none"> The group would like to see more coordination on cross border transport and in areas where the CPCA's policy can affect the group and vice versa. The group views greater coordination as a means to achieve the vision of the LTCP. The group also submitted its route strategies Submission to Highways England to the consultation, to highlight their policies and preference for transport in the region.
Great and Little Eversden Parish Council	<ul style="list-style-type: none"> Great and Little Eversden Parish Council indicate that they support the notion behind the objectives but believe the delivery is flawed. They also offer concerns that development will be too focused on Cambridge. Great and Little Eversden Parish Council also voice concerns over what is described as policies "so high level to be meaningless in reality", amongst other concerns over the delivery of the plans objectives.
Croxton Parish Council	<ul style="list-style-type: none"> CPC indicated that they largely agree with the goals, objectives and aspirations of the LTCP. The CPC did not agree with the goals with regards to housing, commenting "We do need to have better public transport links between towns and rural communities, but we need to preserve the character of those communities and not bespoil them within the counties ambitious housing targets."

Stapleford Parish Council	<ul style="list-style-type: none"> SPC indicates that they broadly agree with the goals, objectives and visions of the LTCP. However, they oppose development on greenbelt land. The SPC offers the following: <i>“building tarmac roads for buses through open countryside is the wrong solution in a climate emergency. Short term there should be a comprehensive scheme for bus priority measures on existing roads that link communities. Long term there needs to be a strategic plan for light rail.”</i>
Barton Parish Council	<ul style="list-style-type: none"> BPC agreed with the goals, objectives and vision of the LTCP across the board. Indicating that they would like to see a greater cut in car usage than the suggested 15%. The group offered the follow comments: <i>“Agree that transport and infrastructure needs to be addressed, but not sure if the detail is correct. Our main concern in Barton is lack of infrastructure between A428 and M11 so vehicles leak through the villages when travelling to south Cambridge.”</i> <i>“We do need to build transport before building new development. There are over 7,500 house planned for Bourne airfield and 4,500 for Cambourne West. Many travel in to Cambridge from St Neots new developments. Even with changes in work patterns with COVID, people will still need to go to hospitals (South Cambridge), travel to schools in the city, provide hospitality for tourist industry. So there will always be a need to travel into Cambridge and North and South Cambridge.”</i>
Buckden Parish Council	<ul style="list-style-type: none"> BPC agrees with the goals, objectives and vision of the LTCP across the board. However, the BPC do note that the LTCP is light in detail in some areas and offer some suggestions for Huntingdonshire. Including footway repairs, dropped kerbs, better local connections etc.
Meldreth Parish Council	<ul style="list-style-type: none"> MPC agree with the LTCP's goals, objectives, and vision. The MPC did not offer additional comments beyond the basic feedback from questions.
Haslingfield Parish Council	<ul style="list-style-type: none"> HPC agreed with all the goals, objectives, and visions of the LTCP, other than the local strategy for Cambridge and Peterborough. The HPC took serious issue with the 'proposals for East West Rail', arguing that there are far more appropriate alternative routes, and this proposal will do too much damage to the countryside. HPC wanted more information on funding and financing of new infrastructure.
Gamlingay Parish Council	<ul style="list-style-type: none"> GPC agree with the goals and vision of the LTCP, disagreeing with the local area strategies. The GPC comments: <i>“how they are applied by region/by area is less satisfactory, as it does not address huge gaps in public transport provision and access to public transport provision (bus/train/bike) in certain areas of Cambridgeshire. In fact there are huge areas with no active or relevant policies at all.”</i>

Witchford Parish Council	<ul style="list-style-type: none"> WPC indicates that they are unsure about all goal, objectives and vision of the LTCP. To explain this position the WPC commented: <i>"The Parish Council wishes to see practical results on the ground rather than more consultations and strategy documents."</i> The WPC requested a <i>"safe grade-separated crossing for pedestrians and cyclists is needed at the A10/A142 junction"</i>.
Shepreth Parish Council	<ul style="list-style-type: none"> SPC agreed with the LTCP objectives across the board. The SPC indicated that they would like to see more rural inclusion in the schemes to reduce dependency on cars.
Winwick Parish Council	<ul style="list-style-type: none"> WP agreed with all goals, objectives and vision of the LTCP, commenting only that: <i>"It is all good, but nothing much for those to the West of the A1(M)."</i>
Southoe and Midloe Parish Council	<ul style="list-style-type: none"> SMPC agreed with all goals, objectives and vision of the LTCP. SMPC offered the following comment: <i>"The A1 upgrade to modern standards would help traffic flow and new junctions are desperately needed at Southoe, Diddington and Buckden. This as safety is most important, then pollution at all these existing places is way over the acceptable limits. St Neots needs a bus station away from the Market Square."</i>
Bythorn and Keyston Parish Council	<ul style="list-style-type: none"> B&KPC commented that the A14 Junction at Keyston Bythorn, together with similar in the stretch of A14 between Titchmarsh and Ellington, is hazardous. A situation the PC would like to see rectified in any emerging transport plan. B&KPC offered several mitigation measures that could increase road safety in the area: <ol style="list-style-type: none"> Speed restrictions – to include average speed checks. Better signage – current signs simply do not warn transiting A14 traffic of the crossing hazards. Better vegetation management to improve 'line of sight'
Coton Parish Council	<ul style="list-style-type: none"> CPC recognised the importance of improved public transport but took issue with the inclusion of the C2C project as part of the LTCP, arguing that this scheme faced sizeable local opposition and alternative should be considered.

A range of bridleways associations, residents' groups and neighbourhood watch groups submitted feedback, these have been anonymised and summarised below.

Bridleways associations generally agreed with the goals and objectives of the LTCP but would have liked to have seen more consideration made for equestrians, as part of the active travel element of the objectives. These considerations include route surfacing and more of a focus on equestrian safety.

Residents' groups and neighbourhood watch associations focused on specific traffic issues in neighbourhoods, increased better walking facilities, more focus on pedestrian access and safety, including stronger consideration of pedestrians when designing roadways and paths and the reduction of HGVs along smaller roads.

Appendices

- Copy of engagement brochure
- Copy of feedback form

Comment Number	Chapter	Theme	You said	Response
1	Chapter 1	Goals	Need to ensure that recommendation that GVA being doubled isn't at the detriment of the environment or society. Trumpington suffers from impacts of this type of goal (high growth) and as a consequence has suffered loss of green belt, congestion, pollution, resources being strained, social inequality, exclusion etc. strongly recommend that the Authority's Growth Ambition Statement is reviewed and amended to ensure that it is truly sustainable in environmental and climate change terms and that in the meantime its endorsement in the LTCP is qualified.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
2	Chapter 1	Goals	Move 2050 net zero date forward	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constituent Councils
3	Chapter 1	Goals	Level of housing proposed is too linked to economic growth/additional employment, which is out of LP process control. Mears houses are too expensive and often end up being rented, driving prices up further. Action to address these issues required.	Noted, this is primarily an issue for the local plans. No change required.
4	Chapter 1	Objectives	(Employment) Need to ensure that recommendation that GVA being doubled isn't at the detriment of the environment or society. Trumpington suffers from impacts of this type of goal (high growth) and as a consequence has suffered loss of green belt, congestion, pollution, resources being strained, social inequality, exclusion etc. strongly recommend that the Authority's Growth Ambition Statement is reviewed and amended to ensure that it is truly sustainable in environmental and climate change terms and that in the meantime its endorsement in the LTCP is qualified.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
5	Chapter 1	Goals	Bring 2050 net zero goal forward	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constituent Councils
6	Chapter 2: Our strategy	Productivity	As per the answer for 'Goal 1' above: due to the draft LTCP's questioning acceptance of the target set in its Growth Ambition Statement. Please refer to our answer above to Question 3, Goal 1: Productivity. Without further rigorous assessment and consequent amendment, TRA believe that the Growth Ambition Statement's target is not compatible with the environment and climate change goals integral to the effective delivery of the transport strategy.	The CPCA Growth Ambition Statement is not subject to consultation at this time and growth proposals are the responsibility of the District and City Council's as part of their Local Plan processes. Nevertheless, the LTCP supports ambitions for improving GVA and also protecting and enhancing the environment. No change required.
7	Chapter 2: Our strategy	Targets and Indicators	Support 15% traffic reduction in Cambs and Peterborough - but should be 25% in Greater Cambridge as per GCP targets	LTCP supports 15% reduction across the CPCA area. Will work with partners, inc. GCP, to add detail s to how/what targets should be locally. These will likely form part of local strategies.
8	Chapter 3: Greater Cambridge	Bus	Support the proposals in the LTCP for Greater Cambridge, particularly City Access etc. but want these measures to happen more quickly. Issues are present and real in Trumpington already. Need relief now. Too much delay so far.	Support noted. The GCP are progressing the Making Connections scheme and a large consultation is running during Autumn 2022. In order to allow due processes to be completed, should the scheme get approval then improvements to bus services could begin from mid-2023, followed by lower fares in 2024. The charging zone would only be introduced after improvements have been made to the bus network and could be phased in over a period of time. No change to plan.
9	Chapter 3: Greater Cambridge	Active Travel	Walking doesn't seem to get afforded the same priority in the LTCP as cycling	Walking is at the top of the hierarchy of modes within the LTCP. No change
10	Chapter 3: Greater Cambridge	Bus	No recognition in the LTCP of the Cambridge South West Travel Hub (CSWTH) as the fifth segregated transport corridor planned by the GCP. [Pages 16, 29, 30 & 32 of the draft LTCP which refer to "four segregated corridor schemes"]. Please rectify this.	The south west travel hub won't be segregated in the same way that the other four corridors are, hence the reference to four segregated corridors. No change to plan.
11	Chapter 3: Greater Cambridge	Rail	Request references to EWR removed from the proposed Greater Cambridge Local Area Strategy. It is not affordable or deliverable and is environmentally very damaging in number of ways.	EWR remains an important scheme to improve sustainable transport connectivity to our region and is supported by the CPCA. The CPCA will continue to closely engage with the EWR Co. as the scheme is progressed to ensure that the needs of our area are fully considered. No change to plan.
12	Chapter 5: Monitoring and performance	Targets and Indicators	Improvements are required on the monitoring of the plan. Feels preliminary at the moment.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
13	Chapter 5: Monitoring and performance	Targets and Indicators	Productivity' only has one indicator and three targets - additions to which should include bus reliability, timeliness / delay and affordability.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
14	Chapter 1	Climate	Climate Change and Environment where additions should include targets recommended by the Independent Commission on Climate (pages 10&11), the percentage of zero emission buses and taxis, exclusion of diesel vans and trucks from urban centres by 2030 (page 25) and levels of toxic particle pollution	Noted. WSP work to help answer this. Targets and indicators to align with the work of WSP
15	Chapter 1	Safety	Safety has no targets, not even the Road Safety Partnership's Zero Strategy target - all the casualty measures being under indicators	Safety section to be improved in our strategy section. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
16	Chapter 1	Health	Health does not appear to include reductions in the number of early deaths attributable to air pollution which is prominent in the evidence sections - unless this is the same as " % of deaths attributed to air pollution"	% of deaths attributed to air pollution is the same as early deaths attributed to air pollution
17	Chapter 1	Active Travel	No walking indicators or targets?	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. An active travel strategy is being developed separately and any active travel indicators and targets will need to be consistent across both strategies.
18	Chapter 1	Evidence	One way to tackle this is to use monitoring of performance to help turn the Authority outwards through a wide-ranging set of measures and the engagement of a Citizens' Assembly, or a succession of them over time, to participate in the development and monitoring of performance measures which emphasize outcomes rather than inputs and processes, and are not fearful of including dependent performances. We recommend this approach to the Combined Authority, recognizing that it goes wider than the Transport & Connectivity Plan alone.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
19	Chapter 1	Climate	Place climate change as a overarching goal	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
20	Chapter 1	Goals	LTCP should give details of how car mileage will be reduced and the balance of reduction across districts and cities	LTCP supports 15% reduction across the CPCA area. Will work with partners, inc. GCP, to add detail s to how/what targets should be locally. These will likely form part of local strategies.
21	Chapter 1	Active Travel	LTCP should use avoid-shift-improve model to put journey reduction and active travel at top of hierarchy	Active travel is at the top of the hierarchy
22	Chapter 1	Climate	LTCP should set out how it will implement all recommendations from CPICC (note - may need to expand to include points?)	WSP work looking at this

23	Chapter 1	Active Travel	LTCP must have increasing levels of active travel as core objective with 20% of budget spent on cycling walking	Noted. Active travel is intended to be front and centre of this LTCP
24	Chapter 2: Our strategy	Active Travel	Some of detail on active travel has disappeared from last LTP	Much of the detail for Active Travel will be contained within child docs such as LCWIP and the AT Strategy
25	Chapter 1	Active Travel	Active travel should be strongly and clearly stated in the LTCP's vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
26	Chapter 4: Policies	Active Travel	active travel should be strong theme throughout document and including the district schemes	Active travel is at the top of the hierarchy and plays a big part in the LTCP. Each district section being updated to reflect importance of AT
27	Chapter 1	Active Travel	20% of transport budget should be spent on active travel, include targets and timelines for low cost priority schemes eg low traffic neighbourhoods and school streets in every district	Noted. LTCP won't be stating spending and budget priorities in such detail
28	Chapter 2: Our strategy	Active Travel	Programme of low cost experimental transport schemes trialled is part of active travel strategy for LTCP, across districts	Noted
29	Chapter 4: Policies	Policies	LTCP contains no specific policies, just policy themes - contrary to DfT guidance	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
30	Chapter 2: Our strategy	Active Travel	Behaviour change will be an important part of the transition to a sustainable transport system (comments on consultation approach taken)	Behaviour change is important, agreed. To be included as a separate section within the 'our strategy' chapter
31	Chapter 1	Targets and indicators	The overall strategy of the LTCP should apply to all areas, with targets and schemes adjusted as appropriate for districts	Noted
32	Chapter 1	Active Travel	Increasing number of children who actively travel to school should be target for all districts	Noted
33	Chapter 2: Our strategy	Related documents	LCWIP and B5P should be used to guide measures in each district to achieve modal shift, restrictions on motor vehicle access will be needed.	Noted. Child docs like these are intended to do this
34	Chapter 5: Monitoring and performance	Targets and indicators	LTCP must include specific goals, measures of success and trigger points for a review of the strategy or specific schemes	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
35	Chapter 3: East Cambs	Goals	Mention of 15% car mile reduction but no indication how this will be achieved. Makes suggestions for for other schemes to be included.	The document refers to the various measures which will assist in achieving the target of a 15% reduction
36	Chapter 1	Goals	Strategy and approach needs to follow user hierarchy.	Noted. LTCP does this
37	Chapter 2: Our strategy	Highways	Too much reference to capacity improvements to improve congestion and journey times, will induce more traffic	Noted. Road capacity improvements are at the bottom of the hierarchy and only proposed where no credible alternative is available. Where they are proposed, concurrent AT and PT measures will be delivered alongside them
38	Chapter 3: Greater Cambridge	Active Travel	GCP recognised but great need to deliver faster action through school streets, low traffic neighbourhoods and experimental schemes. Aim should be to rapidly reallocate roadspace to active travel and public transport	Noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (emls.uk.com)
39	Chapter 3: Greater Cambridge	Active Travel	Links needed between Greenways and should be planned in now	Noted. AT strategy and LCWIP intended to fill these blanks
40	Chapter 3: Hunts	Active Travel	All green links removed from map since previous LTP. Too much use of active travel as an add-on to capacity schemes. Needs more detail on high quality active travel infrastructure	Cycling schemes of the appropriate size and stature to be added to major schemes map.
41	Chapter 3: Peterborough	Active Travel	Some conflict between aspirations eg design for increasing vehicle flow likely to create adverse conditions for active travel	Noted. User hierarchy places active travel higher than cars. Local sections and child docs to cover specific schemes and any interface between modes
42	Chapter 3: Greater Cambridge	Bus	Willingham been left off of major bus routes. CGB too far (1.5miles) so people drive as distance excludes elderly and vulnerable. Buses that do stop in the village are irregular and expensive.	Noted. GCP looking into improved bus provision in Gtr Cambridge area. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (emls.uk.com)
43	Chapter 3: Greater Cambridge	Bus	Suggestions: shuttle buses to Longstanton, one of CGB buses comes off guideway and goes through Willingham and Over; and happy to help with other ideas and suggestions	Noted. GCP looking into improved bus provision in Gtr Cambridge area. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (emls.uk.com)
44	Chapter 1	Vision	Overall support for direction of the LTCP and vision for decarbonising, overcoming barriers to travel, supporting economy and improving health and well being	Support noted.
45	Chapter 3: Hunts	Micromobility	To support sustainable growth in the area, it needs to be connected to all modes of travel such HOPT, active travel routes etc. and be future proofed for new and emerging modes	Noted

46	Chapter 3: Hunts	Highways	An area overlooked in the LTCP is connecting the market towns in Hunts: St Neots, St Ives and Huntingdon. Should be a focus on using existing and proposed new infrastructure to connect these towns to help mode switch, which can radiate out to Ramsey and rest of District.	Noted. Local strategy and BSP to look at more local PT connectivity.
47	Chapter 3: Hunts	Bus	Ways of achieving the above is reallocation of road space in numerous areas: along the A1307 between A14 junction 24 and Huntingdon and on the A141 around the northern arc of Huntingdon. Putting active modes and then PT first in these instances could help Climate Change Commission goals and unlock growth.	Noted. The local strategy will consider individual schemes for Hunts
48	Chapter 3: Hunts	Active Travel	Support the delivery of mobility hubs and multi-modal interchanges to help ensure that active and sustainable modes of transport become the natural choice for local journeys.	Support noted.
49	Chapter 3: Hunts	Bus	Note that a new location for the bus station is being sought within Huntingdon, they are concerned that a golden opportunity to co-locate the bus and rail services outside the rail station has been missed which could have significant repercussions for years to come, in relation to the public's perception of the importance of modal shift and the climate change targets. We therefore encourage the Combined Authority to reassess this opportunity in light of our suggestion to reallocate road space on the A1307, to ensure that the decisions which are taken now do not stifle opportunities further down the line.	The LTCP strongly supports the promotion of modal interchange improvements, especially between key modes such as bus and rail. The CPCA will work with HDC in their role as planning authority and the County Council as highways authority to investigate the best possible locations for a new bus station. The role of the Hunts local strategy and the BSP will be key in this too. No change to current LTCP required.
50	Chapter 3: Fenland	Cross border issues	Wisbech is in a pocket of Cambridgeshire which is surrounded by Norfolk and Lincolnshire. Many of the villages bordering on Wisbech look to it as their nearest market town. Any plans to improve connectivity need to involve the neighbouring authorities	Agree. Fenland section to be strengthened on this to inc. links to Norfolk and Lincs, and partnership working in general.
51	Chapter 3: Fenland	Climate	Making the link between the various elements in your proposal and climate change is a big ask.	Noted
52	Chapter 3: Fenland	Safety	20mph zones for safety of pedestrians and cyclists would be a good idea and help switch away from cars, particularly an issue with school traffic	Noted. LTCP placing heavy focus on safety and 'vision zero'. low speed neighbourhoods a part of this. 'Safer section to be strengthened in 'our strategy' section. No change to local section.
53	Chapter 3: Fenland	Active Travel	Wisbech market place is currently undergoing a makeover which will make it largely traffic free. Attention needs to be devoted to taking this opportunity to making signage of Sustrans route 1 more intelligible. We need to capitalise on the fact that a major national cycle route passes through the centre of town and into Norfolk. Opportunity to enhance this route too	Noted and agreed. Fenland local strategy and the Active Travel strategy to pick this up.
54	Chapter 3: Fenland	Active Travel	Promote cycling tourism	Noted and agreed. Add wording in Fenland section or in main strategy (AT section?) which promotes this
55	Chapter 1	Vision	We support the statement that the Vision will be achieved by investing in a 'properly joined up, net zero carbon transport system'. We agree that planning for a net zero carbon future should be integral to the LTCP and would emphasise the importance of effective use of spatial planning and place based solutions in achieving this. Every opportunity should be taken to integrate spatial planning and transport planning	Support noted
56	Chapter 1	Vision	Support these in general, but there needs to be a clear mechanism in place to ensure that individual projects do deliver on the goals and objectives of the LTCP. At present it is unclear how this will be secured. We would expect that planning applications that are made to bring forward transport projects that are identified in the LTCP will need to clearly demonstrate that they deliver against the LTCP's Vision and achieve the LTCP's goals and objectives.	General support noted. Individual projects will be assessed on a case by case basis and will be required to follow LTCP policy direction
57	Chapter 1	Public Realm	Support place making and public realm as a key guiding principle. Especially support 20 min neighbourhoods. Should apply this principle to each proposal within the LTCP - a particular opportunity in the proposed travel hubs such as Foxton.	Support noted.
58	Chapter 5: Monitoring and performance	Targets and Indicators	Support integration of spatial planning and transport - especially in carbon and climate and safety goals	Support noted.
59	Chapter 3: Greater Cambridge	Bus	Support the principle of the Foxton Travel Hub, and support its inclusion in the LTCP, however we have concerns that the current approach to its delivery is demonstrably falling significantly short of achieving the goals and objectives of the LTCP: the draft LTCP should be strengthened to ensure that the delivery of identified projects are indeed achieving the ambitious goals and objectives that it has set out. There needs to be a clear mechanism to ensure that the laudable aims presented in the draft LTCP do not become empty rhetoric.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com) . No change to plan.
60	Chapter 3: Greater Cambridge	Interchange	Submitted alternative proposals for Foxton Travel Hub to GCP. LTCP should scrutinise all proposals included including Foxton Travel Hub and help steer to more innovative proposals	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com) . No change to plan.
61	Chapter 3: Greater Cambridge	Rail	LTCP should inc. more on closing level crossings which improve safety and reduce congestion - Foxton prime example of this	Noted. Level crossings are primarily a Network Rail issue. LTCP supports safety improvements across network and will work with NR where required.
62	Chapter 3: Greater Cambridge	Related documents	LTCP should align with GC Local Plan emerging strategy	Noted. Already does this.
63	Chapter 1	Safety	Strongly support. Safer routes and more reliable and efficient PT would aid more walking, cycling and PT	Support noted.
64	Chapter 3: Greater Cambridge	Specific scheme	Strong support for inclusion of Cambridge South Station but may be underspecified for potential passenger numbers. Also concern for ped and cycle safety at eastern access due to numbers of taxis, buses and vehicles	Support noted. This scheme is being progressed by Network Rail and a Public Inquiry was held in summer 2022. It is anticipated that a decision could be received by the Secretary of State by the end of 2022. The CPCA will continue to work with Network Rail and other partners as more detailed plans are forthcoming. No change to plan.
65	Chapter 3: Greater Cambridge	Specific scheme	East West Rail - should go where it serves planned development. Not much planned in this area.	East West Rail is being progressed by the EWR Co. The route has been selected based on a range of criteria. This is a key scheme to improve sustainable connectivity to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progresses. No change to plan.
66	Chapter 3: Greater Cambridge	Specific scheme	Support Melbourn Greenway but should go further and link all villages on A10(s) corridor.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com) . There will be an opportunity for further links to be explored through the forthcoming refresh of the Transport Strategy for Cambridge and South Cambridgeshire. No change to plan.
67	Chapter 3: Greater Cambridge	Rail	LTCP needs to focus on all 3 stations in area and not just Foxton (via GCP's travel hub). Community Rail Partnership published a Local Rail improvements plan in 2020 which contains proposals.	Comment noted. Make greater reference in the Greater Cambridge section to importance of the rural stations in South Cambs. Make reference to the MSF CRP and signpost to rail improvements plan.
68	Chapter 3: Greater Cambridge	Rail	LTCP should recognise access issues at all 3 rural stations and address these in similar way to Fenland Stations Regeneration Scheme	Comment noted. Make greater reference in the Greater Cambridge section to importance of the rural stations in South Cambs. Make reference to the MSF CRP and signpost to rail improvements plan.

69	Chapter 3: Greater Cambridge	Rail	Should restore weekday semi-fast services to London and half-hourly weekend services	Comment noted. The CPCA will continue to lobby the TOCs to press for more regular services to serve the needs of the rural stations. Also amend text to make reference in a new general section on partnership working.
70	Chapter 3: Greater Cambridge	Rail	Foxton (INC. Travel Hub): support principal of it but question scale of development and access to station. Should inc. options for extending platform (8 car trains), widening platforms, ticket machines on Cambridge side and improving footpath to station from the village (compete with lighting and paving etc.)	Comment noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cmis.uk.com]
71	Chapter 3: Greater Cambridge	Rail	Shepreth: improve capacity on north side, inc. cycle parking, step free access between platforms, refurb station building, extend platform (8 car trains).	Comment noted. Amend wording in Greater Cambridge section to acknowledge improvements needed at station. The refresh of the Transport Strategy for Cambridge and South Cambridgeshire will be the more appropriate place for more detail. The CPCA will continue to work with Network Rail to press for improvements to local stations.
72	Chapter 3: Greater Cambridge	Rail	Meldreth: provide step free ramp to Melbourn footpath, step free access between platforms and extend platforms.	Comment noted. Amend wording in Greater Cambridge section to acknowledge improvements needed at station. The refresh of the Transport Strategy for Cambridge and South Cambridgeshire will be the more appropriate place for more detail. The CPCA will continue to work with Network Rail to press for improvements to local stations.
73	Chapter 3: Hunts	Specific scheme	The Combined Authority supports improvements to the A1 corridor to be delivered by National Highways. Vistry consider that any schemes should consider all modes.	Noted
74	Chapter 3: Hunts	Specific scheme	A14 improvements relieved a major bottleneck on the SRN between Cambridge and Fboro. Removal of traffic from Hunts viaduct also improved environment in town	Noted
75	Chapter 3: Hunts	Highways	CPCA currently bidding for National Highways Legacy Funds to support a Highways Academy in Huntingdonshire. This should reduce barrier to those wishing to access education - something the CPCA recognises as a key issue	Noted.
76	Chapter 3: Hunts	EV and alternate fuels	More rollout of EV charging points in rural Hunts req. as currently well below national average.	Noted. EV and alternative fuels strategy/policy to follow
77	Chapter 3: Hunts	Active Travel	recognise that Huntingdon already boasts connected, dedicated, high-quality walking and cycling infrastructure, but this should be extended to promote the use of active modes.	Noted. Additional detail on AT in local section
78	Chapter 3: Hunts	Bus	There should be a more comprehensive bus network strategy focussing on core inter-urban routes including Huntingdon.	Noted. BSIP to cover bus routing in local areas
79	Chapter 3: Hunts	Micromobility	Focus on Mobility as a Service (Maas) to promote alternative modes such as e-scooters and e-bikes where the user can access the service digitally.	Noted. Micromobility policy to follow.
80	Chapter 3: Hunts	Bus	LTCP should focus on Demand Responsive Transport (DRT) in rural areas, such as the Stagecoach TING service currently being trialled in west Huntingdonshire This service employs four small single deck buses from Stagecoach East to provide bus services on demand across 360km2 of the region. Passenger levels have continued to increase significantly, and as a result the six-month trial has been extended for a further three months, with the potential for a revised service to commence in July 2022	Noted. Local section to be amended to emphasise rural PT requirements
81	Chapter 3: Hunts	Specific scheme	Sustainable alternative travel modes will be key to Huntingdonshire however the need remains to invest in targeted highway networks, such as the A141 and St Ives Improvements that will address issues for all users (including active travel and public transport users). The A141 and St Ives Improvements project will be accelerated to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve public realm, as well as connectivity through active travel modes, walking and cycling.	CPCA committed to developing A141 to OBC and to deliver project as part of long term plan
82	Chapter 3: Hunts	Highways	There is a need to invest in targeted highway networks, particularly the A141 corridor, and this should address issues for all users including active travel and public transport users. A greater emphasis on how active travel modes can be supported in highway improvements is required.	CPCA committed to developing A141 to OBC and to deliver project as part of long term plan
83	Chapter 3: Hunts	Evidence	We note the various constraints identified for Huntingdonshire.	Noted
84	Chapter 1	Active Travel	Whilst road space re-allocation is briefly mentioned, we would suggest that a more serious proposal is provided to deliver the hard choices around reducing private car use for the existing communities.	Noted
85	Chapter 2: Our strategy	Specific scheme	More explicit support for the East West rail project to provide a strong evidence base to Government – reinforcing the Region wide support for the project given current the challenges to the project.	East West Rail is being progressed by the EWR Co. The route has been selected based on a range of criteria. This is a key scheme to improve sustainable connectivity to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progresses.
86	Chapter 3: Greater Cambridge	Productivity	To help facilitate the growth there should be more focus on how cross city (n-s / e-w) transport corridors are delivered to facilitate this spatial vision.	GCP are looking at proposals for this type of thing. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cmis.uk.com]
87	Chapter 3: Greater Cambridge	Productivity	May be a need to use public funds to help facilitate infrastructure, e.g. by purchasing land	Noted. This is an option to CPCA as transport authority and CCC as highways authority already.
88	Chapter 3: Greater Cambridge	Productivity	It would be useful to see more detail in the Plan on the expected funding proposals behind the initiatives outlined - to demonstrate the funding assumptions behind them and to provide robustness and credibility to the Plan. Willingness to be involved in process of reviewing and exploring funding options	Noted. Delivery plan and local strategies to focus more on funding and delivery
89	Chapter 3: Greater Cambridge	EV and alternate fuels	Innovations in new transport modes, transport tech and fuels are moving very quickly, and we would suggest more focus on this to guarantee the Plan is forward looking and future proofed.	Noted. Further policy and detail on alternative fuels and EV to follow
90	Introduction	Partnership	1.Unclear CPCA, Local Authorities (LAs), Department for Transport (DfT) roles in delivering the LTCP	CPCA are responsible for delivering this LTCP. DfT sets guidance on LTP's. Other LA's are partners and consultees
91	Chapter 1	Objectives	Mismatch in priorities. Key objectives around the environment, air quality and climate change are at odds with the funded/approved schemes on A-roads but vague	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.

92	Chapter 1	Climate	In the current LTCP there is no detail on specific measures targeted at reducing emissions from LGVs and HGVs. No clear plan on how to coordinate efforts local to national, nor who decides which are the priorities when funding becomes available. If there is a real drive for alternative fuelled LGVs and HGVs, then careful planning needs to be designed to allow space for hydrogen refuelling stations for hydrogen fuel cell electric vehicles, or new multi-user logistics depots in central urban areas and mobile city hubs and micro-consolidation distribution centres (where smaller couriers collect their parcels from mobile hubs and then make deliveries using bicycles, or on foot).	Noted. The section on freight (and HGV/LGV) will be updated in the our strategy section. This will include promoting alternative fuels (and modes) for movement of goods where possible. In terms of emissions, the WSP work is investigating how carbon and traffic reduction can be better assessed within the LTCP
93	Chapter 5: Monitoring and performance	Targets and indicators	No clear policies to drive reduction in private car mileage. Whilst there is a mention of reducing car usage by 15% in the region in line with the recommendations from the Independent Climate Commission, there is no articulated plan on how the CPCA or LA's could drive this reduction in car usage.	WSP work looking at the impact of the various major schemes. Local strategies, delivery plan (to follow) and child docs will add detail on how schemes, policies and aims can be delivered.
94	Chapter 3: Greater Cambridge	Connectivity	Urge the CPCA to ensure the LTCP acknowledge and put in place the policy hooks for enhanced and potentially segregated cross city connectivity within which we can then look to develop our proposals further with partners.	GCP are looking at various schemes for Greater Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies.
95	Chapter 3: Greater Cambridge	Suggested scheme	Suggest wording that better reflects the following potential options is included: A northeast orbital connection which connects Cambridge East to the Cambridge Northern Fringe Area. The route would connect from a relocated Newmarket Road P&R to a point in the northern fringe having bridged the River Cam and the railway corridor and would dismount into the existing 58 lanes to Cambridge Busway and the proposed Waterbeach to Cambridge public transport corridor	GCP are looking at various schemes for Gr Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
96	Chapter 3: Greater Cambridge	Rail	Suggest wording that better reflects the following potential options is included: A southern route from Cambridge East to the southern busway network via Davey Road and the Clifton Industrial Estate. At the western end of Davey Road the public transport route could provide access to a new eastern access into Cambridge Railway Station delivered in combination with the new island platforms needed to support east West Rail.	GCP are looking at various schemes for Gr Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
97	Chapter 3: Greater Cambridge	Related documents	Support reference to Cambsourne to Cambridge Better Public Transport and Active Travel Project, as well as specific reference to Scotland Farm in providing a new Travel Hub	support noted
98	Chapter 3: Fenland	Bus	Improvements in public transport around our start and finish times (7.30-8am & 4.30-4.45pm) along with improved public transport in the evenings and weekends for leisure purposes would provide an incentive for current and / or future employee's. Improvements in weekday daytime services would also help customers / suppliers who are wishing to utilise public transport.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
99	Chapter 3: Fenland	Bus	Having rapid, predictable public transport to local train stations such as March and/or Ely that are timed to coincide with train timetables would also help particularly in early mornings, late afternoon, evenings and weekends. Improvements to more frequent, earlier and later trains from Manea station along with a connection from Chatteris to Manea would also be helpful.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
100	Chapter 3: Fenland	Bus	Accessibility to the North Cambridgeshire Training Centre via regular public transport is going to be significant in our impact to improving local skills within Fenland and the surrounding areas. Learners from Chatteris will be able to cycle or walk to the centre to attend their training classes but there is currently a lack of transport options from outside of the town. With a large proportion of our learners being 16-18, many are unable to drive or afford to own and run their own vehicle in the current cost of living and therefore they rely heavily on the public transport sector to access their education, and even workplace.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
101	Chapter 3: Fenland	Highways	A range of agricultural vehicles are required on farm and need to use roads to access property (both land and buildings) in a range of locations which are often isolated. There can be peaks and troughs in the use of these vehicles and their access requirements. Road schemes must allow for practical access along their entire length for permitted road vehicles, including agricultural vehicles.	Noted and agreed. Local design for road schemes to deal with this on a case by case basis.
102	Chapter 3: Fenland	Bus	Transport links also help to ensure employees can access work opportunities and reduce social and economic isolation which can be particularly acute in rural areas. Those working on farms, orchards, glass houses, pack houses, or in the supply chain, can live in a variety of locations from on farm, to local villages and towns, or travel in for seasonal work. The families of workers who live in rural areas need sustainable access options too. Rural isolation can lead to a range of associated issues including poor mental health and wellbeing, as well as lower skills and education attainment levels.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points. Inc. social inclusion
103	Chapter 3: Fenland	Productivity	The strategy needs to consider the long term needs of the region, including potential population growth, as well as integrate the requirements determined by policies from national government departments.	Noted and agreed. No change required. LTP looks long term and is aligned with local growth and national policy
104	Chapter 1	Goals	Supports CPCA's encouragement of integrated planning approach for guiding the investment in transport infrastructure	support noted
105	Chapter 1	Vision	The CPCA should go further in this LTCP to emphasise the importance of a fully integrated, high quality, reliable, convenient, affordable, safe and accessible transport network for all. The LTCP should acknowledge the need to ensure growth is focused around high quality transport corridors, which is referenced in the body of the document but not specifically within the vision, goals or objectives.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
106	Chapter 4: Policies	Targets and indicators	Welcome the proposal to reduce vehicle miles, but in order for this to be realised infrastructure such as park and ride, must be properly and appropriately considered before plans are taken forward to deliver it.	Noted
107	Chapter 3: Greater Cambridge	Specific scheme	Significant concerns that the proposed siting of park and ride at Scotland Farm is not best placed to deliver either a travel hub, or to intercept vehicle traffic as best it can. Thus, the current proposals of the GCP are not aligned to the aspirations of this LTCP and should be revisited accordingly.	Comment noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets/library/about/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
108	Chapter 3: Greater Cambridge	Related documents	Welcome the reference in the Plan to the emerging Local Plans for Cambridgeshire and South Cambridgeshire which seek to define the development needs for homes and jobs to 2041,	Noted
109	Chapter 3: Greater Cambridge	Bus	Support proposals for integrated travel hubs which combine multiple modes with park and ride to offer viable alternatives to the private car and can truly facilitate sustainable housing and employment growth.	Support noted
110	Chapter 3: Greater Cambridge	Specific scheme	LTCP does not accord with the current approach being undertaken by the GCP towards park and ride associated with C2C, which is instead pushing delivery of park and ride at Scotland Farm in respect of C2C east of Cambourne, in a location that offers an inferior and less connected alternative to that promoted by MGH at Land North of Cambourne.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets/library/about/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
111	Chapter 1	Highways	Supportive of the LTCP, views all existing projects and look forward to collaboration on projects within Cambridgeshire and all Highway matters relating to the Strategic Road Network	Support noted
112	Chapter 2: Our strategy	Cross border issues	Lincolnshire is not mentioned at all. Spalding is mentioned just once, and Lincoln and Boston are not mentioned at all. Other counties, cities and towns are mentioned.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
113	Chapter 3: Fenland	Cross border issues	The LTCP needs to clearly recognise how important transport connectivity between Peterborough and Fenland to South East Lincolnshire is to both areas. We are concerned that the current draft LTCP does not reflect the importance of connectivity to Lincolnshire and the 'on the ground' reality and functional economic geography, with South East Lincolnshire being one of the main trading partners for Peterborough and Fenland.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
114	Chapter 3: Fenland	Cross border issues	The current draft Cambridgeshire and Peterborough LTCP focuses heavily on links to other areas within the sub-national transport body area in which CPCA sits (EHE) and also to Norfolk and Suffolk (Transport East), but this does not fully reflect the needs of Peterborough, Fenland and the areas they interact with in South East Lincolnshire. It is vital for CPCA and South East Lincolnshire to work together to ensure that the transport needs in this area informs all three sub-national transport plans.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes

115	Chapter 3: Peterborough	Cross border issues	South East Lincolnshire proposes that two key routes are added to the A47 route study area to reflect the way in which this route supports the economy of South East Lincolnshire in addition to Cambridgeshire and Peterborough. The Eye (Peterborough) to Boston section of the A16 to encompass this key route for the food industry; link to the Port of Boston and its growth; and to address congestion on the A16/A47 junction. This would build on the current proposals for the A16/A47 Norwich junctions as recognised in the LTCP. The A17/A16 corridor which connect with and interact with Fenland and Peterborough via the A1101 to Wisbech and the A17/A47 at Kings Lynn (as well as the A16).	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
116	Chapter 3: Peterborough	Rail	Peterborough is the hub through which the rail lines which serve Spalding, Boston and Skegness primarily connect to the national rail network. This route is important for freight (especially for the Port of Boston), access to services, travel to work and supports our ambitions, as reflected in the Boston and Skegness Town Deals, to make more use of rail connectivity to support sustainable growth of the East Coast visitor economy. We would welcome a conversation with CPCA on how we can use continued economic growth in South East Lincolnshire to support the case to Network Rail for investment in these routes for rail freight and passengers.	Noted. CPCA to carry out dialogue with SELC
117	Chapter 3: Peterborough	Highways	South East Lincolnshire is pleased to see the reference in 3.24 to dualising the route between Spalding and Horwood and is keen to work with CPCA to make the case for this. Any dualising on the A16 must go at least as far as Spalding, but we would argue for this study to look at options to dual all the way to Boston.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
118	Chapter 3: Peterborough	Cross border issues	As well as an increase in commuting trips originating in areas to the West of Peterborough, continued and planned growth in South East Lincolnshire will create increased travel to work flows between Peterborough and South East Lincolnshire which need to be reflected in this part of the LTCP.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
119	Chapter 3: Peterborough	Specific scheme	Can we also please note that the map on page 47 does not have the A16 on it. Instead referring to the A1073 which was replaced with the new A16 in 2011 - this clearly needs to be rectified.	Noted. Update as appropriate
120	Chapter 3: Peterborough	Specific scheme	South East Lincolnshire endorses these assessments of the strategic importance of the A47 to the area, but all of these statements fail to recognise that the A47 corridor is also critical to South East Lincolnshire, which accesses the A47 via the A1175 and A15 to the north of Peterborough; the A16 at Ely; the A1101 at Wisbech; and, the A17 at Kings Lynn. The case for dualising the A47, particularly from the A1 at Wansford to Peterborough and from Peterborough to Walton Highway near Wisbech, would be significantly strengthened by working with South East Lincolnshire to make the existing and future economic growth case.	Noted Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
121	Chapter 2: Our strategy	EV and alternate fuels	The plan is successfully in line with the UK's goal reaching net zero by 2050. A key factor which must be considered is the rise in electric vehicles, to sustainably plan for the future it is essential to build on the EV infrastructure, especially in rural communities.	noted
122	Chapter 2: Our strategy	Freight	Although the draft report has extensive goals and aims, it is important that the final version of the plan considers neighbouring authorities and how the LTCP can work with them. This is essential for both the movement of passengers and freight which will be essential for connecting the East of England region as a whole to the rest of the UK.	Noted. It is proposed that a more clear statement on partnership working with neighbouring authorities is made within 'our strategy' section.
123	Chapter 1	Partnership	Urge the CA to work with others in the wider East region on this objective	Noted. Commitment to more partnership working
124	Chapter 1	Goals	Support this LTCP and agree with the objectives and goals set out	Support noted
125	Chapter 1	Active Travel	Concerned about the change of surfacing rendering many paths unsuitable for trotting and cantering, would prefer that they aren't tarmacked over for cyclists. Environmental benefits to retaining soft surfaces	Noted. Active Travel strategy and ROWIP have key role in individual schemes and routes. LTCP is clear equestrians remain an important mode of travel that should be catered for.
126	Chapter 1	Targets and Indicators	Ask that qualitative information is also considered as well as surveys	Noted. Active travel strategy is clear that each scheme is looked at on a case by case basis and qualitative evidence will be welcomed at this time.
127	Chapter 3: Greater Cambridge	Suggested scheme	We think that the long-term future of transport around Cambridge should be based on a network of light rail lines supported by bus services.	CPCA has a range of proposals looking at future transport around Cambridge. The GCP is managed in accordance with the agreed assurance framework which can be found here: http://www.greatercambridge.org.uk/assets/libraries/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). No change.
128	Chapter 3: Greater Cambridge	Rail	Buses on the present guided busway have to make their way into the city on the existing road system, which substantially increases their journey times as well as adding to congestion. It would appear that the proposed "segregated public transport" corridors would do exactly the same and would lead to greater congestion in the city.	Comment noted. The Making Connections package of measures specifically addresses the point made about congestion through the introduction of a congestion charge and the reallocation of road space to enable better reliability of buses. No change to plan.
129	Chapter 3: Greater Cambridge	EV and alternate fuels	There would also be increased air pollution as electric buses, although advertised as "zero emission", produce significant non-exhaust emissions (NEEs) from tyre and road surface wear, more even than diesel buses, due to the extra weight of the batteries.	Comment noted. It is acknowledged that electric vehicles produce pollutants from tyre and road surface wear. No change to plan.
130	Chapter 3: Greater Cambridge	Connectivity	The GCP proposals do not appear to address the problem of cross-city connectivity, connecting for example residential developments to the west of Cambridge to the Bio-medical campus or those to the south east to the West Cambridge Campus.	Comment noted. Add in additional text in the Greater Cambridge section to strengthen the narrative on need for cross city connectivity.
131	Chapter 3: Greater Cambridge	Safety	Raises a number of very local issues facing the Greenlands Estate in Cambridge regarding the wider issues of CUH/CBC success having unintended negative consequences on its residential neighbours. Issues include loitering and misuse of communal greens, obstruction of highway and communal driveways, maintenance of communal driveways, , speeding and motor cycle use, personal safety, street and communal driveways	This is an issue for local strategy and not really an LTCP issue.
132	Chapter 1	Vision	The Combined Authority's proposed vision reflecting the need to respond to climate change, protect the environment, and support sustainable economic growth is strongly supported. The six overarching goals for the LTCP in relation to productivity, connectivity, climate, environment, health and safety are supported.	Support noted
133	Chapter 3: Greater Cambridge	Active Travel	Generally supports the proposed transport measures identified in the draft LTCP in relation to Waterbeach Barracks. Placing a greater emphasis on active travel, sustainable modes, and Sustainable Travel Hub is a fundamental part of the Waterbeach Barracks design and it is therefore strongly supported as a priority for the Cambridge network hierarchy expressed in the draft LTCP (Page 74).	Support noted
134	Chapter 3: Greater Cambridge	Bus	U&C generally supports the proposed approach for South Cambridgeshire within the draft LTCP, including the four new public transport corridors and also the recognition to create a 'world class bus network'. Further detail on this would however be welcomed in terms of what it would entail specifically for individual areas.	Support noted. Updated local strategy (child doc) will provide detail
135	Chapter 3: Greater Cambridge	Bus	The principle of Travel Hubs is supported and the proposals for the Wellcome Genome Campus will seek to align with and support the approach within the draft LTCP.	Support noted

136	Chapter 3: Greater Cambridge	Highways	It seems that there is generally a coordinated response to key areas of growth, including both employment and residential destinations. However, the Wellcome Genome Campus and its connectivity along the A1301 corridor and with the wider area, appears to be a significant omission from the current planned and emerging transport strategies and schemes. U&C and Wellcome are concerned about this oversight and the potential impact this could have on both the success of the Campus, its ability to achieve its ambitions in terms of sustainability and world class transport and on the wider movement network if WGC, as a key destination, is not embedded within the LTCP. We strongly consider that the status and importance of the WGC needs to be elevated and a more coordinated transport approach is required to ensure the Campus benefits from excellent connections if it is to continue to compete in the international arena.	Noted. The GCP have proposals for PT and AT schemes in this area and CCC/CPCA are discussing the possibility of the Royston to Granta Park study progressing to SOBC.
137	Chapter 3: Hunts	Rail	U&C strongly believe planned growth to the east of St Neots represents a positive and sustainable strategic location which can benefit from potential connection into the proposed East-West Rail route to enable sustainable travel patterns. This could unlock additional growth in this location, supported by both existing and planned infrastructure. U&C therefore support the draft LTCP support of East West Rail from Cambridge to Oxford, including the potential for a new station south of St Neots at Tempsford.	Support noted
138	Chapter 3: Hunts	Highways	The Huntingdon area plan on page 89 would benefit from the labelling of the St Neots Strategic Expansion Location, which includes Wintringham.	Noted. Agreed - simple map addition
139	Chapter 3: Hunts	Specific scheme	The draft LTCP references the potential A141 improvements around Huntingdon (and linking to St Ives) on pages and BA, B6, B7. Whilst there has been a degree of uncertainty regarding this route which has hindered sustainable development, it is absolutely crucial that any interventions to key road corridors are not delivered at the expense of better walking, cycling and public transport connectivity, as highlighted on page B6. The intention to place a greater emphasis on how active travel modes can be supported in highway improvements (as specified on pages B4 and B5) is therefore strongly supported.	Support noted
140	Chapter 3: Hunts	Shared Mobility	From a broader perspective, the draft LTCP should therefore further consider the potential for strategic scale sustainable transport linkages, including potential for bus or priority mass transit options to St Ives and Cambridge from Alconbury Weald.	Noted. Use wording in Hunts LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf - pg138
141	Chapter 3: Hunts	Related documents	The reference on page B3 to Huntingdonshire's Local Plan (and that development will be focussed in four spatial planning areas) should additionally note that sustainable growth in Huntingdon is also focussed on two Strategic Expansion Locations, at Alconbury Weald and St Neots East.	No change required. Current explanation is sufficient (checked with HDC).
142	Chapter 3: Hunts	Rail	The draft LTCP reference on page B4 to a new rail station at Alconbury (Weald) is supported. As a sustainable form of transport, the draft LTCP should advocate more strongly for the new railway station, and the benefits this potential modal shift would provide, including within the 'Alconbury' section on page B7.	Support noted. -USE WORDING IN HUNTS LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf pg138
143	Chapter 3: Hunts	Rail	The Huntingdon area plan on page 89 would be improved by illustrating the route of the East Coast railway line. Furthermore, the potential new Alconbury Railway Station should be illustrated on the east side of Alconbury Weald development rather than as currently illustrated on the A1 Road. To further aid clarity, the Alconbury Weald development should be more accurately labelled (the position of the text is currently shown to the west of the A1).	Agree addition of ECML is useful. AGREE THAT SHOWING ECML IS FINE AND DO INDICATIVE BLOB FOR STATION ON MAP
144	Chapter 5: Monitoring and performance	Goals	The CA should consider more metrics to measure productivity that tie into their strategic objectives, eg no of residential dwellings within the region that fall within a 30 minute sustainable commute to an employment hub, or the number of public transport routes that improve journey to home, education, employment, and leisure to within 30 mins	This is tied to Local Plan and planning issues. Local strategies will consider such data.
145	Chapter 1	Health	The draft plan does not go into detail as to how it is going to achieve a public transport network that will promote 'social inclusion' via the four factors highlighted, 'available, accessible, affordable and appropriate'. In particular 'affordability and 'appropriateness' should consider are not fully considered.	The LTCP is setting the vision and policy direction for PT and includes a number of 'major' PT schemes. The local strategies and the BSP will tackle specific issues such as accessibility for specific places. The CPCA is also investigating ways in which the bus and PT network can be better delivered, through frameworks and investigating the viability of funding the network in a different way
146	Chapter 1	EV and alternate fuels	The plan needs to be more specific to actively encourage non-fossil fuel (electric, hydrogen) solutions in transport.	noted. alternative fuels inc. EV to be promoted further in LTCP child doc
147	General	Interchange	The new transport network needs to be considered holistically so that conflicts between alternative modes of transport are eliminated as best as possible	noted.
148	Chapter 1	Connectivity	Promotes idea of 15-min city and broadening out to consider how this could work in more rural settings. Key to unlocking this is mapping of amenities to population centres and applying as catchment principle to provide policy direction shown gaps in connectivity.	additional discussion on rural areas and connectivity to and within them is being made, both in main strategy and in local sections
149	Chapter 2: Our strategy	Freight	Acknowledgement in the draft LTCP that the potential the rail network has for greater freight movements is noted, however suggest going further by transitioning the vast majority of freight movements from currently congested roads to underutilised railways.	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested approach needs significant central government support to facilitate.
150	Chapter 2: Our strategy	Freight	The 'secure freight consolidation centres' identified could be located on the rail network	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested approach needs significant central government support to facilitate.
151	Chapter 3: Fenland	Rail	Suggest considering extending the Wisbech Rail link to King's Lynn, creating an alternative to the A47	Noted. LTCP supports Wisbech rail link but details on its specifics are not for the LTCP.
152	Chapter 3: Fenland	Connectivity	Market town connectivity will be improved so that parts of our region are not left out from future opportunities. We need to do this by considering viable 15-minute communities or neighbourhood hubs	Noted. LTCP supports 20 min neighbourhoods
153	Chapter 2: Our strategy	DRT	DRT has a big role to play in the future, interlinking with 15-minute communities to provide greater connectivity outside of these areas.	Noted and agreed. Covered in LTCP
154	General	Wider policy areas	Strong governance needs to be applied, together with policy around how new developments are delivered.	Noted however this is something which should be addressed by the local plan
155	Chapter 1	Connectivity	Digital connectivity should be available to all, including those in more rural areas within our region	Noted. Digital policy to follow
156	Chapter 2: Our strategy	Freight	Freight movement should be transitioned away from the road network thus reducing emissions	Noted. LTCP to be improved on freight and HGV.
157	Chapter 1	Environment	Biodiversity measures should be considered holistically across the region and linked to a 'green vision' for the region as a whole.	Noted.

158	Chapter 1	Active Travel	Transition to more sustainable travel modes should come with benefits to public health - reduced congestion leading to better air quality and increased physical activity through active travel	Noted. Public health and AQ key aspects to LTCP
159	Chapter 1	Safety	The safety of the transport modes should be considered from both physical safety through the prevention of accidents as well as personal safety in terms of individual passengers feeling safe in their surroundings.	Noted and agreed. Safety section to be improved and can check this
160	Chapter 1	DRT	Review of the benefits of the TING trial, with further expansion of that initiative if proved successful	Noted.
161	Chapter 2: Our strategy	Targets and Indicators	Revamp our approach to Planning Policy in the region to facilitate integration of development proposals for the regions so that they are intrinsically linked to the LTCP to enable progress to net-zero.	Noted however this is something which should be addressed by the Local plan
162	Chapter 1	Safety	Conscious that the plan will drive investment decision making and plans for the future so we welcome your commitment to considering and improving the safety of our transport network, whilst ensuring actual and perceived barriers are addressed and minimised. We would like to ensure partners are actively considering road and community safety issues in their plans and bids for transport projects.	noted. LTCP to improve safety section and commit to working with partners.
163	Chapter 1	Safety	We welcome the links made to road safety and Vision Zero. The Commissioner will continue to support the partnership's ambition to achieve a zero road deaths or serious injuries in Cambridgeshire by 2040, supporting the county's Vision Zero Partnership. The new Local Transport and Connectivity Plan provides an opportunity to enshrine your commitment into future planning.	Support noted. No change to plan.
164	Chapter 1	Safety	Within the framework for achieving the ambitions set out in the draft plan, we would also like to highlight the opportunity to enhance the broader safety focus of the plan in terms of crime prevention. Improving people's feelings of safety should help them to make more sustainable travel choices.	Noted and agreed. To be included in new safety section
165	Chapter 1	Safety	Your new Local Transport and Connectivity Plan provides an opportunity to highlight the need more broadly in transport projects, to design out and prevent crime from the outset. It would be helpful for wider partners to consider these issues as part of their project design.	Noted
166	Chapter 3: East Cambs	Rail	Support for the CA's efforts with Network Rail to deliver capacity improvements through the Ely area and for lobbying Network Rail for the doubling of track capacity between Newmarket and Cambridge and Soham and Ely to facilitate the reinstating of Snailwell Loop.	Support noted. No change to plan.
167	Chapter 3: East Cambs	Rail	Keen to see delivery of hourly Ipswich to Peterborough service and the implementation of EWR Central Section which would support extension of services to Newmarket, Bury St Edmunds and Ipswich.	Support noted. No change to plan.
168	Chapter 3: Greater Cambridge	Bus	Stress the need for fast, frequent and reliable public transport improvements on the Haverhill to Cambridge corridor including mass rapid transit and express services.	Noted. GCP looking at improvements for part of this corridor through its CSETS work. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
169	Chapter 3: Greater Cambridge	Bus	Interested to know more about the proposed rollout of demand responsive transport services across East Cambridgeshire and to what extent they may interact with rail stations at Kennett and Newmarket.	Noted. CPCA to liaise with WSC.
170	Chapter 3: East Cambs	Partnership	Suggest establishing a formal arrangement between CPCA and West Suffolk Council whereby can work together on cross-boundary issues such as bus service improvements, DRT schemes, A142 study and A14/A11 junction	A new section is to be added to strengthen intention for partnership working. CPCA to liaise with WSC.
171	Chapter 3: Greater Cambridge	Partnership	Welcome consideration of additional public transport to links from Newmarket Rd P&R to the employment centres of Milton Science Park and Cambridge Biomedical Campus	Support noted. No change to plan.
172	Chapter 3: Greater Cambridge	Specific scheme	Regarding the A11/A1307 junction new travel hub we would like to understand if the new A11 transport hub will include electric bus charging infrastructure.	Noted. GCP delivering this. GCP looking at improvements for part of this corridor through its CSETS work. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). Suggest WSC liaise with GCP
173	Chapter 3: East Cambs	Specific scheme	Support the inclusion of the A142 capacity study and the commitment to work with partners to assess and develop further improvements to the A14/A142 junction 37. Also support the reference to junction 38 where the A14 meets the A11.	Support noted. No change to plan.
174	Chapter 3: Greater Cambridge	Bus	Requesting more affordable public transport and a management system similar to TIL which would act as an umbrella organisation overseeing transport in Cambridgeshire.	CPCA investigating ways in which buses can be delivered. GCP also doing similar for Gtr Cambridge
175	Chapter 2: Our strategy	Bus	Draft LTCP lacks a regional plan to replace conventional rural bus services by a regional busway network to take the lead in the development of the region's transport infrastructure as a whole.	Noted. The BSIP is aiming to deal with improvements to the wider bus network
176	Chapter 2: Our strategy	EV and alternate fuels	Long-term effect of Covid restrictions, spiralling energy and fuel costs, cost of switching to EV vehicles could provide opportunity for an innovative review of traditional modes of bus travel to and from places of work and business around the region, avoiding reliance on private vehicles to fill the deficiencies in transport supply.	Noted. The BSIP is aiming to deal with improvements to the wider bus network
177	Chapter 2: Our strategy	Bus	Makes suggestions around how bus services could be reviewed. This includes: looking at speed and ease of traffic flow, identifying existing key strategic routes between principal urban centres, establishing express inter-city busway network,	Noted. The BSIP is aiming to deal with improvements to the wider bus network
178	Chapter 2: Our strategy	DRT	An integrated transport network across the CA area could be established on three levels, namely rail services, interurban primary busway routes and DRT bus services serving small communities and feeding into busway routes.	Noted.
179	Chapter 2: Our strategy	Bus	Suggests three levels of travel hub, namely interchange service hubs, urban hubs and mini hubs.	noted.
180	Chapter 3: East Cambs	Partnership	Would welcome the opportunity for further and continued engagement to ensure cross-boundary considerations are embedded into project development and delivery, and to optimise outcomes for our respective regions.	Noted. Further dialogue welcomed

181	Chapter 3: East Cambs	Connectivity	Improved connectivity for rural communities, providing faster and more frequent connections will improve access to jobs and education and CPCA's ambitions to achieve a 15% reduction in car mileage and strategic proposals, such as North to South and East to West rail and road improvements (Ely, Soham and Newmarket rail improvements, and improvements on the A10, A14, A142, and A47 road corridors), which support these aspirations are welcomed.	Support noted. No change to plan.
182	Chapter 2: Our strategy	Targets and Indicators	Support the principle of the LTCP's commitment to a reduction in car mileage by 15% by 2030, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. We note that the practical application of this commitment and therefore its specific impacts remain to be determined and we would welcome further engagement on this as it develops.	Noted. Further dialogue welcomed
183	Chapter 3: East Cambs	Highways	Proposals to continue developing the capacity study of the A142, and to work with partners to assess and develop potential solutions to junction capacity constraints of the A14/142, are welcomed and would go some way to supporting improvements of our cross-country key movement corridor as identified in our IDP, which is considered a vital transport investment opportunity for our region. The A14 (particularly at J37 (A142)) remains very vulnerable to further growth in East Cambridgeshire and we welcome the opportunity for further engagement and partnership working.	Support noted. No change to plan.
184	Chapter 3: East Cambs	Specific scheme	We would welcome an opportunity for further engagement to ensure consideration is focused on improvements to local connectivity along the A1307 corridor, including east of the A11, that better accommodate such movements.	Noted. Further dialogue welcomed
185	Chapter 3: East Cambs	Cross border issues	We would welcome further engagement with CPCA and regional partners to investigate opportunities to improve access to Stansted Airport, in particular supporting growth through sustainable transport improvements	Noted. Further dialogue welcomed
186	Chapter 3: East Cambs	Cross border issues	We would welcome discussions, along with partners, on potential cross-boundary transport improvements, including active travel.	Noted. Further dialogue welcomed
187	Chapter 3: Greater Cambridge	Specific scheme	Strongly object to CA's endorsement of the GCP Cambourne to Cambridge scheme, on grounds of environmental damage and low BCR. Wish to engage with the Mayor on the C2C off road route.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
188	Chapter 3: Greater Cambridge	Specific scheme	Strongly object to CA's endorsement of the GCP Cambourne to Cambridge scheme, on grounds of environmental damage, cost and low BCR.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
189	Chapter 1	Goals	There is little distinction between the wording of the goals and those of the objectives. The goals should be the longer-term outcome while the objectives define the measurable actions to achieve an overall goal.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
190	Chapter 1	Goals	It is not clear how the proposed objectives will be achieved. Instead of the traditional pyramid of responsibility, the figure on page 10 of the consultation document betrays the fact that the responsibility to achieve these objectives is split between several authorities with no single authority with the power to oversee and co-ordinate their efforts. In short, the strategy cries out for the setting up of a single body with the powers, responsibilities and resources to deliver it.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
191	Chapter 1	Goals	Within the goals and objectives, the message relating to the Environment is muddled – sometimes titling it 'Environment' and other times 'Natural Environment'. For example, on page 20 of the draft Plan, the environment goals and objectives are much more than just Natural Environment. They should be titled Environment and the supporting text refer to natural, historic and built environments.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
192	Chapter 1	Environment	The Environment goal only refers to 'protecting and improving our green spaces and improving nature'. The environmental goal should be expanded to include protecting and improving 'historic and built space' alongside protecting and improving green space. The environment objective should then set out the actions to achieve this goal. We would suggest that these should include avoiding loss of natural and historic environments; minimising visual intrusion in the landscape and skyline, and minimising light and noise pollution.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
193	Chapter 2: Our strategy	Environment	The narrative of this chapter is hard to follow. The guiding principles are listed on page 30 but the following pages headed up "Guiding Principles" do not match the bullet pointed list but deal with strategy topics. The strategy essentially repeats the goals and objectives, many several times over, in various forms of words, with some additional justification and explanation. The 7th bullet point is 'Greening our transport infrastructure and enabling access to our high quality green open spaces'. Further clarification is needed on this guiding principle. It is unclear whether 'greening' is referring to reducing greenhouse gas emissions or improved landscaping. It is important that you clarify what is meant by 'high quality green open spaces' and how the provision of transport infrastructure is going to deliver it. We would be very concerned if this refers to narrow strips of landscaping beside transport infrastructure rather than substantial open areas which can be managed to be of benefit to nature and people.	Noted. Structural changes to this chapter are proposed
194	Chapter 2: Our strategy	Public Realm	There is very little effective intervention on this element of the strategy. Reference is only made to Low Traffic Neighbourhoods and 20-minute neighbourhoods.	Noted. Potential for some beefing up of these elements in the our strategy chapter
195	Chapter 2: Our strategy	Climate	The commitment to a target of net zero carbon by 2050 is not referenced at all within the bullet points on page 30. Climate change appears towards the end of the section on "Overall Strategy". Surely, tackling climate change should be the priority of the plan and the driving force behind the strategy? The plan must be more ambitious than achieving Zero Carbon by 2050 and must be sufficiently flexible to allow for subsequent changes, so that the policies can evolve to cope with the changes that are being brought about by global warming and the loss of natural diversity. There is little substantive detail on the interventions to tackle climate change.	Noted. WSP work to address
196	Chapter 2: Our strategy	Environment	This only refers to causing minimal destruction to the environment during construction and operation and achieving biodiversity net gain. The strategy should state that infrastructure will be planned to avoid destruction of the natural and historic environment. To meet national and local policy requirements, the delivery of transport infrastructure needs to show how the hierarchy of mitigation measures (Avoid, Mitigate, Compensate) has been embedded into the design of the development. Throughout the Plan, the vision, goals and strategy/guiding principles, reference is made to a commitment to biodiversity net gain. However, no mention is made of the percentage of net gain and the Plan must firmly commit to a minimum 20% net gain to meet the aspirations of the local Councils.	Noted. Needs CPCA review and updated accordingly - biodiversity net gain work to be included. Other examples to be integrated wherever possible.
197	Chapter 4: Policies	Policies	We are very disappointed that the draft LTCP does not include the policies for us to comment on. Therefore, we consider that the draft LTCP is not ready for public consultation and a further public consultation on the policies will be required before the LTCP may be adopted.	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. Current policies remain as previously consulted on and published - new ones will be subjected to the appropriate consultation process
198	Chapter 3: Greater Cambridge	Specific scheme	We support the need to encourage more people to access the city on public transport or by active modes. However we object to the strategy of achieving this through building new roads through open countryside, to be used by buses and supported by giant car parks. These new roads, car parks and their associated infrastructure will destroy habitats and damage the landscape, countryside and green belt.	Noted. The LTCP is clear that there is a hierarchy of modes and that alternatives to road building and facilitating private car use will be promoted in the first instance. Where a scheme is proposed by the GCP, the GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
199	Chapter 3: Greater Cambridge	Specific scheme	We object to the GCP's preferred route for the Cambourne to Cambridge Bypass. In short, the Local Transport strategy proposes interventions which are destructive of the environment, and there is no evidence that the objectives cannot be achieved by other less damaging means.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
200	Chapter 3: Greater Cambridge	Specific scheme	We object to the GCP's preferred route for the Cambridge South East Bypass. In short, the Local Transport strategy proposes interventions which are destructive of the environment, and there is no evidence that the objectives cannot be achieved by other less damaging means.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
201	Chapter 3: Greater Cambridge	Specific scheme	The proposed busways include the provision of new park and ride sites. These result in more tarmac, buildings, and light pollution in the green belt countryside. Encouraging more people to drive to a park and ride site also undermines the investment to improve the coverage and quality of bus services from surrounding villages and towns	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)
202	Chapter 3: Greater Cambridge	Specific scheme	We support the provision of a network of Greenways. We are working with the GCP to try and ensure that the routing and infrastructure for these is delivered in ways that minimise their impact on the natural and historic environment. However, we are concerned when there is a duplication of infrastructure in close proximity, such as an active travel route beside a busway as well as Greenway and a pavement. This is caused by a lack of strategic planning and could result in an unnecessary loss of countryside. It must be remembered that all infrastructure generates carbon emissions and has negative environmental impacts.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com)

203	Chapter 1	Vision	East Cambridgeshire District Council supports the draft Local Transport and Connectivity Plan (LTCP) vision, and the aims and objectives presented.	Support noted. No change to plan.
204	Chapter 1	Vision	The Council welcomes the inclusion of a specific reference to rural areas in the vision, but would like to understand the vision for transport in Cambridgeshire and Peterborough over the short, medium and long term. What will the transport network look like in 5 years, 20 years and 50 years?	The delivery plan will detail future proposals and reference to EC Transport Strategy, to be delivered for local schemes. Also add section child documents, local strategies and their role.
205	Chapter 1	Environment	ECDC supports the objectives relating to climate change, carbon emissions and energy reduction and protecting and enhancing the environment. The District Council has declared a Climate Emergency and providing alternatives to the private car is essential to improve air quality and achieving our carbon neutral goals.	Support noted. No change to plan.
206	Chapter 3: East Cambs	Partnership	The Council welcomes the inclusion of 'connectivity' in the Plan as it recognises the environmental and social benefits of being able to work from home and access services online. The Council is keen to work with the CPCA to deliver improved broadband coverage and speeds in East Cambridgeshire and to improve and mobile phone reception across the district.	Support noted. New partnership paragraph/section in plan to be added
207	Chapter 3: East Cambs	Active Travel	Would welcome reference being made to ECDC's own Cycling and Walking Routes Strategy. A list of priority routes has already been identified and feasibility studies already undertaken. This information will be used to seek funding from external sources to enable delivery of the schemes.	Agree. Amend plan to reflect this strategy in local section as well as reference in potential new section in overall strategy on partnership working/related documents
208	Chapter 3: East Cambs	Active Travel	Due to the nature of the roads and the traffic using them, freeing up road space for active travel schemes is challenging and whilst the draft LTCP refers to the fact that within East Cambridgeshire it will be difficult to adhere to government guidelines, it would be useful if information about how this could be overcome was also included in the document. The District has lost out on funding from previous active travel funding rounds so it is essential that this is addressed.	Amendments will be made to tighten up in main strategy regarding rural areas not missing out just because they are rural. This will tie into active travel more strongly. Rural accessibility will be strengthened in the document
209	Chapter 3: East Cambs	Partnership	Would welcome working with the CPCA and other partners on issues such as safe crossings as an integral part of a cycle/walking project, disrepair on existing paths, promotion of existing routes, and funding opportunities.	Support noted. New partnership paragraph/section in plan to be added. Please also refer to CCC district transport strategies and action plan
210	Chapter 3: East Cambs	Bus	Highlights the issues with bus services in East Cambs, They are not direct or convenient due to long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. Low population density and longer distances to travel make practical and commercially sustainable public transport difficult in rural areas.	Agree. BSP looks to address this. No change to plan.
211	Chapter 3: East Cambs	Bus	Funding for bus services continues to be reduced and this has led to services in East Cambridgeshire being withdrawn or reduced so that the areas, days and times of operation do not meet the needs of residents. The Council requests urgent financial support from the CPCA for this service. Also keen to understand how the CPCA will address the issue of providing ongoing revenue funding for bus services, particularly rural services which typically require the greatest level of subsidy, if franchising won't provide this. The Council believes it is important to get the balance of subsidised bus fares and subsidised routes correct. Subsidising rural routes must be a priority and must not be forfeited in favour of subsidising fares for additional groups of people – the effect of this would be to see more and more people travelling for free or at low cost in the urban centres.	Comment noted. The BSP will take the aims of the LTCP and add detail on bus networks. Any CPCA funding will be subject to the business planning cycle. CPCA looking at long term viability for buses and bus frameworks. No change.
212	Chapter 3: East Cambs	Bus	East Cambridgeshire District Council is seeking funding from the Cambridgeshire and Peterborough Combined Authority to trial new bus services identified in its 'New Bus Service Proposals for East Cambridgeshire' Prospectus to allow them to become established and viable. These services will also need support in terms of promotion, information provision, ticketing and infrastructure to increase their viability.	Noted. Any CPCA funding will be subject to the business planning cycle. CPCA looking at long term viability for buses and bus frameworks.
213	Chapter 3: East Cambs	Partnership	The LTCP should include a commitment to work with local authorities and other stakeholders to improve rail connectivity and services across the area.	Comment noted. New partnership paragraph/section in plan to be added
214	Chapter 3: East Cambs	Rail	Support the Ely area capacity enhancement (EACE) programme proposals to upgrade the railway to allow more trains to run through Ely as long as it includes a road solution at Queen Adelaide. Oppose any measures that restrict traffic flow across the level crossings in Queen Adelaide to the detriment of residents and local businesses until alternative solutions are put in place. Accessibility must be retained for MMBs and it is vital that the EACE scheme delivers sufficient additional capacity to meet future demand by delivering train paths to cater for services above and beyond the outstanding franchise commitments.	Support noted. Will look to strengthen text in document to reflect concerns that rail industry do not fully take account of local growth plans.
215	Chapter 3: East Cambs	Rail	The Council will support the CPCA and other stakeholders in lobbying DfT to ensure the EACE project goes ahead.	Support noted. No change to plan.
216	Chapter 3: East Cambs	Rail	The Council would like to see the LTCP promote the importance of the Queen Adelaide Road Improvement Scheme whilst maximising the rail connectivity network for the district and wider area.	LTCP local section to include as part of the EACE improvements it will be necessary to address the local concerns along Queen Adelaide
217	Chapter 3: East Cambs	Rail	The Council welcomes the commitment in the draft LTCP to doubling the track all the way to Soham, which would increase capacity for both freight and passenger services and enable a second platform at Soham Station to become operational and an hourly service to run from Ipswich to Peterborough, and to reinstating the Snailwell loop, which would provide a direct service between Ely, Soham, Newmarket and Cambridge, bringing further benefits to passenger and freight services.	Support noted. No change to plan.
218	Chapter 3: East Cambs	Rail	East Cambridgeshire District Council supports the East West Rail Link eastern section proposals and supports the southern approach because of the benefits it will bring to residents in our district.	Support noted. No change to plan.
219	Chapter 3: East Cambs	Active Travel	Any major improvements to roads and junctions proposed in the LTCP should seek to make better provision for pedestrians, cyclists and equestrians.	Agreed we will strengthen wording around this in overall strategy.
220	Chapter 3: East Cambs	Specific scheme	For the residents and businesses of East Cambridgeshire, dualling the A10 all the way to the BP garage at Ely and improving the junctions along it is an absolute priority. The Preliminary Strategic Outline Business Case work, undertaken by Mott MacDonald in 2018, suggested building a new road to the North West of Ely, which would divert non-local traffic away from the two Ely roundabouts. The Council requests that the Combined Authority investigates this proposal fully before making any decisions about preferred route options. How the A10 is dealt with at the A14 junction also must be considered.	Noted. An issue for the business case work rather than any change to the plan
221	Chapter 3: East Cambs	Specific scheme	The Council supports the provision of infrastructure for active travel that will tie into existing routes and the planned additions, which will provide a continuous route from Cambridge to Ely. We urge the Combined Authority to ensure that the proposed segregated cycle route from Cambridge to Ely is an off-road cycle path and that separate provision for pedestrians and cyclists is provided, not a shared-use path, as set out in the Preliminary Strategic Outline Business Case. Protection for active travel users like cyclists, walkers, and horse riders and safe crossing points at these junctions is essential. Keen to understand provision at the A10 BP roundabout.	Agreed we will strengthen wording around this in overall strategy.
222	Chapter 3: East Cambs	Partnership	The Council welcomes the reference to working with Suffolk County Council regarding the A14/A142 junction in the LTCP document. The LTCP should commit to assess demand and options for an upgrade to junction 38, including an all-movements junction to facilitate freight and help remove HGVs from unsuitable roads.	Support noted. New partnership paragraph/section in plan to be added
223	Chapter 3: East Cambs	Highways	The Council supports the reclassification of the A1123 (A1421) to a B road as it would provide a number of key advantages and opportunities for the East Cambs villages of Haddenham, Stretham, Wicken and Wilburton.	Support noted. No change to plan
224	Chapter 3: East Cambs	Highways	An A142 capacity and safety improvements scheme to deliver local capacity and safety improvements on the A142 between Newmarket and Chatteris is referred to in both the current LTP and the draft Plan. This project should be progressed urgently as capacity is limiting both housing and economic growth in the district.	Noted. No change to plan.

225	Chapter 3: East Cambs	EV and alternate fuels	The Council welcomes the commitment the roll out of electric vehicle charging infrastructure particularly in those districts with low provision such as East Cambridgeshire. The Council is working on a scheme currently to install charging points in some of its car parks but more are urgently needed. There are electricity grid capacity issues regarding this and the Council would like to understand how the grid improvements that are required will be delivered.	Support noted. Grid issue also raised by other Authorities. Will aim to strengthen reference in overall strategy.
226	Chapter 3: East Cambs	EV and alternate fuels	The Council is keen to continue to work with the CPCA and other stakeholders to deliver the actions from the East Anglian Alternative Fuels Strategy across East Cambridgeshire.	Support noted. No change to plan.
227	Chapter 3: East Cambs	Rail	The Council supports improvements to rail infrastructure and signalling enhancements to increase rail freight capacity, thereby taking freight off the road network and moving it across the region more sustainably.	Support noted. No change to plan.
228	Chapter 3: East Cambs	Freight	The LTCP can help manage the movement of freight by: <ul style="list-style-type: none"> Encouraging HCVs to use the Cambridgeshire County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators. Encouraging Cambridgeshire County Council changes its advisory freight map to re-route HCVs using north Ely as a through route to divert HCVs onto more modern capable roads (to delete Dowtham Road, Egmont Street, Newtham Street and Prickwillow Road, and re-route HCVs to the more capable roads of Cam Drive, Lynn Road, Kings Avenue). Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals. Encouraging a shift from road borne freight to less environmentally damaging modes such as rail. Working with delivery/logistics operators to integrate first-mile pickup and last-mile deliveries. Supporting the formation of Quality Partnerships between interested parties. Monitoring changes in HCV and LCV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns. Supporting improvements in HCV provision in the county, including overnight parking, in appropriate locations. Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations. 	First 3 points, please refer to CCC strategy. We will strengthen the section on freight and include sub sections in relevant areas.
229	Chapter 3: East Cambs	Specific scheme	East Cambridgeshire District Council opposes any road user or increased parking charges on vehicle access to the city before credible alternatives are in place and it has been demonstrated that they are effective and serve the needs of the residents of East Cambridgeshire	Noted. No change to plan. This refers to the GCP Making Connections work. The GCP is managed in accordance with the agreed assurance Framework which can be found here: https://www.greatercambridge.org.uk/assets/library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com).
230	Chapter 1	Goals	The Council is keen to understand how the 15% cut in car mileage will be achieved across the CPCA area.	The document refers to the various measures which will assist in achieving the target of a 15% reduction
231	Chapter 3: East Cambs	Partnership	The CPCA should work with the Greater Cambridge Partnership (GCP) to ensure that projects that could benefit a wider area, such as the Greenways, Cambridge Eastern Access and Waterbeach projects are not limited by, and are potentially delivered beyond, the City Deal geographical boundary.	Comment noted. New partnership paragraph/section in plan to be added to strengthen and reflect the partnership work that the CPCA is involved in.
232	Chapter 3: East Cambs	Related documents	Clarity is needed regarding how the CPCA will decide which supporting documents to adopt as "child" documents, particularly those produced by other organisations.	Agreed, a section is to be added regarding the child documents
233	Chapter 4: Policies	Related documents	It is essential that a delivery plan for the LTCP be produced at the earliest opportunity. This should include details of how and when schemes identified will be progressed and delivered. The Council has concerns regarding how the schemes in the Plan will be supported, funded and delivered by the CPCA, but is keen to work with the CPCA to achieve our joint ambitions for East Cambridgeshire.	Noted. Delivery plan intended to follow LTCP adoption
234	Chapter 2: Our strategy	Health	Reference to relevant health-related policies and strategies such as the Joint Strategic Needs Assessment (JSNA) or the emerging Health and Wellbeing Strategy	Noted. Agree these need adding to relevant section on public health
235	Chapter 3: Greater Cambridge	Specific scheme	Development of place based local strategies consistent with the policy framework set out in the LTCP and in government guidance, informed by local engagement and consultation. These strategies would then inform investment decisions by the CPCA •that reference to additional M11 capacity is deleted as our understanding is that there is no currently planned proposal to provide such capacity <ul style="list-style-type: none"> what the GCP's Whittlesford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram, and that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Area Capacity Enhancement programme and other related rail proposals 	Noted. Agreed.
236	Chapter 2: Our strategy	Related documents	Reference to be made more explicitly to these strategies, perhaps in its own section within the LTCP so that a clear mandate for developing these can be established	Noted. Section in 'our strategy' which defines clearly the role of and importance of child docs (and other LTP suite of docs) to be added
237	Chapter 3: Greater Cambridge	Specific scheme	It is vitally important that the LTCP recognises and supports the forthcoming proposals of the Making Connections consultation	Comment noted. Review text in Greater Cambridge section to ensure that it reflects how this project has developed since the draft LTCP. Also review where reference can be made in overall strategy section.
238	Chapter 1	Shared Mobility	It would be helpful to include a behaviour change section which mentions in more detail Mobility as a Service (MaaS) and Journey Planning.	Suggestion noted. Agree that a strengthened section covering behaviour change would be beneficial. Additional text will be inserted in an appropriate section, possibly the "Future of Mobility" section in Chapter 1 - tba.
239	Chapter 1	Evidence	Review post covid traffic data	Comment noted. Review and update text in Evidence Base on latest post-Covid data if available.
240	Chapter 2: Our strategy	Specific scheme	Inclusion of cycling schemes on the major schemes map	Noted. To include if appropriate
241	Chapter 2: Our strategy	Related documents	Inclusion of the CCC pipeline of schemes being included on any future iteration of the diagrams, as these emerge from the Companion ("child") Documents	Noted. Child docs to be defined and discussed in our strategy section more clearly
242	Chapter 2: Our strategy	Climate	promote linking major schemes with low carbon or low emission modes as a way of supplanting and interfacing with 6 new infrastructure in order to maximise carbon benefits	Noted. WSP work to cover this
243	Chapter 2: Our strategy	Rail	There is a good opportunity for new railway stations, such as Cambridge South, to promote interchange with active, electric or low emission modes.	Comment noted. Look to strengthen wording in text around interchange between active, electric or low emission modes of transport.
244	Chapter 1	Vision	The first paragraph in the Vision section appears to focus on reducing journey times by a few minutes, which somewhat underpins the perceived need to remove bottlenecks in the road network catering for car drivers as opposed to encouraging mode shift. This is not compatible with the renewed focus on active travel, public health, safety and Climate Change goals, which should be more front and centre.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.

245	Chapter 1	Active Travel	Overall stronger emphasis on active travel. Inclusion of the connection of high-quality public realm with high levels of walking and cycling being an attractor to businesses, and therefore part of the economic growth agenda	Noted. Some wording in AT section about businesses doing well where high levels of walking and cycling are present. Would be useful to back up with evidence source...
246	Chapter 1	Active Travel	Why are walking and cycling, particularly cycling, not a high priority for spaces with a high movement function where communities are within reasonable distances for such modes? 'Consideration will be given' is vague and should be strengthened to give the Council a better policy basis for negotiating for provision as part of major schemes delivered by other bodies, such as National Highways and Network Rail.	Agree. Change wording to reflect that cycling provision is vital for areas of high movement function and should be considered as part of any infrastructure scheme from the outset where this is appropriate.
247	Chapter 1	Active Travel	Active travel needs to be prioritised to and from new developments	Noted. Planning issue.
248	Chapter 1	Active Travel	clear on the need for continued maintenance of new active travel infrastructure, which is a major issue for the safe use of any new infrastructure and therefore the uptake in usage over time	Noted. Can add wording to maintenance section which states the importance of cycle infrastructure being maintained.
249	Chapter 1	Active Travel	Recognition that good lighting can promote walking and cycling	Noted. Safety section to be reworded and brought more to the forefront within our strategy section. To include personal safety, recognise need for new interventions, lighting etc.
250	Chapter 5: Monitoring and performance	Targets and indicators	It would be useful for the LTCP, as the overarching strategic transport plan for the area, to set some specific and measurable targets for active travel (walking and cycling) for each District. These need to be considered, realistic and tailored to suit the individual circumstances for each area.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
251	Chapter 2: Our strategy	Climate	To improve the goals, the LTCP could include a more ambitious target of achieving net zero by 2045 or sooner. Better consideration to be given to embodied carbon with the construction of transport projects. Including whole lifecycle carbon assessments and the cost of carbon removal	Noted. WSP work to consider this.
252	Chapter 2: Our strategy	Climate	Include annual carbon budgets and detail the trajectory for transport emissions towards Net Zero	Noted. WSP work to consider this.
253	Chapter 2: Our strategy	Climate	to consider the transport programme contained within the LTCP and whether it will achieve the necessary trajectory of CO2e emissions reductions, and what further measures will be needed to meet the trajectory.	Noted. WSP work to consider this.
254	Chapter 2: Our strategy	Climate	Climate/ environment to be given a higher priority than productivity in hierarchy of goals. Climate change and net zero goals need to be embedded into every theme, as economic growth and productivity is	Noted. WSP work to consider this.
255	Chapter 2: Our strategy	Climate	For Carbon assessments robust methodologies should be agreed that use suitably robust carbon data and transport modelling to understand the true climate impact of proposed schemes. Similarly, carbon valuation could be incorporated into this process to understand the future costs of removing emitted carbon in the future	Noted. WSP work to consider this.
256	Chapter 2: Our strategy	Environment	to be clearer on the separate issues of emissions (particularly of Nitrogen Oxides and fine particles) causing poor air quality and therefore the immediate risk to health, and the issue of emissions causing longer term impacts in relation to the climate due to Greenhouse Gas emissions	Noted. AQ section to be separated more from general emissions section
257	Chapter 2: Our strategy	Highways	Consideration given to materials used to ensure that embodied carbon is minimised and that schemes are built to the highest possible standard in terms of sustainability and safety.	Noted. WSP work to consider this.
258	Chapter 2: Our strategy	Highways	LTCP should state that high quality pedestrian and cycle facilities will be implemented to promote alternatives to car travel, consistent with the standards set out in Local Transport Note 1/20	Noted. LTN120 an important factor for AT. LTCP to make this clearer in relevant AT section
259	Chapter 2: Our strategy	EV and alternate fuels	The need to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area, alongside provision of E-charging infrastructure.	Noted. Wording on grid capacity and need to work with national grid for this to be added. Alternative fuel and EV policy/strategy to follow
260	Chapter 2: Our strategy	EV and alternate fuels	Consideration needs to be given to residents who do not have access to off road parking.	noted. Alternative fuel and EV policy/strategy to follow
261	Chapter 2: Our strategy	EV and alternate fuels	Additional details is required on alternative fuels	Alternative fuel and EV policy/strategy to follow
262	Chapter 1	Safety	A clearer vision on how we can create infrastructure which reduces the reliance on the motor vehicle for marginalised groups who might feel the car is their only option.	Alternative fuel and EV policy/strategy to follow
263	Chapter 2: Our strategy	Highways	The LTCP needs to take account of the Highway Authority's statutory asset management requirements. Suggested text to be inserted on pages 44-46: "We will collaborate with stakeholders in Cambridgeshire County Council's Highway Asset Management Team to ensure: • what scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites, and • that new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highway Authority."	Noted. Agreed wording changes.
264	Chapter 1	Safety	•A change in priority placing road safety ahead of economic growth •Additional funding for road safety interventions •Vision zero could be conflated with net-zero •Consideration to accessibility as a road safety issue, inclusion of personal safety.	Noted. Safety section to be reworded and brought more to the forefront within our strategy section. To include personal safety, recognise need for new interventions etc.
265	Chapter 2: Our strategy	Related documents	• Integrate new development into the Public Rights of Way network without damaging the countryside • Make available accessible, high quality, definitive information, maps, and records of on the network • Ensure the highway and rights of way network is complete to meet the needs of today's users and land managers Comment: This is still important as the majority of PROW and many new transport schemes will run over or affect third party land, and they are critical stakeholders • Support better land and waterway management	Agreed. add to ROW section, possibly p42 'Attractive Alternatives'?
266	Chapter 2: Our strategy	Related documents	The Plan also needs recognise the critical role of the LHA in respect of its statutory functions: 1. to advise on, process and legally determine proposed changes to the highway and rights of way network; and 2. to be responsible for the ongoing maintenance and asset management of the new and improved rights of way, cycle tracks and other highways that will result from the CPFA LTP that will have to be incorporated into the existing network.	agreed. Add a more general paragraph on roles and responsibilities in introduction

267	Chapter 2: Our strategy	Highways	<ul style="list-style-type: none"> •Encouraging HGVs to use the advisory route network. •Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals. •Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail. •Supporting the formation of Quality Partnerships between interested parties. •Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns. •Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations. •Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations. •Investigate and promote 'last mile' delivery, especially in urban areas, including the use of last mile delivery/logistics hubs 	LTCP to improve section on freight and HGV, including referencing CCC HGV policy document.
268	Chapter 2: Our strategy	Wider policy areas	There is little reference to flood risk despite large areas in Cambridgeshire being susceptible to flooding.	Add something within environment section of main LTCP a specific idea to reduce flood risk through transport?
269	Chapter 1	Micromobility	<ul style="list-style-type: none"> •Reflection on E-scooters as an emerging transport mode with the ability to replace short car journeys to a more sustainable micro mobility mode of transport. •To recognise more firmly the role of Ebikes in allowing journeys by bicycle to be longer than previously considered viable and the provision on the highways network that may need to be carved out for their safe use. 	Noted. CPCA supporting e-scooter and e-bike trials locally. Awaiting government guidance on legality of wider role put. LTCP will have micromobility policy that covers these issues.
270	Chapter 1	Vision	Economic growth should not be included in vision as this is not necessarily a good measure or driver of well being. Should seek social justice instead	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
271	Chapter 1	Highways	Investing in road infrastructure (A47, A428 etc) actively works against the stated aims of the strategy. It is contradictory and uneconomic to continue to increase road capacity while working to reducing car use. They also have huge environmental disbenefits.	Noted. The LTCP has a stated hierarchy of modes and makes it clear that alternatives to road building and the private car will be considered first
272	Chapter 1	Highways	Only road investment should be repairs and safety interventions	Point of view noted.
273	Chapter 1	Vision	Spreading growth is not the best way to solve inequality. Already issues with water supply, prior to the growth proposed.	Point of view noted.
274	Chapter 2: Our strategy	Climate	Growth causes inequality. It drives up house prices, reduces green space, impacts on biodiversity and green space. Instead, policies should focus on allowing people to prosper without spreading carbon footprint.	Point of view noted.
275	Chapter 1	Connectivity	One of the aims listed under 'Connectivity' is supporting the growth strategies set out in Local Plans. This aim is strongly at odds with elements of the LTCP vision and objectives (particularly those relating to climate and environment) and we do not think this should be an aim of the LTCP	Noted. The LTCP is developed alongside the various Local Plans, which are subject to their own laws and requirements. It is not for the LTCP to state what growth should or should not happen.
276	Chapter 1	Connectivity	Welcome the focus on providing good internet connectivity to all to tackle inequality. It would be useful to elaborate on how this provision of digital infrastructure will be supported by other initiatives such as the free Connecting Cambridgeshire to ensure that it genuinely addresses digital exclusion (e.g. helping people with broadband charges, supporting adult IT literacy)	Noted. Digital policy proposed to follow
277	Chapter 2: Our strategy	Environment	The wording on the natural environment is extremely weak. Need a firm commitment to protecting existing green space, with full environmental impact assessments before going ahead with potentially damaging projects. Any loss of the Green Belt must be properly compensated by new Green Belt land replacement.	Comment noted. Agree that more work is needed on this topic and strengthening of the text to take place in due course.
278	Chapter 2: Our strategy	Environment	The strategy would be greatly strengthened by more explicit references to the need to reduce overall car use and how this would contribute to the aims and objectives	This is quite explicit in the LTCP already, reflected by 15% reduction target
279	Chapter 2: Our strategy	Shared Mobility	A way to help people move away from private car ownership would be active promotion of car sharing schemes and car clubs	Agreed. This is covered in the LTCP, but can bring this out more as part of main strategy
280	Chapter 2: Our strategy	Climate	Welcome the reference to the Cambridgeshire and Peterborough Independent Commission on Climate recommendation for a 15% cut in car mileage, but call on the Combined Authority to commit to an even more ambitious goal. The reduction in mileage should be an explicit objective of the strategy	WSP work to cover carbon and 15%
281	Chapter 1	Objectives	We agree with the listed 'key transport challenges' and strongly welcome the recognition that further planned growth will exacerbate all of these	Noted
282	Chapter 2: Our strategy	Highways	Oppose the Camboune-Cambridge and Waterbeach-Cambridge busways. Smarter Cambridge Transport have comprehensively demonstrated that investing in existing active and public transport infrastructure would achieve far more to reduce car use, at far less financial and environmental cost	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees - Greater Cambridge Partnership Executive Board (ccmis.uk.com)
283	Chapter 3: Greater Cambridge	Related documents	Welcome and support the focus on cutting car use through improving public and active transport but would like to see an equal focus on Travel Demand Management measures (such as congestion charging) in the plan	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees - Greater Cambridge Partnership Executive Board (ccmis.uk.com)
284	Chapter 3: Greater Cambridge	Specific scheme	We support in principle the Greater Cambridge Partnership (GCP) proposals to fund improvements to public transport through a fair and transparent charging mechanism. We favour a Workplace Parking Levy in the immediate term and would support a congestion or pollution charge if properly researched.	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees - Greater Cambridge Partnership Executive Board (ccmis.uk.com)
285	Chapter 3: Greater Cambridge	Bus	It is not clear what is meant by 'capacity enhancements to Park and Ride' or 'additional Travel Hub spaces'. We would strongly oppose any increase in car parking space provision, if that is what is meant. We support Travel Hubs in the sense of Smarter Cambridge Transport's description of locations	Noted. This is a GCP proposal. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees - Greater Cambridge Partnership Executive Board (ccmis.uk.com)
286	Chapter 1	Vision	<ul style="list-style-type: none"> •FDC would like to see the LTCP vision acknowledge that the private car will be needed in rural areas for some time to come as the current vision indicates that investment in a connected transport system could take some time to be implemented therefore reliance on the car is inevitable until transformation is achieved. •Significant and ongoing revenue funding to support bus services/community transport •Delivery of the Ely Area Capacity Enhancements on the railway to facilitate more passenger services stopping at the railway stations in Fenland. 	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
287	Chapter 3: Fenland	Rail	<ul style="list-style-type: none"> •We would like to see the LTCP also recognise the need to provide access to other key destinations such as education facilities and hospitals within the 30-minute period. •We would also like to see a commitment in the LTCP to recognise (and lobby for) improvements to rail services to allow trains via March, Whittlesey and Manea to stop directly at North Cambridge Station to cut journey times to this important employment hub •It is now essential that future economic growth is supported through this LTCP with the delivery of new infrastructure across all modes to support economic growth •The continued development of the Wisbech Access Strategy (medium- and long-term schemes) along with proposals for the A47 is also essential 	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.

288	Chapter 3: Fenland	Bus	<ul style="list-style-type: none"> Improved public transport and especially bus services are an essential part of addressing inequality in Fenland. A new approach for public transport is essential for Fenland. The draft LTCP has a strong focus on transporting people between towns and cities; however, the needs of older people may not be to travel between towns and cities but to travel within them. We would like to see a much stronger focus on addressing the rural transport needs of the region. Clear, precise, and costed proposals that can deliver real transformation. 	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
289	Chapter 2: Our strategy	Targets and indicators	<ul style="list-style-type: none"> The LTCP needs to facilitate improved air quality monitoring relating to transport so that effects can be better understood. Transport interventions to provide cleaner air can then be identified and implemented with more certainty 	Air Quality plays a big part of this LTCP. It is a key issue, especially with regards transport. No change required.
290	Chapter 2: Our strategy	Goals	<ul style="list-style-type: none"> The type of transformation required in Fenland to deliver a transport network for the future is going to be very significant. There are concerns about the cost and the time required to achieve such change. In the time between now and then a strong reliance on the car is likely. FDC wants to see such challenges, impacts and phasing of an approach better acknowledged within the LTCP. Acknowledgement of transport poverty in Fenland needs to be addressed, this could be even more prohibitive with the cost of alternative more environmentally friendly alternatives. 	Noted. Our strategy section and 15% targets section to acknowledge different pace of achieving goals for certain areas.
291	Chapter 2: Our strategy	Active Travel	<ul style="list-style-type: none"> An aspiration and commitment in the LTCP to support funding for all school pupils in the CPCA area to ensure all have passed their Bikeability test before leaving school. 	Noted. Active Travel strategy will focus on improving take up of AT modes.
292	Chapter 3: Fenland	Bus	<ul style="list-style-type: none"> It is of fundamental importance for Fenland that proposals to better integrate and improve bus services are taken forward. This should be alongside district wide proposals for cycling and walking improvements, the introduction of rural travel hubs and improved community transport. Whilst references are made to such matters there is currently no specific detail. FDC is keen to support such proposals and work with the CPCA to ensure successful delivery of these projects in Fenland The Fenland Chapter must make reference to and deliver the Whittlesea multi modal access strategy. A robust and evidence-based project like those already underway for March and Wisbech, is needed to ensure that congestion and other transport matters in Whittlesey are addressed. Consideration to the Whittlesey bypass 	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
293	Chapter 1	Targets and indicators	Use of smart targets for the objectives would aid in monitoring progress towards achieving the LTCP's aims and allow development of more specific targeted actions and interventions to support its delivery	Monitoring section of the plan, including indicators, being worked on to make these more SMART.
294	Chapter 1	Climate	Net zero should be brought forward to 2040	Comment noted. WSP work will inform strengthening of text around this.
295	Chapter 3: Hunts	Structure and formatting	The Huntingdonshire section of the strategy would be more accessible if it were more clearly structured relating regional or town specific elements. Where statistics are used, the addition of references to data sources is essential.	Local section to be reworked, adding in more sub headings and bringing out key focus areas. Agree re: data sources.
296	Chapter 3: Hunts	Evidence	The local area strategy would be improved by including more specific details on how projects will be funded	Local Strategy - section to be added in the 'our strategy' chapter to clarify exactly what LTCP Local Strategies will cover, inc. funding etc.
297	Chapter 2: Our strategy	Structure and formatting	Clarity of the LTCP's messages would be improved by rationalisation of the strategy elements and inclusion of more specific evidence, detailed intentions and realistic aspirations being set out in a phased manner identifying how elements of the strategy will be delivered	On Delivery - the delivery plan is intended to do this. This is to follow the LTCP
298	Chapter 2: Our strategy	Structure and formatting	Structure of our strategy section is not well ordered and hard to follow	Noted. Our strategy section to be addressed and reworked.
299	Chapter 3: Hunts	Connectivity	Insufficient attention to rural areas and villages.	Noted. Local section to be updated to include more sub headings to bring out key focus areas, including rural areas
300	Chapter 3: Hunts	Active Travel	Needs more firm commitment to the role of active travel for rural areas.	Noted. Local section to be updated to include more sub headings to bring out key focus areas, inc. active travel and rural areas
301	Chapter 3: Hunts	Evidence	Amend population in text to 180,800	Noted. Agreed, simple addition.
302	Chapter 3: Hunts	Specific scheme	Need to really affirm the importance of the A141 for Hunts growth aspirations. Need LTCP to be clear on funding certainty.	Additional text to be added in the local section around importance of the A141 improvements for growth. As for funding, the CPCA is clear that the A141 is funded to OBC and is committed to delivering the project however funding beyond OBC is not yet confirmed.
303	Chapter 3: Hunts	Related documents	Need to signpost clearly to key supporting/linked docs like the Hunts Local Plan.	Noted and agreed. Simple addition
304	Chapter 3: Hunts	Structure and formatting	Reference District Council being a CL charging authority.	Noted and agreed. Simple addition
305	Chapter 4: Policies	Policies	Absence of policies from consultation makes it hard to respond - what weighting is attached to them? Need to define what you mean by policy	Noted. Any new policies will be consulted upon as part of child docs to follow. Make clear in policy chapter
306	Chapter 1	Vision	The proposed vision is jumbled. It needs to be crystal clear.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
307	Chapter 1	Vision	Suggested new wording for a vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
308	Chapter 1	Objectives	The top-level goals proposed in the draft LTCP are not actually goals, but rather general objectives that flow from the vision	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
309	Chapter 1	Productivity	What does "making [people] more efficient" mean? Employers and people do not share the same goals, needs, motivations or risks	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
310	Chapter 1	Vision	The sense of this would be clearer if it were expressed in the context of Triple Access Planning	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.

311	Chapter 1	Goals	Should climate not be the number one goal? No other goal is a response to a declared "emergency"	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
312	Chapter 1	Climate	2050 is far beyond the life of this plan. Achieving decarbonisation milestones is far more important at this point in time than achieving net zero in 2050. The UK's statutory and international commitments are to reduce emissions relative to 1990 levels by: ♦ 68% by 2030 and ♦ 78% by 2035. Relative to 2019 levels, those commitments equate to: ♦ 43% by 2030 (i.e. within 8 years and the scope of this LTCP) and ♦ 61% by 2035	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
313	Chapter 1	Climate	LTCP should follow International Panel on CC by aiming to halve emissions by 2030	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
314	Chapter 1	Climate	policies to respond to climate change should be framed in terms of a finite carbon budget that is drawn down each year. A budget should be allocated to surface transport in the CPCA region, and should cover both embodied and operational carbon emissions	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
315	Chapter 1	Climate	The term "baseline" in the third CPICC goal needs to be defined. The year chosen should be no later than 2019.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. WSP work on Climate and target???
316	Chapter 1	Vision	How does a "well-planned and good quality transport network" protect and improve green spaces and nature?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
317	Chapter 1	Climate	There is no mention of air pollution or mental health. How does a transport plan deliver "stronger, fairer, more resilient communities"? This requires the joint effort of the planning authority, transport authorities, central government, landowners, developers, urban and transport planners, housebuilders and other stakeholders. Including 'wellbeing' in the title would better communicate the breadth of ambition here.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. Air quality already included within the LTCP. Can add some wording in public health section to include importance of mental health.
318	Chapter 1	Goals	It is an unrealistic goal to "prevent all harm". Setting an achievable target is more likely to lead to an effective plan	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
319	Chapter 1	Objectives	How does making climate and the environment two separate objectives give them "greater focus", as suggested in the consultation narrative? Surely it is the effectiveness and urgency of the policies that will focus people's attention and ensure meaningful action?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
320	Chapter 1	Objectives	3 more suggested: Personal Prosperity, Wellbeing of Future Generations; and Economy	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
321	Chapter 1	Objectives	What are currently termed 'objectives' would therefore be better termed 'policy themes'	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
322	Chapter 1	Goals	Support for "new housing and development" needs to be qualified. The location, design and promotion of new housing must be consistent with the Key Goals	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
323	Chapter 1	Active Travel	Connect ... sustainably" should be expressed unambiguously as "Connect ... by convenient public transport and safe active travel routes, so that ..."	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
324	Chapter 1	Bus	"connected sustainably" should be expressed unambiguously as "well connected by convenient public transport and safe active travel routes"	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
325	Chapter 1	Active Travel	What does "resilient and adaptive" actually look like? There is a risk that this will justify creating additional capacity and connections in the road network at the cost of investing in active travel and public transport	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
326	Chapter 1	Climate	What are "good practice standards"? There are legal standards and there are WHO guidelines. The plan must meet legal standards, and should aim to meet WHO Global Air Quality Guidelines, but over what period of time?	Noted. Agreed change wording to 'the required legal standards'
327	Chapter 1	Environment	This simply reiterates in different words the Environment key goal. It is entirely unclear how transport infrastructure or services "protect and enhance" the environment. Not building transport infrastructure will protect nature, but that is not being proposed.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
328	Chapter 1	Climate	This also reiterates the Climate key goal. What is the objective during the life of this plan? How will it be achieved?	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
329	Chapter 1	Targets and Indicators	The LTCP contains no goals that are SMART. Numerous suggestions for SMART goal examples made	Tie in to updated monitoring section - the monitoring section and associated targets and indicators to be SMART - goals and objectives are longer term aspirations (how delivered and monitored within the updated monitoring section)
330	Chapter 2: Our strategy	Shared Mobility	The only effective interventions are: Better public transport; More cycling and walking paths and lanes; and Shared e-bike scheme	Noted. No change.
331	Chapter 2: Our strategy	EV and alternate fuels	There are no other interventions proposed to support references in the draft plan to 'better alternatives to using the car, electric vehicles, zero emission transport, alternative fuels, reduced congestion, doubling nature, improving public health and good internet connectivity.	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
332	Chapter 2: Our strategy	Bus	The "better public transport" will be delivered by reforming bus services, but work on how best to achieve this is "ongoing". So, there are no specific proposals, nor even specific strategies	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
333	Chapter 2: Our strategy	Shared Mobility	The suggestion of using shared e-bikes to move between one's home and a local bus stop is impractical, inefficient and unlikely to be affordable at scale	No change required. E-bike trials and provision tends to come from private operator or will be funded and tested prior to take up. Probably more appropriate in some locations than others, granted.

334	Chapter 1	Highways	The draft plan introduces the concept of "travel demand management" (TDM), but explicitly states that "No specific TDM schemes are in the draft LTCP"	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSIP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
335	Chapter 1	Goals	Target of reducing car miles driven by 15%, as recommended by the CPCC is only "supported" by this plan. It is not actually a target. Development of TDM needs to start now due to the years it takes to implement.	Noted. The LTCP is clear that it supports the 15% target and is working with partners in order to achieve this
336	General	Partnership	A new social contract has to be struck now in order to achieve the scale of change required. CPCA need to lead on this	Noted.
337	Chapter 2: Our strategy	Evidence	Policies also create strategic justification for projects, business cases and funding	Noted.
338	Chapter 2: Our strategy	Related documents	Policies underpin planning requirements in development management	Noted.
339	Chapter 2: Our strategy	Objectives	Policies are therefore most important part of the LTCP	Noted.
340	Chapter 2: Our strategy	Objectives	The draft plan contains no specific policies, just some policy themes. As such, it is not yet an LTP within the meaning of the Local Transport Act 2000 - 108 (1)	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
341	General	Policies	This therefore means that the draft LTCP is not ready for public consultation, and a further full public consultation on the policies will be required before the LTCP may be adopted. Two good references for policies to include in the Cambridgeshire and Peterborough LTCP are the draft Oxfordshire LTP (January 2022) and the Hertfordshire Local Transport Plan, adopted in 2016	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
342	Chapter 2: Our strategy	Demand management	The draft LTCP remains entirely noncommittal on travel demand management. The caveats set out on LTCP pages 43-44 constitute a fail-safe recipe for inaction	Travel demand management measures will be assessed and considered on a local basis, as per what is appropriate. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
343	Chapter 1	Bus	Shifting incentives from driving to active travel, public and shared transport must be a central objective of the Plan to achieve reductions in carbon emissions, air pollution, deaths and injuries in urban areas, and delays to buses	Noted.
344	Chapter 2: Our strategy	Evidence	Numerous suggestions for how TDM can be achieved/complimented made	Noted
345	Chapter 3: Greater Cambridge	Related documents	Attempting to introduce a congestion charge in Cambridge (or Peterborough) is politically and practically risky. It may be wiser to wait until the government introduces a national road user charge to replace fuel duty, and ensure that local authorities are able to apply and receive a local premium to fund local public transport. This approach avoids the local authority having to cover the capital investment, and costs of administering and enforcing charge collection. In the meantime, other demand management tools can be applied gradually to reduce traffic and increase revenues to the local authorities to invest in local public transport	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com).
346	Chapter 3: Greater Cambridge	Specific scheme	Within the Greater Cambridge region, the draft LTCP defers unquestioningly to the Greater Cambridge Partnership (GCP) programme plus East West Rail, Cambridge South station, relocating Waterbeach station, the A428 upgrade west of Cambourne, and the A10 upgrade north of Cambridge. These are often outdated ideas.	The CPCA does not operate in isolation and the LTCP needs to reflect the reality of other plans and schemes that are being delivered by other bodies in the area. No change to plan.
347	Chapter 3: Greater Cambridge	Highways	The A10 upgrade retains an aspiration to increase road capacity, but this is now couched in the vaguest possible language: "Investment to improve journey time reliability for drivers and freight movements"	Comment noted. No change to plan
348	Chapter 3: Greater Cambridge	Vision	Ideas lack vision for Greater Cambridge.	The GCP's Making Connections consultation makes a once-in-a-generation package of measures to develop a comprehensive bus network and tackle congestion in the city through a congestion charge and overhauling bus services and fares. Further detail can be found at https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
349	Chapter 3: Greater Cambridge	Suggested scheme	Numerous suggestions for interventions in Greater Cambridge are made.	N/A
350	Chapter 3: Greater Cambridge	Suggested scheme	Re-route buses through Cambridge to create capacity for more buses whilst creating a more people-friendly space in the city centre (more detail on Smarter Cambridge Transport Website)	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
351	Chapter 3: Greater Cambridge	Suggested scheme	Flat-rate single fares to use any local (all stops) services, with free interchanging, irrespective of bus operator	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
352	Chapter 3: Greater Cambridge	Suggested scheme	50% discount on all rail and bus services within Cambridgeshire and Peterborough for all residents aged under 18, job-seeking or registered disabled	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
353	Chapter 3: Greater Cambridge	Suggested scheme	24-hour helpline to arrange free transport (by DRT bus or taxi) if a bus service is cancelled or delayed for more than an hour, and the next service is not due for over an hour.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
354	Chapter 3: Greater Cambridge	Suggested scheme	Express (inter-urban, limited-stop) bus services available between all towns and large villages in the region, running every day and at least every 20 minutes between 7am and 7pm.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

355	Chapter 3: Greater Cambridge	Suggested scheme	Simple, zone-based fare system for all express bus and rail services in the region, with free interchanges between bus and rail, and between different bus operators	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
356	Chapter 3: Greater Cambridge	Suggested scheme	Travel hubs (bus stations plus other locally appropriate amenities) in every large village, served by rail and/or express bus services to Cambridge, nearby railway stations, and other major destinations	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
357	Chapter 3: Greater Cambridge	Suggested scheme	Rapid transit system (e.g. light rail) linking key locations in Cambridge: city centre, Cambridge station, Biomedical Campus, railway stations, bus stations, coach station, visitor transfer hub(s).	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
358	Chapter 3: Greater Cambridge	Suggested scheme	A regional travel hub at the Girton Interchange, with a coach station, visitor parking, an exhibition hall and a rapid transit link into the city	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
359	Chapter 3: Greater Cambridge	Suggested scheme	A reinstated heavy railway and/or a light railway between Haverhill and Cambridge via Stapleford and/or Audley End via Saffron Walden	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
360	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme of bus stop upgrades to include shelters, lighting, secure cycle parking, real-time information displays and free WiFi	Noted. The BSIP and the local strategies will cover these issues. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
361	Chapter 3: Greater Cambridge	Suggested scheme	Ten-year plan to build a dense network of protected cycle tracks/lanes between all towns, villages and major destinations, including railway stations, shops, schools, business parks, sports grounds, leisure/cultural venues	Noted. The Active Travel strategy and the LCWIP are dealing with cycle scheme proposals. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
362	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme to upgrade all existing cycle tracks/lanes to be upgraded to comply with Local Transport Note 1/20, making them safe for people of all ages to use, riding all types of cycles, e-scooters and mobility scooters	Noted. The Active Travel strategy and the LCWIP are dealing with cycle scheme proposals. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board [cms.uk.com]. For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
363	Chapter 3: Greater Cambridge	Suggested scheme	Regional freight distribution and consolidation centre at the Girton Interchange	Noted. Agreed that freight and HGV issues need addressing further in LTCP. Section in our strategy to be improved and brought out more clearly. With regards to individual suggestions, these will need to be made on a local, case by case basis. CCC, as a highway authority, also has a HGV policy which needs to be adhered to: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/heavy-or-abnormal-loads-on-the-highway/heavy-goods-vehicle-hgv-policy
364	Chapter 3: Greater Cambridge	Suggested scheme	A hierarchy of freight distribution and consolidation centres throughout the region with high capacity EV charging infrastructure, rented out to logistics companies	Noted. Agreed that freight and HGV issues need addressing further in LTCP. Section in our strategy to be improved and brought out more clearly. With regards to individual suggestions, these will need to be made on a local, case by case basis. CCC, as a highway authority, also has a HGV policy which needs to be adhered to: https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/heavy-or-abnormal-loads-on-the-highway/heavy-goods-vehicle-hgv-policy
365	Chapter 3: Greater Cambridge	Suggested scheme	All developments to provide secure cycle parking for residents at a ratio of one per resident	Noted. Predominantly a Local Plan issue.
366	Chapter 3: Greater Cambridge	Suggested scheme	All dwellings likely to be occupied by a family or disabled person to have access to a secure space to park a cargo, adapted or trailer cycle, or a mobility scooter	Noted. Predominantly a Local Plan issue.
367	Chapter 3: Greater Cambridge	Suggested scheme	All cycle parking to be accessible on the level or via gently sloped ramps	Noted. Local plans should have cycle parking standards for new developments.
368	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for 50 or more dwellings to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by residents from first occupation, e.g. personalised travel planning, free travel cards, discounts on public transport, free membership of a club car, et al	Noted. The NPFF currently states that a full TP is only required for developments of 250+ dwellings, this policy is set at a national level and could not be changed by the LTCP.
369	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for more than 500 sq.m of office space to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by workers from first occupation, e.g. personalised travel planning, free travel cards, discounts on public transport, pool or club EV car for business travel, enrolment to a lift-sharing scheme, et al	Noted. The NPFF currently states travel plan requirement thresholds for floor space, this policy is set at a national level and could not be changed by the LTCP.
370	Chapter 3: Greater Cambridge	Suggested scheme	All planning applications for schools to include a travel plan and Section 106 funding for measures to maximise sustainable travel choices by pupils from first occupation, e.g. personalised travel planning, walking bus, additional school-time bus services, et al.	Noted. NPFF already requires schools to have travel plans.
371	Chapter 3: Greater Cambridge	Suggested scheme	All active travel routes and connections in a development to be delivered before first occupation, and remain open throughout build-out. Controlled crossings for construction traffic and short temporary diversions will be acceptable	Noted. Predominantly a Local Plan issue.
372	Chapter 3: Greater Cambridge	Suggested scheme	All developments to provide at least one EV club car parking bay, with at least an 11KW chargepoint, per 100 dwellings, rounded to the nearest 100 (i.e. 51 to 149 dwellings rounds to 100)	Noted. Predominantly a Local Plan issue. T
373	Chapter 3: Greater Cambridge	Suggested scheme	All developments to include loading/delivery bays, distributed so that every dwelling entrance is no more than a 50-metre walk from a loading bay	Noted. Predominantly a Local Plan issue.

374	Chapter 3: Greater Cambridge	Suggested scheme	Planning authorities will be expected to adopt Supplementary Planning Documents referencing the Local Transport Plan standards as superseding existing local planning standards where these are lower	Noted. Local standards will be a planning issue. All SPD's and Local Plans will be worked up in conjunction with the LTCP policy direction, but it will be for local plans and their supporting documents to set local standards appropriate to their area.
375	Chapter 3: Greater Cambridge	Suggested scheme	Weight limits on freight vehicles in every city and town centre, requiring logistics operators to use smaller vehicles for last-mile deliveries and first-mile collections, operating from local freight distribution and consolidation centres	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
376	Chapter 3: Greater Cambridge	Suggested scheme	Zero emission zones in every city and town centre	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
377	Chapter 3: Greater Cambridge	Suggested scheme	Rapid phase-in of ultra-low and zero-emission taxis (hackney and private hire) licensed anywhere in the region	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
378	Chapter 3: Greater Cambridge	Suggested scheme	Workplace Parking Levies in every town, with net revenue directly funding local public transport services	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
379	Chapter 3: Greater Cambridge	Suggested scheme	Charging or 20-minute wait-limits for all car parking in towns and large villages, with net revenue directly funding local public transport services	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
380	Chapter 3: Greater Cambridge	Suggested scheme	Civil enforcement of all parking and yellow line infractions	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
381	Chapter 3: Greater Cambridge	Suggested scheme	Gradual reduction each year in the number of public car parking spaces available in every ward. Which spaces and how they should be re-purposed (e.g. to a delivery bay, demand-responsive bus service stop, club car parking, cycle parking, a bench, a tree, planting, bin storage, etc) to be nominated by ward councillors in consultation with their residents	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
382	Chapter 3: Greater Cambridge	Suggested scheme	Phased repurposing of multi-storey car parks, e.g. for cycle parking, residents' car storage, urban farms, rooftop dining, skateparks, energy storage, flood protection cisterns, etc.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
383	Chapter 3: Greater Cambridge	Suggested scheme	Gradual roll-out of electric club cars to every town and large village, in residential areas and at railway stations	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
384	Chapter 3: Greater Cambridge	Suggested scheme	Rentable bikes/e-bikes/scooters available at every railway station and bus station	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
385	Chapter 3: Greater Cambridge	Suggested scheme	Rolling programme of personalised travel planning, with delivery teams focusing on areas where there has been a recent improvement to public transport or provision for active travel.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
386	Chapter 3: Greater Cambridge	Suggested scheme	Bikeability training provided free to all Year 6 pupils at all schools, including private, in Cambridgeshire and Peterborough	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
387	Chapter 3: Greater Cambridge	Suggested scheme	Free Bikeability training and e-bike testing available to all residents at any age	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
388	Chapter 3: Greater Cambridge	Suggested scheme	Workplace Parking levy discounts available to organisations that set and achieve targets for modal shift	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

389	Chapter 1	Evidence	There is no mention of induced demand in the draft LTCP, yet it is fundamental to a full understanding of transport demand and how it can be met sustainably, and without limiting people's economic opportunities or businesses' productivity	Noted.
390	Chapter 2: Our strategy	Climate	Investment in road capacity undermines investment in active travel, public transport, shared transport and digital connectivity. It increases car dependency, discriminating against those who cannot drive or cannot afford to own a car. And it increases carbon emissions, air pollution and ecological damage.	Noted. LTCP has a hierarchy of modes with car/road building below more sustainable modes, but must also recognise that in some cases road capacity improvements or safety interventions are still required, Where this is the case, providing for more sustainable modes alongside these is prioritised.
391	Chapter 1	Vision	Strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. Suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
392	Chapter 2: Our strategy	Evidence	Suggest that consideration of impacts may be more nuanced than currently presented. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge car traffic is now at pre-pandemic levels.	Noted. will add a section early on our strategy section talking about Covid-19 impacts
393	Chapter 2: Our strategy	Goals	Support the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region.	Support noted.
394	Chapter 3: Greater Cambridge	Specific scheme	Supportive of all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support the inclusion of forthcoming proposals following the GCP Making Connections consultation.	Support noted. No change to plan needed.
395	Chapter 3: Greater Cambridge	Related documents	Strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP. Within this, we also strongly welcome the support for policy measures such as trip budgets where considered appropriate.	Support noted. No change to plan needed.
396	Chapter 3: Greater Cambridge	Bus	Welcome the proposals to transform the Greater Cambridge bus network, but strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support this.	Comment noted. Agree that reference should be made to need for bus depot provision in appropriate place tba.
397	Chapter 1	EV and alternate fuels	Suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area. Strong links must be made between the deliverables of the LTCP and work to develop a Local Area Energy Plan for Cambridgeshire, which will need to consider electrification of transport and the additional grid infrastructure requirements to support this.	Comment noted. Add wording on this in an appropriate place and ensure link to Local Area Energy Plan for Cambridgeshire is included.
398	Chapter 2: Our strategy	Objectives	We note that the policies are structured by the objectives, but the performance framework is structured to measure delivery of the goals. We support the intention of these various elements but suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.	Noted. Our strategy section to be revisited and re-structured where appropriate
399	Chapter 2: Our strategy	Objectives	Note that the National Industrial Strategy referred to here no longer exists. This has been transitioned to the UK's 'Plan for Growth'. We note England's Economic Heartland's Regional Transport Strategy, and suggest that this LTCP section references that document.	Noted. amend as appropriate
400	Chapter 1	Vision	Support the content of the proposed vision which encompasses a broader range of issues than the adopted LTP. On specific wording points, we would suggest that the phrasing regarding the natural environment is amended to read "protect and enhance our environment", noting Cambridgeshire and Peterborough's doubling nature ambition, and Greater Cambridge's 20% Biodiversity Net Gain aims. We would also suggest removing "very" from the phrase "very rural areas" so as to encompass the full range of locations including better connected rural areas.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
401	Chapter 1	Goals	Support all the goals referenced. Under productivity or connectivity we would suggest that reference should be made to modal shift and potentially also to reducing congestion as key priorities for the LTCP. Under health, we would suggest adding reference to active travel.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
402	Chapter 1	Objectives	Support the comprehensive objectives including the addition of digital connectivity. We'd suggest that there is an opportunity to quantify the natural environment objective, potentially via referencing the doubling nature ambition in a similar way to the climate objective referring to net zero emissions by 2050.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
403	Chapter 1	Evidence	We support recognition of the key social, environmental and economic issues raised by the LTCP's evidence base.	Support noted
404	Chapter 1	Freight	Support this guiding principle, especially use of trip budgets and focus on freight.	Support noted
405	Chapter 1	Bus	Support the aspirations of the Bus Service Improvement Plan. We would highlight that the location of bus depots and layover facilities are important for productivity.	Noted and agreed. To be added in our strategy section
406	Chapter 1	Connectivity	Support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities. We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.	Noted. Each local section to get a section focussing on rural issues with PT and AT
407	Chapter 1	Health	We support the content on health. We would note that additional reference could be made to: •initiatives for adults to bring them back to cycling as well as encourage their children •building greater links with schools to promote benefits to pupils of walking and cycling and forming healthy habits/behaviours early •the safety of walking routes, which needs to be addressed to encourage use by all users. •The Cambridgeshire and Peterborough Health and Wellbeing Strategy 2020-24, and the emerging Active Travel Strategy	Noted. References to key docs to be added
408	Chapter 2: Our strategy	Related documents	Support the approach to integrating spatial and transport planning and intention to prepare Transport Strategy for Cambridge and South Cambridgeshire.	Support noted
409	Chapter 2: Our strategy	Safety	Support content on safety.	Support noted
410	Chapter 2: Our strategy	Climate	Support: •the intention to consider embedded carbon within transport scheme assessment •the reference to the Cambridge City Council Air Quality Action Plan (AQAP) 2018-23, which will be reviewed in 2022/23. A reference to compliance with future AQAP should be included in the final LTCP. We welcome the LTCP's support for the key actions identified in the AQAP.	Support noted
411	Chapter 2: Our strategy	Connectivity	Following current content regarding the Intelligent City Platform, we would ask that the following wording as added: "In addition the Smart Cambridge programme has been using real time public transport data to provide clear information for travellers across the County through both an app-based interface and travel screens, helping to provide real time information to travellers and local authorities about the functioning of the transport network".	Noted. Agreed.

412	Chapter 2: Our strategy	Environment	We support the aims set out. As per our comments elsewhere, we would suggest that the LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain.	Further work needed on biodiversity net gain and this will be integrated into the narrative of the LTCP - examples of the biodiversity and sustainability elsewhere circulated - need to update the LTCP to align (policies remain as previous, but the strategy price to be updated)
413	Chapter 2: Our strategy	Active Travel	Support the focus on active travel. We would suggest this principle needs to acknowledge the importance of considering all users, including those who may struggle with walking.	Support noted
414	Chapter 2: Our strategy	Evidence	Strongly support the application of travel demand management tools in appropriate locations	Support noted
415	Chapter 2: Our strategy	Evidence	Support assessing transport schemes against a wide range of indicators going beyond GVA to encompass environmental and social priorities. Equally, to ensure delivery against LTCP ambitions, as per our comments on the introductory section we suggest that additional consideration is required, including potentially rethinking some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.	Noted. Our Strategy section to be revisited.
416	Chapter 2: Our strategy	Micromobility	Note that no reference is made within the user hierarchy to e-scooters, and suggest that the LTCP needs to be flexible and forward looking to account for emerging transport modes of travel, including within the user hierarchy.	Noted. Awaiting government guidance
417	Chapter 3: East Cambs	Highways	Support the intention to address A10 capacity issues and provision of a new Park and Ride at Waterbeach, which are requirements to support full development at Waterbeach New Town.	Support noted
418	Chapter 3: East Cambs	Rail	EACE provides only limited additional future rail capacity. Ongoing engagement with Network Rail and local partners is required to ensure that there is sufficient rail capacity to cater for all planned growth to 2040 and beyond, including accounting for the increasing proportion of journeys being taken by rail. Also included in our response to the EACE consultation, we also note the pressing need to address exclusion of the community served by the Chesterton Fen Road crossing caused by the existing and forecast increases in barrier down time.	Noted. Issue of future demand and train paths above and beyond outstanding commitments will be picked up more generally in the plan as a concern in other locations along the line (eg Fen Rd).
419	Chapter 3: Greater Cambridge	Environment	We'd suggest that the text on page 68 could be clarified to note that the environmental and social impact of journeys being made by private vehicle are current and not solely related to future planned growth, as is expressed later in the same paragraph. In relation to air pollution we would note the negative impacts of particulate matter from transport within Cambridge, in addition to the impacts of nitrogen dioxide (NO2) already noted.	Noted, agreed. Make change.
420	Chapter 1	EV and alternate fuels	Recognise the transport challenges identified. We'd note the additional challenges not mentioned in this section of: •Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution and environmental impacts. •The Government's drive towards phasing out petrol and diesel vehicles, which will see a shift to electric vehicles. Electrical grid distribution and connection, already a key challenge within Greater Cambridge as explored by GCP, will need to be enhanced to support this shift together with jobs and housing growth. In addition, public charging infrastructure needs to keep pace and will need to accommodate a wider range of vehicles including mobility scooters, electric cycles and electrification of the bus fleet. Poorly located and designed e-charging infrastructure could cause conflicts, for example with pedestrian and cyclist routes.	Noted. Updated freight section to cover delivery services and agree that grid capacity/distribution is an issue that needs mentioning in LTCP.
421	Chapter 3: Greater Cambridge	Related documents	Supportive of all the content included in this section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support: •the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge. Delivery of these proposals is expected to achieve the modal shift required to address existing issues and support development identified in the adopted plans and emerging local plans. •The 'decide and provide' policy approach, as per our comments on the Productivity guiding principle.	Support noted
422	Chapter 3: Greater Cambridge	Bus	Strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the proposed increases in bus services. The location of new depots and their potential impacts will require thorough consideration.	Agreed. Insert reference in text.
423	Chapter 2: Our strategy	EV and alternate fuels	Strongly suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area, as well as E-charging infrastructure to support the shift towards electric vehicles, as per our comments regarding transport challenges.	Agreed. wording to be added on this and alternative fuel and EV policy to follow
424	Chapter 2: Our strategy	EV and alternate fuels	Suggest making additional reference to meeting the growing demand for fast deliveries of goods and services, including first/last mile delivery, as per our comments regarding transport challenges	Noted. Section on freight to be added
425	Chapter 2: Our strategy	Shared Mobility	Suggest making greater reference to future mobility and Mobility as a Service (MaaS) to support the work being undertaken by Smart Cambridge on these topics, noting that MaaS could be transformative for many journeys, not just for first/last mile journeys as currently suggested by the draft LTCP.	Noted. Micromobility policy to follow
426	Chapter 2: Our strategy	Rail	Supportive of the work with public sector partners exploring potential enhancements to the railway east of Cambridge, but note the early stage of this work such that its scope and delivery is uncertain. As such we would recommend that the reference to this project is amended to read: "We shall continue to work with partners in the rail sector to explore options for upgrading the railway and services between Cambridge and locations to the east".	Noted.
427	Chapter 3: Greater Cambridge	Freight	Strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced: oSchemes identified as required to support the adopted Cambridge and South Cambridgeshire Local Plans: •This list includes schemes that are coming forward but were not identified as required to support the adopted plans. We support reference to these schemes in the Greater Cambridge section, but request that the list of schemes identified as required to support the adopted plans is amended to include only the following schemes: oGreater Cambridge Partnership (GCP) schemes: i)Cambridge to Cambridge i)Cambridge South East Transport Study i)Cambridge South West Travel Hub i)Waterbeach to North East Cambridge i)Cambridge Eastern Access Phase A i)City Access i)GCP Cycle Schemes oWaterbeach station relocation oA10 (Waterbeach to Cambridge) highway improvements •Drawing on the above, we support reference in the LTCP Greater Cambridge section to the following schemes that are being developed but are not specifically required in the adopted plans, including: oEaston Rural Travel Hub oA10 (Ily to Cambridge) highway improvements oA428 Black Cat to Caxton Gibbet oCambridge South Station •Our understanding is that there is no firm planned scheme to enhance M11 capacity, and as such would recommend deletion of this reference.	Noted and agreed. Amend text as per suggestion
428	Chapter 3: Greater Cambridge	Related documents	Strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced: Schemes identified as required to support the emerging Greater Cambridge Local Plan (GCLP): •These schemes are identified in GCLP First Proposals transport evidence, but relate to draft allocations which could be subject to change. We suggest replacing this text with "Further potential transport schemes were identified as required to mitigate the transport impacts of draft allocations included in the 2021 Greater Cambridge Local Plan First Proposals consultation. The revised Transport Strategy for Cambridge and South Cambridgeshire child document to this LTCP will be prepared to support later stages of the GCLP. This will confirm the transport infrastructure and policies required to mitigate the proposed sites, once the development strategy is confirmed".	Noted and agreed. Amend text as per suggestion

429	Chapter 3: Greater Cambridge	Rail	<p>6 schemes not currently referenced.</p> <p>We'd suggest that CCF's Whittledford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram</p> <p>We'd suggest that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Catchment Capacity Area work and other related rail proposals.</p>	Noted and agreed. Amend text as per suggestion
430	Chapter 3: Greater Cambridge	Related documents	Would welcome the opportunity to discuss the potential alignment of LTCP and GCP measures, and beyond that to share understanding and intelligence as the LTCP is rolled out so that we can evidence impact collectively.	Noted
431	Chapter 2: Our strategy	Rail	Note that Cambourne to Cambridge Public Transport Scheme is assessed in the HRA for the draft LTCP as a scheme that is new to the LTCP (ie not included in the LTP 2020). We note that this is incorrect: page 51 of the HRA accompanying the LTP 2020 identified Cambridge to Cambourne and St Neots.	Noted. Change
432	Chapter 1	Goals	Keen to see the plan expanded further – with a long term vision with steps supporting plans toward 2050.	Noted.
433	Chapter 1	Goals	There could be strengthening of the specificity of the goals described within the plan – each being clear about the deliverables which will address the sustainability agenda.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
434	Chapter 1	Goals	Given the climate emergency, the high level goal of net zero by 2050, is welcomed, however consider it needs to be further defined and developed.	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constituent Councils
435	Chapter 1	Goals	CUH would also be pleased to see other areas considered, such as: <ul style="list-style-type: none"> Green and blue infrastructure in delivering environmental resilience and social value. Circular economy to reduce waste and enable efficient use of resources Renewable energy generation and grid capacity investments to deliver decarbonisation of transport and the wider built environment. Accessibility (time/distance) of services and facilities 	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
436	Chapter 1	Evidence	Concerns as to how the proposed 15% reduction in miles driven is to be delivered in the short term and would challenge to ask if this target is sufficient.	Concern noted.
437	Chapter 2: Our strategy	Active Travel	The updated LTCP makes mention of increasing active travel and public transport, however the Trust would be keen to see targets made which are robust enough to deliver the step change required to realise a future transformative transport system.	Noted. Each area within the LTCP will have different specific targets/achievements. Probably not for the LTCP to state overall targets for each mode due to this
438	Chapter 2: Our strategy	Active Travel	Active travel in the region should continue to build on the investment we have seen in recent years. Cambridge and the surrounding area should be an exemplar cycling city, not just in the UK but globally. To achieve this we must continue to be ambitious and expand the existing high levels of cycling both within the city, supporting safer cross city cycling, and out across the rest of the county. Enabling safe cycling routes on roads and between villages and market towns which would further support multimodal journeys.	Noted. The Active Travel strategy and the LCWIP will look to promote active travel across the region.
439	Chapter 2: Our strategy	Active Travel	Consideration should also be made to the increased and growing usage of cargo cycles and other larger non-motorised transport.	Noted. Micromobility policy being developed.
440	Chapter 2: Our strategy	Micromobility	New micro mobility technologies are growing in popularity and offer the opportunity to significantly lengthen the distance many are willing to travel by bicycle. CUH is already seeing this uptake growing on campus, but consider that further appropriate infrastructure is required and developed to support future growth. Micro mobility users have similar concerns to those found in active travel modes - such as road safety, lighting and security. We strongly emphasise this need and support for the forthcoming Cambridge County Council Active Travel Strategy, which needs to be bold in grasping this opportunity and would be keen to see that reflected in the LTCP.	Noted. Micromobility policy being developed.
441	Chapter 2: Our strategy	Shared Mobility	Welcome the 20-minute neighbourhood thinking, but have concerns for a significant proportion of the population who do not live and work within close proximity to their place of work. Would be of value for the LTCP to create a strategic map identifying key living and employment sites in order to consider how sustainable transportation can most effectively link them up. In this we would encourage the development of multimodal travel hubs and a mass transit system in order to make 20-minute neighbourhoods a reality.	Noted. Major schemes map included will show how all proposed schemes are to link up. Local Plans for each district will plot key employment and residential areas/development.
442	Chapter 2: Our strategy	Rail	The removal of the Cambridge Autonomous Metro (CAM), without a significant alternative solution to the population growth and related travel is of significant concern to CUH and the wider CBC. We need a clear picture of what the anticipated growth in trips and also what the gap in provision will be in order to inform delivery across the region as a whole. The draft document goes some way to articulate this but it is not explicit enough to respond to the magnitude of change required. Whilst the LTCP recognises the significant economic and population growth, and the need to ensure that this growth is sustainable, it is currently lacking in robust evidence to show where the supply and demand of travel and transport will meet this over a longer period (such as up to 2050).	Noted. LTCP will in time include a raft of updated local strategies, which will be linked to the key growth aspirations in the Local Plans. These will form part of the evidence base for these and will include detail on economic and population growth and how this can be accommodated.
443	Chapter 2: Our strategy	Bus	The LTCP sets out a plan for providing for greater public transport and active travel but does not provide the detail on how the supply of energy needed to decarbonise motorised travel (including freight and delivery) is to be achieved. Further work is required to understand the full energy requirements for transport, moving beyond the installation of charging points. This should include specific reference to realistic plans and proposals for both meeting the decarbonisation demand and creating a more robust and renewable powered grid supply network.	Noted. Agreed. LTCP to be made clearer that work needs to be undertaken with regards grid capacity. WSP work looking into carbon impacts.
444	Chapter 1	Targets and Indicators	The strongest statement within the draft LTCP is the commitment to reduce motor vehicle miles by 15% by 2030, against a fixed 2019 baseline. However, this is not front and centre, only Greater Cambridge reference anything like the interventions required, and arguably they can't do much more of the heavy lifting, when a third of their residents already cycle five or more times a week. All other areas (Districts and PCC) need to reference this 15% reduction commitment and start to explain what this will entail	To be reflected within the whole of the document – all areas making a contribution. Outputs from the WSP work to be integrated into the strategic and local sections to demonstrate all are on the path and working with ATE etc on rural connectivity
445	Chapter 4: Policies	Related documents	LCWIPs are referenced, but there isn't enough on delivery or funding – the LTCP should give an indication of the pace, funds, and scale of change required.	LTCP references funding and delivery where this is known. Local strategies, delivery plan and the LCWIP will add some of the detail required
446	Chapter 2: Our strategy	Active Travel	Needs to be more of an acknowledgement that building to LTNI/20 compliance will need a complete rethink about how we design and build, road space reallocation away from motor vehicles needs to become the norm.	Noted. Sentence to acknowledge this to be added in relevant section where LTNI/20 first mentioned
447	Chapter 1	Active Travel	There is no mention of Gear Change – and the Central Government's ambition for half of all trips in our towns and cities to be made by foot or by bike in 2030. This should be acknowledged within the main narrative, as well as the Districts' area responses (especially outside of CCC and SDC).	Noted. Agree this should be included in chapter 1
448	Chapter 1	Partnership	No mention of Active Travel England, who are going to have more and more influence during the timescales of the LTCP i.e., you need to explain how the landscape has changed since the last LTP, with specific regards to active travel, Transport Decarbonisation Plan, CWIS2 etc.	Noted. Section on partnership working to be improved and agree ATE should be included as partner referenced along with LA partners, DfT, NR etc.
449	Chapter 2: Our strategy	Highways	In the preamble at the recent presentation, which a colleague of mine attended, it talked about the need for faster connections. In the overall text I cannot find this, but the idea of faster connections being essential is dangerous. It will be used as a justification for road building, which will lead to more traffic. The main text talks about the need for restraint so I don't know where the faster bit came from.	Noted.
450	Chapter 3: East Cambs	Related documents	There is a tension in the difference between the introductory text and the separate texts for each District. There seems no relation between the two. East Cambridgeshire talks about the road network and the A10 – no reference to the need to address the very low levels of cycling and walking in Ely, Soham, and the villages. Cambridge City looks a bit better, but still refers to roadbuilding.	Noted. Local section being updated.
451	Chapter 3: Peterborough	Specific scheme	Peterborough section is worrying and includes the statement that the new Fletton Quays bridge is for university access. Does that mean that they expect students to be living at Fletton Quays, because there is no onward route. Peterborough again talks about the need for more Parkway capacity to ease growth, it does not really mention the need to transform the way people travel.	Noted. Peterborough section being updated

452	Chapter 2: Our strategy	Bus	Generally, there is an acknowledgment about the difficulties for buses particularly in rural areas. If the Market Towns were transformed so that walking and cycling levels were high and it was hard to drive around that would bring a big boost to rural buses.	Noted. BSP looking into bus travel throughout region and local sections being updated to reflect rural bus issues
453	Chapter 2: Our strategy	Active Travel	The last mile and freight delivery is a big issue and should be based on local centres and cargo bikes. This means that the cycling infrastructure has to be really good and have good wide provision.	Noted. Section on freight being updated to include last mile
454	Chapter 1	Objectives	Overall the LTCP feels extremely unambitious and lacks innovation. The Goals and Objectives are nebulous statements without any real measures (Objectives at least should be SMART). Some of the goals feel either unachievable (zero fatalities or serious injuries – no detail behind what this really means) or unambitious (net zero by 2050 – which is 28 years away!). Reading the full document there is very little in the way of a tangible plan. The included strategies seem to move from a statistics view to a solution without an explanation on what or how the solution will solve an issue. In the main document there is a statement under the guiding principles that states "Integrating spatial planning and reducing the need to travel" – as a statement this seems to be contradictory to the LTCP goals and objectives.	Point of view noted. Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
455	Chapter 1	Bus	Fully support the aims and objectives of the LTCP. There are many schemes identified within the LTCP that will positively contribute towards meeting the objectives, but we believe there needs to be a stronger focus on improving public transport accessibility in more rural areas.	Support noted
456	Chapter 2: Our strategy	Specific scheme	A number of very detailed points are made relating to each objective as to why RAF Wyton should be brought forward as a development site.	Noted. This is a local plan issue.
457	Chapter 3: Peterborough	Climate	Peterborough City Council has set a target of getting the city to net zero carbon by 2030 (twenty years ahead of the national target of 2050) but there seems to be no recognition of this in the plan.	WSP work on carbon to cover this
458	Chapter 3: Peterborough	Objectives	There are some good aims and objectives in the early part of the plan and it states that in transport planning the needs of pedestrians, cyclists and public transport users should be given priority. Inclusion of this "Transport User Hierarchy" is welcome and it was a feature of several of Peterborough's local transport plans from 1999 onwards. We must also see a commitment to delivery of this policy. Too often in Peterborough in recent years we have seen large road building and road widening schemes, with just a small element of sustainable transport added on around the fringes. This needs to change and, as the city grows, the emphasis must be on encouraging walking, cycling and public transport and discouraging car travel.	Noted
459	Chapter 3: Peterborough	Goals	There is an aim stated in the plan to reduce car usage by 15% but little detail on how this will be achieved particularly in Peterborough, which is the largest and fastest growing city in the CPCA area.	Noted. LTCP will be updated to recognise that each area needs to reach 15% in its own appropriate timing. Delivery plan and local strategies will aid with adding detail as to how each area will hit its target. Acknowledge more work is required to assess how and when this target will be achieved. WSP work looking in to this too.
460	Chapter 3: Peterborough	Rail	The plan has no long term vision for Peterborough. With a population of 215,000, we should be planning now for medium to long term options like a tram or light rail system. The original blueprint for expansion of Peterborough, the Harcourt Report, in the mid 1960s contained an outline proposal for a tramway system in Peterborough but this was dropped from later proposals.	Noted. The LTCP has a vision for the entire CPCA area. The local strategies which form a suite of child documents under the umbrella of the LTCP will focus this vision for each specific area
461	Chapter 3: Peterborough	Rail	A tram or light rail system could also form the basis for a park and ride system, like that which operates in Nottingham. It is disappointing that the plan contains no proposals for any form of park and ride in Peterborough. Nor does it say much about how pricing and control of parking in the city centre could be used as a tool to encourage a modal shift away from car travel.	P&R not a priority for Peterborough. City Centre Transport Vision referred to in strategy sets out plans for future of City Centre.
462	Chapter 3: Peterborough	Rail	Would like to see track capacity increased to enable additional stations serving Peterborough to be built.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
463	Chapter 3: Peterborough	Rail	Would like to see increased frequencies on services between Peterborough and Leicester, Birmingham, Cambridge, Stansted Airport and Ipswich and Nottingham.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
464	Chapter 3: Peterborough	Bus	Nothing is being proposed in the LTCP to improve Peterborough's dire public transport links into Northamptonshire. There is a rail link between Oakham and Corby which only has one train a day running on it at present. Greater usage of this link would have the potential to open up more journeys from Peterborough to Corby and/or Kettering and to other parts of Northamptonshire, Leicestershire etc.	Noted. Peterborough strategy already refers to connections to neighbouring authorities, no change made. Our strategy section being updated to commit to stronger partnership working and tackling cross border issues
465	Chapter 3: Peterborough	Bus	The Mayor's commitment to the principle of bus franchising is welcome but it needs to result in some delivery as soon as possible, so as to ensure that bus services work for local people and not for the profits of shareholders in large multi national bus companies. Stagecoach have steadfastly refused to integrate their ticketing with other local bus operators or to introduce electric and/or hybrid buses in Peterborough or to consider more orbital bus routes, so franchising is urgently needed to enable these things to happen. Would like to see consideration given to simple flat rate fares across the bus network so as to encourage an increase in bus usage: in the longer term I would favour fares free bus travel in urban areas,	Funding via the CPCA is subject to the CPCA's business planning cycle. As such, through this process the CPCA is looking at the long term viability for financing bus services and frameworks and is investigating various methods for improving the way buses are run and procured in the mayoral area. no change to plan required.
466	Chapter 3: Peterborough	Bus	I would like to see the plan address how people in rural parts of Peterborough are to be given better access to the bus network. This is partly about giving people in rural areas better access to Peterborough City Centre and the urban townships for shopping, leisure, medical facilities etc. But done imaginatively rural bus services could also be promoted to urban residents as a means of enabling them to get out into the countryside for walks and contact with nature etc.	Noted. This will be reflected in the updated local section
467	Chapter 3: Peterborough	Active Travel	We have lots of cycle lanes in parts of the city but they are poorly connected and maintained and cycle usage is abysmal compared to other parts of the county. The Council took Government funding (via the CPCA) for temporary cycle lanes but terminated the schemes when the money ran out, which has meant that future funding for cycling has been curtailed. One of the temporary lanes which was much needed and much used was the one over Crescent Bridge into the City Centre. This needs to be restored urgently and yet I did not see any reference to it in the LTCP.	Noted, this scheme is linked to the Peterborough Station Quarter which is referenced in the strategy. No change made
468	Chapter 3: Peterborough	Suggested scheme	There is no mention anywhere in the plan of the River Nene and its potential for use as a transport corridor for a variety of purposes.	Noted. Will make reference to the River Nene in the updated local section
469	Chapter 3: Peterborough	Climate	Most of the major projects proposed in the LTCP for Peterborough seem to be about road building and road widening which is precisely the opposite of what we should be doing in a climate emergency. We may have to build some new roads to serve new housing developments but these should be designed to encourage active travel and public transport usage.	Noted. LTCP has a user hierarchy and roads and car use is below more sustainable modes such as AT and PT. Where there is a need to improve road capacity, this will be included but with provision for other more sustainable modes at the forefront of design.
470	Chapter 1	Objectives	The vision, goals and objectives are welcomed, in particular the acknowledgement that the LTCP will need to enable new sustainable housing. The goals and objectives would be more robust if they included some form of measurable target, or reference as to how they could be met.	Support noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
471	Chapter 1	Bus	There is limited reference throughout the document to the Cambridgeshire Guided Busway, which is one of the county's greatest transport assets. It could be that the LTCP looks to maximise the guided busway by focusing development around it, which in turn would enable investment and improvement in its services.	Noted. The BSP is aiming to deal with improvements to the wider bus network. The LTCP will link modes and promote interchange where possible. Add section/sub section in main strategy to bring out interchange importance.
472	Chapter 1	Vision	Productivity - Education and training whilst mentioned within the document do not form part of the goals and objectives. Given the role of access to education and training for improving life chances it should be integrated within the objectives.	To be incorporated into the vision and within some of the underlying goals/objectives. Education [access to] is critical and needs to be stronger within the strategic section
473	Chapter 1	Environment	Environment – the Environmental goal is not explicit in its meaning and this should be expanded and enhanced to recognised: Use of and protection of natural resources, biodiversity as well as water quality and flood resilience.	The vision, goals and objectives have been subject to two rounds of consultation. No major changes to these are considered required.
474	Chapter 1	Environment	Laifleet Group Limited (LGL) is ready to partner with the CA to deliver on the emerging Local Transport Connectivity Plan (LTCP) through advancing a world leading decarbonised mass transit system for the benefit of the City and Region's environment and the health of its residents.	Noted. No action required

475	Chapter 1	Safety	The draft LTCP mentions Vision Zero road safety partnership but includes only a non-binding commitment to nobody being killed or seriously injured (KSI) on our roads by 2040. Vision Zero includes an intermediate goal of reducing KSI on our roads by at least 50% by 2030. The LTCP must include intermediate goals such as this.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
476	Chapter 1	Active Travel	Active travel for leisure is important so must be called out in the LTCP. Its importance is made clear in our comments on the Transport Strategy. In this section, some recognition in the business and tourism objective would support its incorporation into strategy.	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
477	Chapter 1	Climate	Net zero by 2050 cannot be a key goal/objective in a plan with a horizon of 2030. We know that either carbon dioxide emissions be drastically reduced in the next couple of years or we spend a lot of money mitigating the climate emergency.	Targets will be contained within the monitoring section and we need to link to this throughout the document. The milestones will come from the WSP work and this needs to be reflected within the document and linkages made to the policy and strategy
478	Chapter 5: Monitoring and performance	Goals	Overall the LTCP feels extremely unambitious and lacks innovation. The Goals and Objectives are nebulous statements without any real measures (Objectives at least should be SMART). Some of the goals feel either unachievable (zero fatalities or serious injuries – no detail behind what this really means) or unambitious (net zero by 2050 – which is 28 years away!).	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
479	Chapter 2: Our strategy	Goals	In the main document there is a statement under the guiding principles that states "Integrating spatial planning and reducing the need to travel" – as a statement this seems to be contradictory to the LTCP goals and objectives.	Not clear why this is contradictory. No change to plan.
480	Chapter 1	Health	I think a greater emphasis should be put on accessibility. Disabled people are most affected by not being able to get around and also they are more likely to be digitally excluded. A lack of accessible transport and poor quality infrastructure has a disproportionate affect on disabled people and needs to have solutions worked out that involve disabled people in the planning process, co-production is vital for longer term change.	Agree that it is important for users, especially disabled people to be involved in the detailed design of infrastructure and services. No change to plan.
481	Chapter 1	Vision	While broadly along the right lines. The vision statement is far too vague and a vision for net zero by 2050 is meaningless without clear interim targets.	Targets will be contained within the monitoring section and we need to link to this throughout the document. The milestones will come from the WSP work and this needs to be reflected within the document and linkages made to the policy and strategy
482	Chapter 1	Vision	It would have been nice to see within the vision statement a clear reference to active travel, a reduction in private vehicle use and electrification of all motorised transport by specific time periods.	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required. Please also see the Cambridgeshire Active Travel Strategy.
483	Chapter 3: East Cambs	Highways	Connectivity can have multiple meanings, it is important that we improve connectivity of public transport and cycle networks but there should not be construction of new roads like the proposed A10 dualing.	"The A10 Fly to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options."
484	Chapter 5: Monitoring and performance	Targets and indicators	Short-term goals, long-term targets and/or milestones for: <ul style="list-style-type: none"> • Drawdown on pre-set carbon budgets, including embodied (construction) and operational greenhouse gas emissions • Maximum and average concentrations of air pollutants • Number of cars owned per household • Number of club cars available per 1,000 households • Passenger miles travelled by walking, cycling, e-scootering, bus, coach, train and car. • KEV miles versus ICEV miles for passenger vehicles. 	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
485	General	Related documents	I strongly disagree with tarmacking of rural public rights of way, particularly bridleways and restricted byways.	Please refer to the emerging active travel strategy and design guides
486	Chapter 1	Bus	Very ambitious objectives, but right now there are no timelines, no prioritisation of the objectives so it is hard to know how the public will visualise and benefit from these objectives, how and what does it actually mean for the public living in rural areas who do not have close access to public transport to get into the city or indeed to neighbouring villages that are not on the path directly into the city.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
487	Chapter 2: Our strategy	Related documents	P30 talks about an efficient highway network that accommodates the needs of all users, that includes horse riders who are identified as vulnerable users in the new Highway Code and who should not be undertaken whilst on the highway. The simple fact is that if you a segregated safe corridor for walkers and cyclists then you need it for horse riders as well.	Please refer to the emerging active travel strategy and design guides
488	General	Active Travel	Whilst the document talks about the important of being able to travel to/from leisure activities, it seems to overlook that moving about e.g. walking, cycling, horse riding, is itself a leisure activity for many people	Noted, no action required
489	Chapter 2: Our strategy	Related documents	The reality is that what is happening already is the existing Public Rights of Way network is being trashed and covered with tarmac and other unsuitable surfaces in the name of active travel	Please refer to the emerging active travel strategy and design guides
490	Chapter 3: Peterborough	Active Travel	I remember back in the late 90s we were awarded the Millennium Prize – £6m to create the 'Green Wheel' – Great idea – but it was never really finished and improved or maintained properly	Noted
491	Chapter 1	Bus	Try to support more frequent buses that run later into the evenings on weekdays and weekends across S. Cambs too please.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
492	Chapter 1	Rail	In the short term, we should have a dedicated COACH service between Oxford and Cambridge till such a time as the EWR has finally delivered heavy rail connecting the two cities (e.g. Cambridge-Bedford-MK-Oxford). At present, the best option is often to commute via London (by car or by public transport).	Comment noted. Specific coach routes are a matter for individual coach companies. East West Rail is being progressed by the EWR Co. This is a key scheme to improve sustainable connectivity to our region and the CPCA will continue to engage closely with the EWR Co as the scheme progresses.
493	General	Wider policy areas	We'll never get the economy out of it's current state of stagnation until we re-join the EU customs union and single market. This is essential for our local SME's to enable them to effortlessly export again to our nearest, and biggest market – the EU. An avalanche of admin, costs and delays are now associated with every single export. Yet on this enormous, even existential issue for the UK and thousands of SME's, you don't have a single policy	Not relevant to the LTCP. No action required
494	Chapter 1	Bus	The regional map must acknowledge the Cambridgeshire Guided Busway, which is more than just a typical bus service. Indeed Cambridgeshire County Council's website acknowledges it as a 'progressive transport link'. The strategy should focus on how the busway can enable new development to be located more sustainably and in turn support its improvement.	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
495	Chapter 1	Active Travel	The Cycling and Walking Tsar and the Mayor-led Active Travel Forum are essential to achieving the active travel components of the Transport Strategy. Neither is mentioned in the draft LTCP. The role of these two entities need to be defined in the Transport Strategy so must be featured in the document and priority (eg set a deadline) given to establishing both.	Please refer to the emerging active travel strategy and design guides
496	Chapter 1	Active Travel	The Cycling and Walking Tsar job description, the Active Travel Forum constitution, the Cambridgeshire Active Travel Strategy and the Cycling and the Local Cycling & Walking Infrastructure Plan need have consistent goals and all need to be consistent with various targets in the LTCP. The LTCP needs to state that subsidiary documents such as the Cambridgeshire Active Travel Strategy have compatible targets. The drafts of these documents have goals that are not aligned.	Noted, the partner organisations are working together to align the various strategies.
497	Chapter 2: Our strategy	Active Travel	Other than the various Greenways projects, public rights of way are not routinely considered in various active travel plans (eg LCWIP) that are subordinate to this LTCP. Therefore, this Plan must specify active travel away from the highway as a means to promote efficient travel. On a related note, the Transport Strategy must mention gaining permission from developers and landowners for building entirely new routes across their land.	Comment noted. Please refer to the emerging active travel strategy and design guides. The point regarding to permission from land owners is possibly something for the local plan or the ROWIP to consider. No change needed

498	General	Active Travel	Many of those walking and cycling on ProW 76/24 - NCN11 south of Ely travel for utility, not leisure. Cambridgeshire declares active travel routes that they consider for leisure to be out of their remit, for example in the Cycling and Walking Infrastructure Plan (CWIP). Labelling routes for leisure is an arbitrary process. If routes are excluded from the LCWIP, funding is compromised. Therefore the LTCF reference to the Active Travel Strategy and other subsidiary documents such as the Active Travel Forum the Cycling and Walking Tsr job description (both need to be referenced in the LTCF) must specify that active travel for leisure is part of the remit.	Comment noted. Acknowledge need for greater consistency across documents.
499	Chapter 1	Bus	All buses need to be accessible for disabled people and the uber type of transport would greatly benefit disabled people in the cities	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
500	Chapter 2: Our strategy	Active Travel	There seems to be a distinct lack of understanding with how education affects the strategy. Lack of public transport and safe cycle / walking routes add a massive number of vehicles on the roads at peak times, causing congestion, reduction in air quality, does not promote healthy lifestyles etc. Additionally, there is a distinct lack of choice for parents and students on where they can be educated (due to no transport). This not only limits ambition and achievement but does not help fill skills gaps	Please refer to AT 24: Promoting active travel in the Cambridgeshire active travel strategy which addresses this point
501	Chapter 3: Greater Cambridge	Specific scheme	I do not agree with the proposed dualling of the A10. I cannot see how this is compatible with a reduction in car use.	The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options. The narrative within the document may need to be changed to reflect our position (emerging) - improvements to (and removal of the dualling phase)
502	Chapter 1	Climate	2050 is far beyond the life of this plan. Achieving decarbonisation milestones is far more important at this point in time than achieving net zero in 2050. The UK's statutory and international commitments are to reduce emissions relative to 1990 levels by:	Linked to previous answers - the WSP work demonstrates our commitment and alignment with national, regional and local policy - going over and above. Demonstrating a clear pathway (section will need to be updated following the outputs from the WSP work)
503	Chapter 1	Bus	In areas where public transport is reduced to one bus a day and alternative transport has been sought, how can you accurately determine public demand?	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
504	Chapter 2: Our strategy	Micromobility	We must make sure people on these electric scooters - Have SOME Knowledge of road use - I have seen terrible road sense - Just NO Sense! And NO idea how to act on the road or pavement! If not - More people are going to be killed and injured	Noted. E-scooters are an emerging mode of transport which are not yet legal anywhere but on private land, unless part of an approved pilot scheme, where users must have a driver's license. Policy around this area is in its infancy and is emerging as the results of the pilot schemes are observed.
505	Chapter 3: Greater Cambridge	Suggested scheme	I am not opposed to the CSET, nor the CAM, but I do think a tram/very light rail option should be taken seriously as a longer term alternative to maintaining a bus fleet to serve far-flung locations across S. Cambs - though in the near term the CSET is most feasible.	Noted. The GCP are considering a number of measures for Ctr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees > Greater Cambridge Partnership Executive Board (www.gcp.org.uk). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCF, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
506	Chapter 3: Hunts	Bus	Great Gransden is not served with any regular public transport. My nearest stop, Crow Tree Street (ironically right outside CPCA Mayor Nik Johnson's house) has ONE bus a week. I repeat, ONE bus per week (to St Neots - and who on earth wants to go there?).	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
507	Chapter 1	Targets and indicators	This is an ambitious target, which is necessary in order to provide a focus for improving public transport services.	Noted, no action required
508	Chapter 1	Goals	We have seen previous goals for motor traffic reduction (eg Cambridgeshire Local Transport Plan 2011-2031) unenforced and missed. The Transport Delivery Plans will summarise the projects over the lifetime of the LTCF	Noted, no action required
509	Chapter 5: Monitoring and performance	Targets and Indicators	No mechanism appears to be in place to monitor vision, goals, objectives and ambitions. Metrics are needed in addition to the car miles driven by 15% and diesel vans and trucks to be excluded from urban centres by 2030. Near-term metrics would help avoid 'falling off a cliff' near the deadline for 2030 targets. We also recommend that the metrics for important aspects of travel be labelled as goals rather than ambitions. Ambition suggests lack of commitment.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
510	Chapter 5: Monitoring and performance	Targets and Indicators	Besides car miles across the Combined Authority and diesel exclusion, SMART targets for cycling and walking in need to be added; the target needs to accommodate the differences between the settlements. For instance, each District would introduce local goals for all its urban centres by January 2024.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
511	Chapter 2: Our strategy	Targets and Indicators	Cannot see how you would achieve a 15% reduction in car mileage until the rest of the transport system is in place, but how long would this take?	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
512	Chapter 1	Goals	Need but to develop clearly mass transit proposal(s) for the area.	Noted. The GCP are considering a number of measures for Greater Cambridge and the city centre area through its Making Connections consultation. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
513	Chapter 1	Goals	We should be seeking greater reductions	Noted. Unclear what is being referred to. No action required
514	General	Safety	Where is the provision for disabled drivers? I am severely disabled and find it very difficult to use public transport. I need my car to work and go shopping.	The overall strategy makes mention of accessibility, the document also states Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. Please also refer to the EQIA document. Look to strengthen text on this issue.
515	Chapter 2: Our strategy	Targets and Indicators	Ambitious objective now that many are wft after covid. For some mileage is already much reduced, intrigued how you believe it will be cut further when main trips are for grocery shopping (all those bags on a bus and then walked home?) and visiting friends who may be outside the county and not en route to a city/town	Comment noted. Data shows that the number of trips is back to pre-covid levels, please also refer to the Active Travel Strategy for Cambridgeshire which provides further details on how we aim to reduce car journeys.
516	Chapter 2: Our strategy	Targets and Indicators	Target should be higher e.g. 20%	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
517	Chapter 3: East Cambs	Related documents	The referenced East Cambridgeshire Cycling and Walking Strategy includes prioritisation of links to public transport to enable buses and trains to replace the car as an alternative for longer journeys. However, its priority routes do not include any that link to the railway stations (Ely, Littleport and Soham). The Local Area Strategy must mention prioritisation of links. As an example, the Section 106 cycleway commitment to link north Ely with the centre of Ely is under threat yet the Local Transport Strategy does not mention the 2014 North Ely Supplementary Planning Document (SPD) requirement to link north Ely with key destinations such as the City of Ely College, City Centre, Rail Station and Hospital and to link with the National Cycleway Route 11. This Strategy needs to mention the importance of such links and in particular, reference the SPD.	The LTCF is a strategic document and as such cannot detail every individual scheme. A review of the East Cambridgeshire Transport Strategy is due and is the most appropriate place for this level of detail. Review East Cambridgeshire local section of this plan to strengthen links where appropriate.
518	Chapter 3: East Cambs	Active Travel	The draft Local Transport Strategy Challenges states that high-quality walking and cycling infrastructure, particularly outside of Ely, is extremely limited. We assume that this statement is based only on perceived safety. From the perspective of improving the environment and benefitting most people, the greatest benefit would come from improving cycling in Ely.	Noted
519	Chapter 3: East Cambs	Active Travel	Within this rural district it has been and will continue to be difficult to adhere to the government's guidelines (LTN120 [sic]) due to the nature of the infrastructure roads. There is no feature of the roads in East Cambridgeshire that is unique, so this comment is not appropriate in this section.	Comment noted. Review this section of the text and amend as appropriate.

520	Chapter 3: East Cambs	Highways	An increase in capacity on the Ely-Cambridge A10 will induce more motor traffic unless some kind of control measure is introduced. The Local Area Strategy must be internally consistent and consistent with the LTCP plan for an overall 15% reduction in car mileage.	Any increase in road capacity will need to be accompanied by additional capacity and infrastructure for active travel. Review section and check for consistency.
521	Chapter 3: East Cambs	Active Travel	The Department for Transport second Cycling and Walking Investment Strategy includes an ambition for walking and cycling to be the natural choices for shorter journeys, or as part of a longer journey by 2040 with half of all journeys in towns and cities being cycled or walked by 2030. East Cambridgeshire ought to adopt these central government ambitions as local goals. This is especially important for Ely with a projected 4,000 extra homes by 2030 that lack adequate cycling and walking connections to the centre of Ely, Ely Railway Station, the Princess of Wales Hospital, the Leisure Village and the Hive Leisure Centre.	This will be considered as part of the new East Cambridgeshire district transport strategy which is due to be developed in 2023 and will sit as a 'child document' of the LTCP.
522	Chapter 3: East Cambs	Bus	There is a specific issue with students from East Cambs having an extremely limited choice of schools, sixth forms and FE provision e.g. a lot of money has been invested in the North Cambrdge Training Centre (Chatteris) but students from the local area cannot access it due to the lack of local transport.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
523	Chapter 3: East Cambs	Rail	There also must be a priority given to the much needed upgrading of the Ely North Junction (rail), this is a massive disrupter for both rail and freight from all parts of East Anglia. Railfuture has described Ely North as "the East of England's highest transport investment priority". The planned improvements would allow more freight to travel by rail (so reducing the number of HGVs/LGVs on roads) as well as cars. With the green light being given to Felstowe as a Freoport and Stewell C, freight and workers will need to access, due to the lack of capacity on the line currently all freight is rerouted via London. This is having a negative effect on the economy because of restricted growth while also creating unnecessary 'heat' in the Cambridge property market.	Comment noted. The CPCA will continue to lobby for an upgrade to this junction and will work with local partners and the rail industry to prioritise this.
524	Chapter 3: East Cambs	Active Travel	It is good to see walking and cycling highlighted. However, the plan does not specify how more walking and cycling will be enabled. We urgently need better cycle infrastructure to link up East Cambs villages with Ely and Ely with Littleport, Cambridge and Newmarket all of which are within cycling distance. Particularly with the advent of e-bikes.	Comment noted. More detailed information on Active Travel schemes for East Cambridgeshire can be found in the emerging Cambridgeshire Active Travel Strategy, however the local section will be reviewed to strengthen the text around active travel in the district where possible.
525	Chapter 3: East Cambs	Shared Mobility	It would be good to have mention of car clubs.	A valid point, car clubs are an excellent way of reducing car ownership and car usage, especially when incorporated into new developments. Strengthen text on this in an appropriate place in the plan.
526	Chapter 3: East Cambs	Specific scheme	I strongly disagree with dualing the A10. This is not compatible with reducing car usage or cutting carbon emissions. The money should instead be invested in public transport, EV charging and cycle lanes.	The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options.
527	Chapter 3: East Cambs	Specific scheme	P55 "In addition, the District Council has recently commissioned Sustrans to produce feasibility studies for a number of new cycle routes and to complete the Wickens to Soham cycle route." It should be noted that this proposed "cycway" will run on existing Public Rights of Way a Byway Open to All Traffic and a Bridleway. Tarmacing brideways discriminates against the other lawful users who benefit from soft surfaces e.g. equestrians. Tarmacing reduces the suitability of the surface and experience indicates that when dual surfaces are introduced, it is disastrous all round.	Comment noted. The LTCP is a strategic document and as such is not able to include information on every scheme. More detail on active travel schemes can be found in the emerging Cambridgeshire Active Travel Strategy, however the point about surfacing is noted and the various organisations are trying to develop a consensus around this sensitive issue. Review/incorporate a section on equestrians and other non-motorised users.
528	Chapter 3: East Cambs	Specific scheme	The proposed cycle route between Ely and Soham should include equestrians in the planning.	Comment noted. The LTCP is a strategic document and as such is not able to include information on every scheme. More detail on active travel schemes can be found in the emerging Cambridgeshire Active Travel Strategy.
529	Chapter 3: East Cambs	Specific scheme	P55- Improvements to the highway network through a series of enhancements to junctions, such as to the A142/Lancaster Way roundabout and the A142/A1017 roundabouts, will help to support employment development; for example, at the Grovemere and Lancaster Way Business Parks. As part of these works it will be essential to deliver the cycle/pedestrian crossing over the A10 near to the BP roundabout in order to make the Active Travel option attractive.	Comment noted. Active travel should be considered as part of any road scheme. Review text and strengthen text where appropriate.
530	Chapter 3: Greater Cambridge	Bus	There are no regular bus services in Great Graden unless you consider one bus per week adequate - I don't. As normal with politicians, it's all consultation and big talk, in practice there is nothing delivered whatsoever.	Comment noted. Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
531	Chapter 3: Peterborough	Equality	No mention of how the draft proposals with consider the need of disabled people who find it very difficult to use the present systems. Thought needs to be given on how to remove the barriers that prevent equality and travel in the city. Working with the local DPULO (Disability Peterborough) would be a good first step to achieving co-production and getting better outcomes	Comment noted. The strategy is required to develop an Equality Impact Assessment to ensure that people with protected characteristics aren't disadvantaged by the strategy. Draw this out more strongly in the text.
532	Chapter 3: Greater Cambridge	Highways	Not convinced the East / West rail route will continue but the A428 upgrade is vital	Comment noted.
533	Chapter 3: Greater Cambridge	Active Travel	Safe walking and cycle routes from villages to towns and your envisaged transport hubs are essential for better quality living and attracting the skills we need to the area	Noted, please refer to the emerging active travel strategy and design guides
534	Chapter 3: Greater Cambridge	Suggested scheme	I believe that in the longer term, the conurbation strategy for Greater Cambridge would be best served by very light rail (VLR) connections rather than a bus fleet (guided or otherwise).	Improvements to the bus network will be delivered faster, more flexibly in the short-medium term. With the continued work on the appropriate framework for buses it is likely that the benefits envisaged by VLR can be delivered faster
535	Chapter 3: Hunts	Bus	It is welcomed that better buses is a focus for Huntingdonshire, particularly connectivity between Cambridge, Cambourne, Alconbury, Huntingdon and St Ives. The Cambridgeshire Guided Busway already does and can provide an even greater role in providing this connectivity. Improving the Guided Busway must therefore be a priority for the Combined Authority, this can be achieved by locating new development along the route	Comment noted. The location of development is a role for Local Plans rather than the LTCP.
536	Chapter 3: Hunts	Bus	Transport must keep up with the planned housing and jobs growth. Public transport and cycling and walking options need to improve to prevent increased congestion, pollution and environmental impacts.	Noted, please refer to the emerging active travel strategy and design guides and the GCP making connections project.
537	Chapter 1	Goals	We recognise that significant work has been undertaken to update the LTCP and to align it with the wider set of strategic documents however what this document doesn't do is to show how it will deliver against these wider ambitions and whether the targets identified such as 15% reduction in car miles is sufficient in the short term and how this 15% reduction will be achieved.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. A delivery plan will be developed to demonstrate how the schemes and interventions will contribute to targets.
538	Chapter 1	Goals	Targets such as increase active travel and public transport are not robust targets in delivering a transformative transport system. We need a clearer understanding of what success looks like in terms of human impact.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies. A delivery plan will be developed to demonstrate how the schemes and interventions will contribute to targets.
539	Chapter 1	Goals	Recognising the carbon and traffic reduction are not the only ambitions for the LTCP we would welcome further explanation of what the ambition is in terms of the broader sustainability agenda.	Work on the biodiversity net gain, carbon reductions, traffic reduction, use of sustainable material wherever possible in construction, air quality improvements (need a strong statement) - further work on the biodiversity piece required
540	Chapter 1	Micromobility	New micro mobility technologies offer the opportunity to significantly lengthen the distance many are willing to travel by bike but this will only happen if supported by appropriate infrastructure. We support and emphasise the need for the forthcoming Cambridgeshire County Council Active Travel Strategy to bold in grasping this opportunity.	Support noted, no change required.
541	Chapter 3: Greater Cambridge	Bus	In the Greater Cambridge area the removal of the Cambridge Autonomous Metro (CAM) without a significant alternative solution to the population growth and related travel is worrying.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cmis.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

542	Chapter 3: Greater Cambridge	Evidence	We are already aware that growth figures for the CBC see a gap of 17k daily trips (resulting from the removal of the CAM) which need to be accommodated by non-car modes. We need a clear picture of what the anticipated growth in trips is, and what the gap in provision will be to inform delivery across the whole region. The document goes some way to expressing this but is not explicit in order to respond to the magnitude of change required in the region.	Comment noted. Explore what modelling data is held that could illustrate this.
543	Chapter 1	Active Travel	In our previous response (2019) the University asked for greater acknowledgement within the LTCP that building new roads is not the answer to our transport problems. Where projects are being proposed to increase road space that any additional space is reallocated to improve facilities for walking, cycling and public transport as well as enabling freight to move more efficiently.	Comment noted. Explore where text can be strengthened to reflect this.
544	Chapter 4	Active Travel	To this end the University recognise that improvements on the network are needed but would like reassurance that private car use is restricted to enable walking, cycling and public transport journeys to flow seamlessly.	Comment noted. Explore where text can be strengthened to reflect this.
545	Chapter 4	Evidence	Understanding of the number of trips that require to be accommodated by public transport and active travel modes against traffic reduction targets and anticipated population growth figures is imperative.	Comment noted. Explore what modelling data is held that could illustrate this.
546	Chapter 1	EV and alternate fuels	The LTCP sets out a plan for providing for greater public transport and active travel but what is not clear is how the supply of energy required to decarbonise motorised travel including freight and deliveries (whilst degasifying the wider built environment) can be achieved.	Comment noted. Agree that further work is needed to fully understand the full energy requirements of transport and this is being considered through other work streams with partners.
547	Chapter 1	EV and alternate fuels	Further work is required to understand the full energy requirements for transport and the development of a realistic plan for supplying the energy through a more robust grid system and from renewable sources. This needs to look to 2050 energy supply and demand ambitions to inform an action plan for today.	Comment noted. Agree that further work is needed to fully understand the full energy requirements of transport and this is being considered through other work streams with partners.
548	Chapter 5: Monitoring and performance	Evidence	Recognising the carbon and traffic reduction are not the only ambitions for the LTCP, we would welcome further explicit explanation of what the ambitions are in terms of the broader sustainability agenda. Key areas for consideration include: - Green and blue infrastructure in delivering environmental resilience and social value. - Circular economy to reduce waste and enable efficient use of resource - Renewable energy generation and grid capacity investments to deliver decarbonisation of transport and the wider built environment. - Accessibility (time/distance) of services and facilities	Comments noted. The response makes reference to wider policy areas which are picked up through other policy documents and strategies, such as Local Plans. No change to plan.
549	Chapter 3: Greater Cambridge	Equality	Disabled people who find using local transport services need to be involved with co-production to make sure that any solutions are fit for purpose and don't assume that planners know better than service users on what is required for more equal access.	Comment noted. The strategy is required to develop an Equality Impact Assessment to ensure that people with protected characteristics aren't disadvantaged by the strategy. Draw this out more strongly in the text.
550	Chapter 1	Highways	Please remember that most highway "improvements" to date have focused on car users and have often been to the extreme detriment and safety of other lawful road users including equestrians. You have an opportunity to change this - I hope you will.	Comment noted.

The Cambridgeshire and Peterborough Local Transport & Connectivity Plan: Digital Policy

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1 Enhance digital connectivity

Ensure the availability of high quality, affordable digital connectivity services and support the exploitation of digital technologies

Overview

- 1.1 The Cambridgeshire and Peterborough [Digital Connectivity Strategy for 2021-2025](#) forms the basis for this digital policy as part of the Local Transport and Connectivity Plan.
- 1.2 Digital connectivity plays an increasingly important role in providing access to jobs, and to services and experiences such as entertainment, social interaction, shopping, banking, education, and healthcare. During the Covid-19 pandemic lockdowns we were heavily dependent on digital connectivity for enabling people to work from home, students to attend online classes and lectures, and for keeping in touch with friends and family. Lockdowns necessitated various swift transformations that have endured: many more businesses now use collaborative software such as Zoom and Teams; many more people now work from home at least part of the week; retailers have boosted their ecommerce capabilities; and GPs make much more extensive use of remote consultations over the phone or online.
- 1.3 There are important interactions between our use of digital technologies and the transport system. Most obviously, digital connectivity enables more working from home and remote meetings, and this has significantly reduced travel for commuting and for business. Increased use of online shopping has also reduced the need for individuals to travel to and from shops, while increasing the numbers of light goods vehicles delivering orders. On public transport, mobile connectivity helps to make journeys more productive, interesting, and pleasant, whether accessing work applications or entertainment, and this is a factor influencing a modal shift away from cars. Furthermore, the transport system itself is of course already highly reliant on digital technology, for monitoring traffic and road conditions, controlling traffic lights, providing real-time passenger information, smart motorway signage etc; and new applications such as smart parking and AI-controlled road junctions offer the prospect of further improving the efficiency and sustainability of transport. Such considerations are behind the updated title of the plan: the Local Transport and Connectivity Plan - emphasising the importance attached to improving digital connectivity.
- 1.4 Much has already been achieved in this regard, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. Telecoms develops far more rapidly than any other type of infrastructure: for example, average monthly data usage on fixed broadband lines increased by 19% *per annum* in Cambridgeshire and Peterborough between 2018 and 2022. With the ongoing roll-outs of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough stays at the forefront of digital connectivity in terms of:
 - Fixed broadband connectivity;
 - Mobile connectivity;

- Smart infrastructure; and
- Digital exploitation, access, and inclusion.

Policy theme X.1: Fixed broadband infrastructure

Overview

- 1.5 There is now nearly ubiquitous coverage of superfast broadband services in Cambridgeshire and Peterborough: as at September 2022, 97.3% of premises could access services with download speeds of 30 Mbps or more, according to Ofcom¹. Only 0.7% of premises are now unable to obtain a service at 10 Mbps or more, and these are covered by a Universal Service Obligation whereby BT is obliged to provide a 10 Mbps+ service if requested (up to a cost threshold of £3,400 per premise). This progress has been achieved through a combination of private sector investment by the telecoms operators, plus public ‘gap-funding’ through the Connecting Cambridgeshire programme for areas where there were no plans for commercial superfast roll-outs.
- 1.6 The focus for industry players and policy-makers has now shifted to rolling out gigabit-capable (i.e. 1,000 Mbps+) and full-fibre infrastructure. Gigabit services are primarily delivered over Virgin Media’s cable network and through full-fibre networks being rolled out by operators such as BT Openreach, CityFibre, Hyperoptic, and OFNL. The UK Government has set targets for the proportion of UK premises covered by gigabit-capable networks: 85% by 2025, and 99% by 2030².
- 1.7 In Cambridgeshire and Peterborough, the coverage as of September 2022 stood at around 70% of premises for gigabit-capable networks and 49% for full-fibre, both of which were higher than the UK averages of about 68% and 41% respectively³. The Government’s expectation is that commercial gigabit roll-outs should achieve about 80% UK coverage without the need for any public subsidy.
- 1.8 Government has set a target of 85% gigabit-capable coverage for the UK by 2025; however, this is an average for the country and there is a danger that without a specific focus, as a predominantly rural area, we will no longer be at the leading edge and will not have the ubiquitous forward-facing infrastructure we need for our area to prosper. Therefore the Digital Connectivity Strategy has set a local target to meet at least 85% coverage by 2025. This will be met by a combination of coverage provided by commercial operators, investing their own funds to roll out infrastructure in our area, and by coverage provided on a ‘gap funded’ basis as part of the Government’s Project Gigabit procurement programme, of which Cambridgeshire and Peterborough is one of the first pilot areas. Project Gigabit will provide up to £68 million in public funding for the area, with procurements managed centrally by Building Digital UK, an executive agency of DCMS.

¹ Source: [Connected Nations 2022](#) (Ofcom, December 2022). Note: Connecting Cambridgeshire uses 24 Mbps rather than 30 Mbps to define ‘superfast’. The 24 Mbps metric is not regularly reported by Ofcom, but another source, [Thinkbroadband](#), estimates that 24 Mbps coverage was c. 98.6% in Cambridgeshire and Peterborough at December 2022.

² Source: [Levelling Up the United Kingdom](#) (DLUHC, February 2022)

³ Source: [Connected Nations 2022](#) (Ofcom, December 2022). [Thinkbroadband](#), estimates that gigabit coverage was c. 74% and full fibre coverage was 51% in Cambridgeshire and Peterborough at December 2022.

- 1.9 Cambridgeshire and Peterborough has a very dynamic commercial environment, with a number of active suppliers planning significant investments in gigabit-capable infrastructure. However the challenges involved in rolling out broadband infrastructure, particularly in rural areas, means that the operators need a supportive local environment in order to deliver successfully. We will continue to work closely with operators to support investment, remove barriers and facilitate coverage to ensure planned commercial investment is delivered.

Policy Summary

- 1.10 Connecting Cambridgeshire is the delivery body for the Combined Authority's digital infrastructure strategy covering Cambridgeshire and Peterborough⁴. To support the continuous improvement of fixed broadband infrastructure the Combined Authority will, with the Connecting Cambridgeshire programme, continue to:

- Facilitate industry investment in fixed broadband infrastructure;
- Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and
- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset.

Policy X.1.1 Facilitate industry investment in fixed broadband infrastructure

- 1.11 The Combined Authority will continue working with network operators and the councils to encourage investment and facilitate commercial coverage of improved fixed broadband infrastructure by:

- Establishing timely and constructive communications and relationships between the network operators' and the Local Highways Authorities' respective teams;
- Ensuring that street works permit schemes are proportionate and efficient, and in line with best UK practice; and
- Facilitating timely wayleave agreements with network operators for access to council-owned land and property.

Policy X.1.2 Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable

- 1.12 The Combined Authority will continue working with the UK Government to:

- Achieve the timely and successful implementation of the Project Gigabit programme's gap-funding procurements of gigabit-capable coverage; and
- Support and extend the national Gigabit Broadband Voucher Scheme, which provides government funded vouchers, with a local top-up where needed, for homes and businesses that will not be covered by commercial or gap-funded schemes.

Policy X.1.3 Integrate and exploit fibre ducting in transport and other infrastructure schemes

- 1.13 By ensuring that appropriate ducting is integrated into transport and other infrastructure schemes we are helping to speed up commercial deployment of fibre networks, minimise future disruption of roads and walkways, and reduce the carbon emissions associated with installing new ducting. The Combined Authority will continue working to:

⁴ In the remainder of this digital policy, statements saying that 'the Combined Authority will...' should be taken to mean that this will be delivered via the Connecting Cambridgeshire programme.

- Integrate the provision of fibre ducting into locally-managed transport and other infrastructure schemes;
- Lobby for fibre ducting to be included in nationally-managed transport and other infrastructure schemes involving Cambridgeshire and Peterborough; and
- Ensure that the fibre ducts owned by public authorities are comprehensively mapped, well managed and actively promoted for use by commercial network operators – for example through the Light Blue Fibre joint venture between Cambridgeshire County Council and the University of Cambridge.

Policy theme X.2: Mobile infrastructure

Overview

- 1.14 People of all ages increasingly rely on mobile internet access for socialising, shopping, home working, banking, digital payments, public service information, news, and entertainment. Mobile connectivity is also an important underpinning technology for the Combined Authority's work to improve bus services: to be successful, Demand Responsive Transport and new travel hubs will need travellers to be able to book, track services and understand disruptions to give the best possible customer experience.
- 1.15 Cambridgeshire and Peterborough enjoys reasonably high overall levels of mobile 4G coverage: as of September 2022, 75% of premises could obtain an indoor signal from all four mobile networks, and 98% of the geographic area had outdoor coverage from all four operators⁵. However, the situation varies significantly across the Combined Authority area: for example, only 56% of premises in South Cambridgeshire could obtain an indoor signal from all four mobile networks as of September 2022. Whilst remaining gaps in 4G geographic coverage should be addressed through the Government's Shared Rural Network programme, which entails £1 billion investment across the UK from the operators and the UK Government, little progress on partial not-spots has been seen to date across the region.
- 1.16 The latest generation of mobile technology, 5G, not only offers higher speeds than 4G but also provides lower latency (i.e. quicker response times), the ability to handle much higher densities of devices, improved energy efficiency, and greater flexibility in tailoring services to specific user needs. These features are expected to be useful for businesses in exploiting applications such as augmented reality, factory automation and asset monitoring – helping to boost productivity. 5G services are also likely to be crucial to support future plans for incorporating autonomous vehicles into public transport services, building on earlier feasibility and pilot projects in the Cambridge area.
- 1.17 Roll-outs of 5G are still at a relatively early stage in Cambridgeshire and Peterborough, and coverage varies markedly by operator. Connecting Cambridgeshire is facilitating multi-party discussions to facilitate operators' 5G roll-out plans. Three, O2 and EE have some 5G coverage (though not city-wide) in both Cambridge and Peterborough, and Three is actively looking to expand into market towns such as Ely, Huntingdon and St Neots. Vodafone has very little 5G coverage currently in the region but has started to submit planning applications for 5G equipment in Cambridge.
- 1.18 Mobile infrastructure presents significant challenges from a planning perspective, especially in historic areas, given their potential adverse visual impacts and the effect on street clutter.

⁵ Source: [Connected Nations 2022](#) (Ofcom, December 2022)

Planners in Cambridgeshire and Peterborough have recently seen a surge in planning applications for new or replacement mobile masts to support 5G roll-outs. In the Greater Cambridge area more than half of such applications (submitted between September 2019 and August 2022) have been refused. There is a clear tension between the need to facilitate rapid roll-outs of new technologies, and the need to preserve the character of our streetscapes.

- 1.19 Current 5G roll-outs are focusing on expanding coverage as widely as possible through the large ‘macrocells’ served by tall masts or roof-top sites. However, many consider that the full benefits of 5G – in terms of speeds and latency - will only be realised with ‘network densification’, implementing networks of relatively closely packed ‘small cells’. These small cells will typically be located closer to ground level, and may be positioned on street furniture such as street lights and CCTV columns. For future roll-outs of small cells, there is a particular issue in Cambridgeshire in that the street lights are managed under a Private Finance Initiative (PFI) contract; this currently restricts the County Council’s ability to offer these assets for other purposes such as hosting mobile infrastructure.

Policy Summary

- 1.20 To facilitate the continuous improvement of mobile infrastructure across the Combined Authority we will continue to:
- Identify areas of inadequate mobile coverage/capacity;
 - Facilitate mobile infrastructure delivery;
 - Enable the use of council assets for hosting mobile infrastructure;
 - Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
 - Support the deployment of innovative mobile technologies and use cases.

Policy X.2.1 Identify areas of inadequate mobile coverage/capacity

- 1.21 While the Shared Rural Network initiative should fill remaining gaps in outdoor coverage of 4G, there are likely to remain pockets where it is not possible to obtain an indoor signal – particularly in South and East Cambridgeshire⁶. Furthermore, given the rapid growth in mobile data usage, capacity issues can cause connectivity problems in areas of particularly high demand density at certain times of day. Drive-testing commissioned by the Connecting Cambridgeshire programme has previously helped to identify such capacity issues – for example at Cambridge Station. The Combined Authority will continue to work with stakeholders to identify areas (including transport corridors) where poor coverage or capacity adversely affects businesses, communities, or travellers, and to liaise with operators to find solutions.

Policy X.2.2 Facilitate mobile infrastructure delivery

- 1.22 Working with operators and councils, the Combined Authority will continue to support work facilitating mobile infrastructure delivery, through:

⁶ As at September 2022, the proportion of premises able to obtain an indoor signal from all four operators was 92% in Cambridge, 90% in Peterborough, 71% in Huntingdonshire, 69% in Fenland, 65% in East Cambridgeshire, and 56% in South Cambridgeshire. Source: [Connected Nations 2022](#) (Ofcom, December 2022)

- Working with UK5G, Mobile UK and other bodies, continuing to make reliable expert information (from the UK Health Security Agency) readily available to residents and elected Members regarding concerns about health risks associated with 5G;
- Continued collaboration with and learning from other leading areas, such as the West Midlands Combined Authority's WM5G unit, to explore barriers to mobile connectivity in greater depth and to trial and test solutions;
- Specialist telecommunications planning resource to support deployment of both 4G and 5G; and
- Helping operators to find alternative solutions in cases where planning applications are refused (or are likely to be refused).

Policy X.2.3 Enable the use of council assets for hosting mobile infrastructure

- 1.23 By offering mobile operators the use of council-owned assets such as building roof-tops and street furniture we can both facilitate more rapid roll-outs of new mobile technology and minimise the adverse visual and street clutter impacts of new infrastructure. The Combined Authority will continue to support work to:

- Ensure that future management arrangements for street lights allow flexibility for these assets to be used for hosting mobile infrastructure;
- Work with the DCMS Digital Connectivity Infrastructure Accelerator (DCIA) pilots and learn lessons from these as to how best to make council-owned assets available for use by the mobile industry;
- Identify council-owned assets, qualify them for appropriateness for hosting mobile infrastructure, and maintain a well-structured database of these assets; and
- Develop the commercial model for offering the use of council-owned assets by mobile network operators at predictable and fair prices and terms.

Policy X.2.4 Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes

- 1.24 We have recently seen a surge in demand for new masts in support of 5G roll-outs, and the implementation of small cells in the future could further increase the need for mobile infrastructure on our streets. We will seek to minimise the adverse impacts of mobile infrastructure on our streetscapes by supporting work to:

- Explore potential neutral host models through which multiple operators share infrastructure provided by a third party in certain areas;
- Encourage the use of Centralised Radio Access Network (C-RAN) architectures⁷;
- Develop standards with Government for multi-use 'Smart Poles' which can host a range of functions including street lighting, electric vehicle charging, environmental sensors, small cells and WiFi as well as micro energy generation; and
- Continue to collaborate, learn and share good practice with other UK historic cities in minimising the visual impacts of new mobile infrastructure.

⁷ C-RAN is concept whereby the data processing 'baseband unit' (BBU) functionality for a mobile base station is moved some distance, e.g. kilometres, away from the mast and its 'remote radio head' (RRH) and antennas. The BBU functionality is held in a central location and is connected to several masts by optical fibre 'fronthaul'. This gives cost savings through pooling BBU resources, provides greater flexibility in efficiently managing resources across multiple masts, simplifies intercell coordination, reduces the street clutter associated with base stations, and reduces the power required at cell sites.

Policy X.2.5 Support early deployments of innovative mobile technologies and use cases

1.25 The Combined Authority will support work to:

- Submit funding bids with operators and industry for trialling innovative mobile technologies such as small cells; and
- Encourage the development of private 5G networks, including those using ‘network slices’ of public networks⁸, working with businesses and campuses.

Policy theme X.3: Smart infrastructure

Overview

- 1.26 Advanced data techniques, sensor technology and digital connectivity are creating opportunities to enable the sustainable growth of local economies, create better places and to help address challenges such as moving towards net zero, climate change mitigation and adaptation, and the reduction in transport congestion and air pollution.
- 1.27 Examples of smart ‘Internet of Things’ (IoT) applications include: monitoring local air quality through a network of pollution sensors; monitoring movement (vehicle, cycling and pedestrian) conditions through sensors and cameras; monitoring flood risk levels through water level sensors; providing travellers with improved real-time public transport information through street signage and mobile apps; helping drivers to find available parking spaces efficiently through smart parking applications; identifying, monitoring and prioritising road potholes through the use of image recognition technology attached to bin lorries; and the use of image recognition and Artificial Intelligence technology to optimise traffic flow through road junctions and to prioritise sustainable travel modes.
- 1.28 Various types of connectivity are used to support such technologies. While fibre may be required in some cases, for example where real-time video information needs to be transferred, many types of sensors generate relatively small amounts of data and have only modest requirements for bandwidth and latency. For the latter, wireless-based low power wide area networks (LPWANs) can be a cost-effective solution – with wide coverage areas, and low power consumptions that allow batteries for remote sensors to last for ten years or more before being changed. Leading types of LPWAN include LoRa which uses unlicensed radio spectrum, and the technologies based on mobile network operators’ licensed spectrum: NB-IoT and LTE-M. Each type of LPWAN technology has its own pros and cons.
- 1.29 While sensors and connectivity can provide data, this only creates value when it is effectively *shared* with the people and organisations to which it is relevant. Where such information is intended for end users such as travellers, it is vital for it to be up-to-date, reliable and very easily accessible.

Policy Summary

- 1.30 To improve the exploitation of smart technologies across the Combined Authority we will continue work to:

⁸ ‘Network slicing’ will become available as mobile network operators implement 5G standards in their core networks, enabling end-to-end ‘5G standalone’ functionality. This allows multiple virtualised logical networks to be supported on the same physical network infrastructure. Each network slice is an end-to-end network tailored to meet the specific requirements for a particular application (e.g. for bandwidth, latency and service level guarantees).

- Support the roll-out of LPWAN infrastructure for IoT applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

Policy X.3.1 Support the roll-out of LPWAN infrastructure for IoT applications

- 1.31 LoRa networks using unlicensed spectrum have already been deployed in Cambridge, Ely, South Cambridgeshire and St Neots. LPWAN services are also available from mobile network operators, using their licensed spectrum, such as NB-IoT (Vodafone) and LTE-M (O2). The Combined Authority will support work with district councils to extend the coverage of the LoRa network, and will support the market in the roll out of LPWAN technologies.

Policy X.3.2 Facilitate the sharing of data from IoT applications

- 1.32 With councils and the Greater Cambridge Partnership we will support the development of a data hub which allows effective sharing of IoT data between public sector organisations and with businesses and communities.

Policy X.3.3 Support trials and pilots of promising new smart technologies

- 1.33 The Combined Authority will support work with councils, utilities, Highways England, businesses and educational institutions to obtain funding for and implement trials and pilots of promising smart technologies, including applications using the LoRa network, and applications for improving the sustainability of the transport system.

Policy X.3.4 Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system

- 1.34 Following trials and pilots we will work with partners to ensure that proven smart technologies are implemented at a scale that makes a material impact, in particular on the sustainability of the transport system. The initial focus will be on working with the Greater Cambridge Partnership to deliver its Smart Workstream, but the Combined Authority will support smart implementations throughout Cambridgeshire and Peterborough.

Policy theme X.4: Digital exploitation, access and inclusion

Overview

- 1.35 ONS reports⁹ that the proportion of UK households with internet access had reached 96% by early 2020, and the proportion of adults who had used the internet in the previous three months was 95%. With Covid-19 lockdowns prompting a surge in demand for laptop and tablet computers and much greater use of online video calls for keeping in touch with friends and family, it is likely that the levels of household internet penetration will have improved further over the last couple of years – an assumption supported by Ofcom data¹⁰ which shows that the total number of fixed broadband lines in Cambridgeshire and Peterborough increased by about 23,000 (8%) between 2019 and 2022.

⁹ Source: [Internet Access Households and Individuals](#) (ONS, August 2020)

¹⁰ Source: [Connected Nations 2019](#) and [Connected Nations 2022](#) (Ofcom, December 2019 and December 2022)

- 1.36 However, digital exclusion is still a real issue for a variety of reasons, and the pandemic brought this into sharp focus. For example, many schoolchildren in low-income households found it difficult to access online education during lockdowns – whether through a lack of appropriate devices, through a lack of appropriate workspace in the home, through a reluctance to use up mobile data (where the household only had mobile connectivity), through a lack of fixed or mobile connectivity at home, or through parents lacking the confidence or skills to help their children access online resources.
- 1.37 There are challenges around social housing. Historically, levels of internet access for social housing residents have been below average, largely due to lower household incomes. Furthermore, operators can face difficulties in reaching agreement with Registered Social Landlords (RSLs) for the physical installations required for gigabit-capable broadband services, leaving residents with a limited choice of broadband options. Issues include: wayleaves and access; complex ownership models; and the capacity of housing associations to engage in the technical and legal steps required. Telecommunications providers can also find it difficult to find an appropriate point of contact within RSLs, and Government-funded connectivity vouchers are oriented towards owner occupiers rather than tenants.
- 1.38 In health and social care, digital technology is becoming ever more important in reducing the stresses on the system. Telecare is helping to keep people living independently in their own homes for longer, and telehealth applications are increasingly used to help monitor and manage chronic conditions in an ageing population. There is a potential issue over the next few years as BT and Virgin Media are looking to migrate their voice services off the traditional Public Switched Telephone Network onto their digital platforms by December 2025 ('PSTN switch-off'). This brings a risk of service disruption and/or confusion or worry for some telecare users, as older types of equipment may need to be unplugged from the landline and reconnected via an adapter into a router. There are also some concerns over continuity of telecare and voice services in the event of a power cut (not an issue with traditional landlines as they are fed with remote power from the exchange).
- 1.39 To generate positive economic impacts from the availability of improved broadband and mobile infrastructure, it will be key for Cambridgeshire and Peterborough businesses to take up and effectively *exploit* applications enabled by this improved connectivity. This can be a struggle for SMEs, which sometimes lack the resources or expertise necessary to optimise their use of digital technology - for example, in setting up appropriate equipment for the hybrid meetings¹¹ that have become more common over the last couple of years.

Policy Summary

- 1.40 To help reduce digital exclusion and improve the exploitation of digital technology for socio-economic benefit the Combined Authority will support activity to:
- Raise awareness of digital inclusion opportunities;
 - Extend the availability of public access WiFi;
 - Work with stakeholders to improve digital connectivity in social housing;

¹¹ That is, meetings with some in-person attendees and some remote attendees. Making such meetings work effectively can be much more challenging than it is for meetings which are all-in-person or all-remote. The success or otherwise of hybrid meetings may have a material effect on the extent to which businesses continue to support remote working.

- Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services; and
- Support SMEs' exploitation of digital technology.

Policy X.4.1 Raise awareness of digital inclusion opportunities

- 1.41 A variety of initiatives already exist to promote digital inclusion, such as the work of Cambridgeshire Digital Partnership, Cambridge Online, Good Things Foundation, and industry-led initiatives such as the cheaper 'social tariffs' offered by broadband providers to households in receipt of certain benefits. The Combined Authority will continue to support work with councils and other relevant stakeholders to ensure that people are signposted to relevant digital inclusion activities as appropriate.

Policy X.4.2 Extend the availability of public access WiFi

- 1.42 Free-to-use public WiFi can play an important role in helping to ensure that as many people as possible have access to digital connectivity, as well as supporting struggling high streets as part of the economic recovery from the Covid-19 pandemic. Working with councils we will support work to:

- Investigate opportunities and funding to further expand the CambWifi services into more locations across Cambridgeshire and Peterborough;
- Consolidate existing public access Wifi services by broadcasting CambWifi in as many locations as possible;
- Publicise logon information and the locations where CambWifi is available to ensure that as many people as possible benefit from the service; and
- Monitor the usage of CambWifi, and ensure that the service continues to provide a high quality service as user volumes and data traffic increase.

Policy X.4.3 Work with stakeholders to improve digital connectivity in social housing

- 1.43 Some local councils which operate their own housing stock have been able to address this issue for their properties. For example, Cambridge City Council has recently devised and implemented a standard 'bulk' wayleaves scheme for their properties, which has resulted in a marked increase in access to full-fibre provision for tenants. However, only a small proportion of social housing across Cambridgeshire and Peterborough is overseen directly by local councils and therefore a wider approach is needed to resolve the current issues. The Combined Authority will continue to support work with RSLs to explore the issues that affect digital connectivity for social housing, and to develop approaches to resolve these issues.

Policy X.4.4 Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services which is expected to have a disproportionate impact on the more vulnerable and disadvantaged groups in the area

- 1.44 The Combined Authority will support work with councils, service providers and other stakeholders across the public, private and community sectors to:
- Ensure there is widespread awareness of the plans for the PSTN switch-off and 3G service withdrawal and an understanding of the impact for existing usage.
 - Ensure that users particularly affected by PSTN switch-off (e.g. those with devices such as telecare equipment or intruder alarms plugged into landlines) are provided with timely information on how to maintain their services; and

- Ensure that council-provided Lifeline services continue to work reliably for all users after PSTN switch-off, and that users are appropriately supported in making any changes necessary to their equipment's connectivity.

Policy X.4.5 Support SMEs' exploitation of digital technology

- 1.45 Recognising that successful implementation by businesses of digital technology has substantial impacts on productivity and on sustainability (including reducing the need to travel), the Combined Authority will work with partners to secure funding for programmes supporting digital exploitation by SMEs – building on the success of programmes such as the EPSRC-funded Digital Manufacturing on a Shoestring programme, and the ERDF-funded Digital Technology Grants.

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22 September 2022
21 October 2022
20 December 2022



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 7

Demand Responsive Transport

To: CA Overview & Scrutiny Committee

Meeting Date: 23 January 2023

Public report: Yes

From: Tim Bellamy, Interim Head of Transport

Recommendations: The Overview & Scrutiny Committee is recommended to:
a) Note and comment on this report

Voting arrangements: A simple majority of all Members

1 Purpose

- 1.1 The purpose of this report is to provide an update on the Combined Authority's use of Demand Responsive Transport (DRT) and the Ting trial in particular. At the November meeting of the Transport and Infrastructure Committee, the Ting service was discussed and there was collective support from all Transport and Infrastructure Committee Members for the continuation of the service.
- 1.2 In addition, the report outlines a breach of process in relation to the extension of the service. This breach specifically related to an absence of appropriate authorisation. This should not have happened and in light of this breach in process, the Chief Executive Officer for the Combined Authority instigated an internal investigation into this. This report summarises the key recommendations of the internal investigation. Improvement measures are being introduced, and a summary provided to members on progress against this findings and associated actions. The Transport and Infrastructure Committee and the Combined Authority Board were informed of the investigation.
- 1.3 Finally, the report provides further clarity around the "call in" at the November 2022 Combined Authority Board into the decision of the Transport and Infrastructure Committee decision and of the procurement process for the Ting service.

2 Background

Introduction: Demand Responsive Transport

- 2.1 DRT is a flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. It can complement our fixed route public transport services and improve mobility in low-density areas and at low-demand times of day.
- 2.2 While many DRT services are implemented primarily to improve social inclusivity and access to services, DRT can also contribute to decarbonisation by replacing private car journeys and facilitating multi-modal travel (for example, linking users to a train station or fixed route bus service). It is important that DRT services are integrated into the local transport network to be effective.
- 2.3 To reduce the carbon dioxide (CO₂) emissions emitted per passenger per kilometre from a DRT service, operators can optimise routes using the latest technology, select vehicles with lower or zero tailpipe emissions and increase passenger occupancy levels.
- 2.4 The overarching aim of DRT is to make a significant contribution of the creation of better, more integrated, local passenger transport networks that can meet more needs and be the first and best choice for making a journey.

Introduction: Ting

- 2.5 The Ting service commenced running across 360 square km of west Huntingdonshire in October 2021. This is a trial of technology and of operating principles and the service performs much better than anticipated. The service also meets the Authority's Vision for Bus by giving far more travel options to rural residents. This aligns closely too with the draft Bus Strategy (that is currently out for public consultation until mid-February 2023).
- 2.6 A report to the Combined Authority Board in March 2022 explained that patronage was well ahead of expectations and permission was granted to continue the trial. This decision was

- 2.7 Subsequently the operation rolled forward and continued to operate without formal sanction for payment from July to October (although the Bus Trials budget, which exists for such purposes was more than adequate for funding it). Retrospective sanction by Transport and Infrastructure Committee was requested and given at the November 2022 meeting.
- 2.8 In the summer, having considered the reduced cost of the service, the cost per passenger, and the improved customer offer, including the trial use of two zero emission electric vehicles, the Transport and Infrastructure Committee formally agreed to award a new contract to Vectare for Ting for a period of 1 + 1 + 1 years, at a price of £424,950 per annum.

Link to Policy and draft Bus Strategy

- 2.9 The aim of the DRT is to provide a flexible service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. Therefore, the Ting service can complement fixed route public transport services and improve mobility in low-density areas and at low-demand times of day, through the provision of links between key locations such as market towns, hubs, and onward journeys via public transport (both rail and bus). In addition, DRT allows for isolated communities to connect with hospitals, employment, retail and leisure facilities and opportunities.
- 2.10 In addition, DRT such as Ting alongside other public transport services form key components of the Combined Authority's aim to truly introduce Mobility as a Service (MaaS). MaaS is the integration of various forms of transport services into a single mobility service accessible on demand.
- 2.11 MaaS aims to become the best value proposition for both private and business users, by helping them meet their mobility needs and solve the inconvenient parts of individual journeys, as well to improve the efficiency of the entire transport system.
- 2.12 The current Local Transport Plan, published in 2020 outlines the Combined Authority's support for DRT when it states that "the Combined Authority has already applied for funding – and been shortlisted to the second stage – for Future Mobility Zone funding from the Government to invest in harnessing the benefits of such technology. This includes proposals for an app-based Demand Responsive Service within Greater Cambridge, integrated into the wider transport network through Mobility-as-a-Service (MaaS)".
- 2.13 The emerging Local Transport and Connectivity Plan (LTCP) states that improvements will be tailored to the local needs but may include DRT "in rural areas feeding into our towns, which are connected by major routes to Cambridge and Peterborough".
- 2.14 In addition, there are a number of additional references within the draft LTCP that outlines the Combined Authority's support for DRT. Two examples of text within the draft LTCP are provided:
- The New Bus Services for East Cambridgeshire prospectus sets out a series of proposed bus service improvements, which are a combination of new scheduled services, improvements to existing services and demand responsive transport services (DRT). Following the DRT trial in West Huntingdonshire the success, efficiency, viability, and cost effectiveness of the scheme will be assessed ahead of extensive extended rollout of DRT across East Cambridgeshire; and

- To genuinely be able to compete with the private car, services in rural villages will have longer operating hours and higher frequencies. This may include a core, rural service, and a move towards demand responsive transport such as the TING service being trialled in west Huntingdonshire and will be better connected to railway stations and travel hubs to facilitate onward journeys. Towns and larger villages will have substantially improved services of higher frequency and longer operating hours, some of which would be express services, substantially improving journey times. In Cambridge this would mean more direct services between employment sites, residential areas and local shops and services, and more journeys to the key traffic generators including the hospitals operating as a turn up and ride service of less than ten-minute intervals. This revised network will be complemented by an extensive set of demand responsive transport services that will be focused to address the gaps in the public transport network.

Item 7

- 2.15 A key component of the LTCP's suite of documents is the emerging Bus Strategy. This document articulates what the Combined Authority wants the bus network to look and feel like (vision for buses within Cambridgeshire and Peterborough) and public consultation on this document commenced on 11th January 2023 for six weeks. There is clear alignment between the Bus Strategy and the LTCP; the emerging priorities of the Combined Authority; the Climate Change Commission recommendations; and our Devolution Deal.
- 2.16 As outlined previously, implementing the Strategy will require some difficult choices to be made, both in terms of where investment is made and how the infrastructure is used. It will also require additional funding, from both central government and local partners to make the vision a reality. The Combined Authority will need to work closely with operators to make this happen.
- 2.17 Key principles of the vision are:
- Best-in-class: High quality bus services;
 - Sustainable growth: Bus services that support growth and environmental sustainability; and
 - Opportunity for all: Bus network provides convenient access to jobs, facilities, and services for all, irrespective of income, age, ability, location, or access to a car.
- 2.18 Following the six-week public consultation, the Bus Strategy will be considered by the March 2023 Combined Authority Board having been through the Transport and Infrastructure Committee. With the approval of the Bus Strategy, this will allow for the finalisation of the revised Bus Service Improvement Plan (BSIP) by May/June 2023.
- 2.19 However, it is important to clarify the note prepared for the Overview and Scrutiny Meeting in October 2022. The Combined Authority still await a formal written response to the BSIP from DfT; the DfT comments referred to within this update have not been formally recorded or provided to us in written form. We will continue to work with DfT as we prepare the refreshed BSIP for the Transport and Infrastructure Committee to consider later in the year. The note for October Overview and Scrutiny Meeting has been amended accordingly and will be recirculated within the minutes of this meeting.
- 2.20 In addition, further work is being undertaken to assess the use of DRT nationally and internationally. This will enable us to deepen our understanding of the lessons to be learned from a range of pilots. We are seeking to find out more about the opportunities of scale, a network of suppliers and integration with other transport modes, including the conventional bus service and active travel. This work will draw on the advice of industry experts and will report back in time to inform the Combined Authority's strategic review of the bus network that will be started in the next financial year.

- 2.21 The Department for Transport (DfT) have continued to express its support for DRT through ongoing engagement with officers from the Combined Authority and detailed on its website. The information on the website outlines that *“while many DRT services are implemented primarily to improve social inclusivity and access to services, DRT can also contribute to decarbonisation by replacing private car journeys and facilitating multi-modal travel (for example, linking users to a train station or fixed route bus service). It is important that DRT services are integrated into the local transport network to be effective”*.
- 2.22 DfT officials have promoted the inclusion of such schemes within Local Authority's transport strategies. DfT have are actively encouraging carbon dioxide emissions emitted per passenger per kilometre from a DRT service to be reduced by encouraging operators to optimise routes using the latest technology, select vehicles with lower or zero tailpipe emissions and increase passenger occupancy levels.

Ting performance: Quantitative

- 2.23 The decision to retender the Ting service was informed by an analysis of how the service has been performing since October 2021. The key points from that analysis are set out below:
- Number of passenger journeys was 29,600 in this first year October 2021 to October 2022, expected to rise to over 36,000 in Year Two (November 2022 to November 2023).
 - Fare income: £35,272 in Year One, expected to rise to £47,000 in Year Two.
 - Cost per passenger journey was £16.20 in Year One, (Oct 21 to Oct 22) expected to fall significantly in Year Two.
 - As of 1 October 2022, this figure placed Ting 30th out of CPCA's 46 Cambridgeshire bus services when ranked by cost per passenger.
 - Performance information – People booking immediate transport on the app are typically being picked up within 17 minutes. Every journey length will vary even when the passenger is on the bus and therefore is not measured.
 - Usage information – A survey of 296 Ting passengers was conducted in February 2022 and at the same time we conducted face to face interviews with 96 passengers on our conventional bus services in the Ting operating area, which are 150 Tilbrook to St Neots, and the 400/401 Huntingdon rural circulars. The results of this are provided later in the paper.
- 2.24 As outlined above, the current cost of TING is £16.20 per passenger/head. It is expected that this cost could be significantly reduced going forward, due to:
- A lower contract price for an established service than for a trial service;
 - Integration of TING with conventional bus services will allow a saving; and
 - A potential to utilise a proposal from a developer to spend their Section 106 monies in order to meet its requirements.
- 2.25 This cost per passenger journey compares relatively with other services across the network, especially when considering the longevity of the current contract and opportunities for efficiencies and economies of scale delivered through certainty of service.

In summer 2022, the Combined Authority provided funding for 54 bus services across Cambridgeshire and Peterborough (8 in Peterborough and 46 in Cambridgeshire) including Ting. Further information on the comparison between the Ting service and others are available in Appendix A. This appendix is confidential due to the commercial information

2.26 Other key information on the Ting service is provided below:

- Total cost of the service – for the trial, the contract price was £479,500. It is expected that the cost of the service would reduce significantly with a longer contract in place, rather than a short-term contractual situation.
- Number of passenger journeys – the total number of journeys in the first year was 29,600. This is expected to increase to over 36,000 if the west Hunts network is integrated with Ting.
- Fare income – in Year One, the fare income equated to £35,272. This is expected to increase, with more information to be provided at the Transport and Infrastructure Committee in November 2022.
- Cost per passenger journey – £16.20 in Year One. As outlined previously this is likely to decrease for Year Two (see above). A new contract for up to 3 years would bring costs down and brings in new vehicles and refreshed marketing.
- Performance information - typical times to pick up, journey lengths etc – on average, people booking immediate transport on the app are typically being picked up within 17 minutes.

Ting performance: Qualitative

2.27 The market research shows a significant breakthrough into carrying teenagers and young adults on Ting, and that the service was carrying significantly more people to work and school.

2.28 The Market Research indicates clearly that Ting is opening a new demographic for public transport in line with the Authority's remit and our Vision for Bus, and is delivering modal shift, indicated by the number of 16–20-year-olds using Ting and the 121 passengers commuting to/from work. The numbers indicate that the Ting service is generating new traffic in significant volumes.

Market research outputs for Ting v Conventional buses (150, 400, 401)

Age Group, Ting	16-18	19-20	21-34	35-59	60+
Number of pass	39	21	61	117	57
% of total	13%	7%	21%	40%	19%
Age group, conventional	16-18	19-20	21-34	35-59	60+
Number pf passengers	3	0	13	18	59
% of total	3%	0%	14%	19%	63%

What is the purpose of your travel on Ting?

Commuting to / from work	Education	Health services	Daily errands	Childcare	Govt or social svcs	Leisure activities	Other
121	34	39	98	10	8	111	30
27%	8%	9%	22%	2%	2%	25%	7%
and on Conventional services							
8	6	2	55	2	3	17	0
9%	6%	2%	59%	2%	3%	18%	0%

Some respondents selected more than 1 option.

Given a choice, would you prefer EITHER a normal bus service OR Ting?			
View of Ting passengers			
Normal bus service	15	5%	
No answer	2	1%	
Ting	279	94%	
Total	296		
View of conventional passengers			
If only Ting was available, would you use Ting?			
Yes	74	80%	
No	19	20%	

- 2.29 The service is carrying significant passenger numbers (nearly 30,000 per annum) and contributing to modal shift with excellent customer feedback (see information later within the report). Officers made the decision to retender the service from 16th October, rather than allow for its withdrawal. This was an error, as confirmation and approval should have been sought through the Transport and Infrastructure Committee in a timely manner. A management review of governance and decision making for the Ting project was commissioned in October 2022.
- 2.30 This report highlighted the various stages and actions completed in respect of extending the Ting service. As such it highlighted a breakdown in procedure in a number of areas; including the potential commitment of Combined Authorities resources without due appropriate financial authorisation.
- 2.31 The report concluded that there have been a number of instances where officers have failed to follow due process as regards the authorisation of expenditure associated with contract extensions and new contract awards. This led to Members rightly querying the actions of officers around authorisation and the inappropriate issuing of a press release. A number of improvement actions have been commenced in order to address the concerns highlighted within the report. These will be monitored, and progress reported to Members at the appropriate time.
- 2.32 Specifically in relation to the procurement of the Ting service, the procurement stages were as follows (based on an open regulated procurement process):
- Advertised: 1st of June
 - Submission deadline: 8th July
 - On time submissions: 3
 - Opt outs: 2
 - Standstill letters issued: 24th August
 - End of standstill and contract award: 8th September
- 2.33 Subsequently, Vectare were awarded the contract following a robust scoring and weighting matrix, based on 70% quality and 30% price.

Significant Implications

3 Financial Implications

- 3.1 The cost of the Ting service in year 1 was £479,500 which was funded out of the Bus Trial Services budget line. The annual cost of Ting on the new contract from 28th November 2022 will be £424,950, a saving of around £55,000 per annum. It is funded by the Bus Trial Services budget to end of this financial year.
- 3.2 In 2023/24 onwards the Ting service will be part of the Bus Service Support Budget within the MTFP. The funds to operate the service for the initial 12 months to November 2023 are confirmed to be available.
- 3.3 There is potential that with the release of £260,000 of Section 106 monies to operate Ting around St Neots. If this were to occur, then the cost-of-service provision over three years

4 Legal Implications

- 4.1 A new contract with Vectare was entered into from 27th November 2022 for a period of up to 3 years to deliver the TING service.

5 Public Health Implications

- 5.1 There are no public health implications.

6 Environmental and Climate Change Implications

- 6.1 CPCA is considering the opportunity to agree to two of the new Ting fleet being small zero emission electric minibuses.

7 Environmental and Climate Change Implications

- 7.1 CPCA is considering the opportunity to agree to two of the new Ting fleet being small zero emission electric minibuses.

8 Appendices

- 8.1 EXEMPT Appendix 1 – Bus Subsidy Comparison (Confidential)
- 8.2 [Transport and Infrastructure Committee Meeting \(November 2022\) – DRT Paper](#)
- 8.3 [Combined Authority Board Meeting \(November 2022\) – DRT Paper](#)



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 11

Overview and Scrutiny Work Programme

To: Overview and Scrutiny Committee

Meeting Date: 23 January 2023

Public report: Yes

From: Anne Gardiner
Scrutiny Officer

Recommendations: The Overview and Scrutiny Committee is recommended to:

- a. note the draft work programme as shown at Appendix 1
- b. discuss and agree items for the work programme and their prioritisation, and to comment as appropriate on what resources may be required.

1. Purpose

- 1.1 To request that the Committee discuss and make suggestions on the suggested work programme at Appendix 1.

2. Background

- 2.1 In accordance with the Constitution, the Overview & Scrutiny Committee is responsible for setting its own work programme.
- 2.2 In considering items for their work programme the Committee are requested to take into account the guidance published by the Centre for Governance and Scrutiny (CfGS) 'Overview and scrutiny in combined authorities: a plain English guide' (Second Edition) which states:

"That where the Committee takes a rigorous approach to prioritising its work, and only placing

items on the work programme where they will clearly add value, and where they relate to scrutiny's role, the work programme will reflect that exercise."

2.3 That guidance continues with a section on approaches to shortlisting topics which states when shortlisting topics these "should reflect scrutiny's overall role in the authority. This will require the development of bespoke, local solutions, however when considering whether an item should be included in the work programme". The kind of questions a scrutiny committee should consider, therefore, might include:

- Do we understand the benefits scrutiny would bring to this issue?
- How could we best carry out work on this subject?
- What would be the best outcome of this work?
- How would this work engage with the activity of the executive and other decision-makers, including partners?

2.4 Given the guidance in paragraphs 2.5 and 2.6 it is clear that the Committee should plan and manage their activities more effectively in order to ensure that there is ongoing development of the overview and scrutiny function. A key tenet of making improvements is to focus upon topic selection and produce more robust work programmes to underpin improved ways of working taking a realistic account of the resources available. Ultimately, Overview and Scrutiny Members will want to be in the position of exerting a proactive and positive influence upon what the Combined Authority does in practice.

2.5 While an agreed work programme will assist in managing committee activity, it should be recognised that unforeseen matters will arise from time to time that will affect Members' ability to achieve the goals within an overall work programme.

3. Financial Implications

3.1 No financial implications

4. Legal Implications

4.1 No legal implications.

5. Appendices

5.1 Appendix 1 – Overview and Scrutiny Committee Draft Work Programme – new format.

OVERVIEW & SCRUTINY WORK PROGRAMME 2022/23

28 November 2022 @ Pathfinder House, Huntingdon

Item:	Title:	Purpose:	Lead:
Standard Items:			
3	<input type="checkbox"/> Minutes		
4	<input type="checkbox"/> Public Questions		
9	<input type="checkbox"/> CA Forward Plan (inc Lead Member updates)		
10	<input type="checkbox"/> CA Board Agenda		
11	<input type="checkbox"/> Work Programme		
Improvement Items:			
5	Improvement Plan Highlight Report	Review and challenge	Angela Probert
11	Improvement focused work programme	Follow up to online session planned for before the Committee meeting	Edwina Adefehinti/ Jodie Townsend/ Anne Gardener
Budget Scrutiny:			
6	Budget Setting Process	Budget scrutiny	Jon Alsop Rob Emery
Other:			
7	Draft Bus Strategy		Tim Bellamy/ Oliver Howarth (Lead Member: Cllr Hay)
8	Climate Change Plan Update		Adrian Cannard (Lead Member: Cllr Atkins)

10 January 2023 @ Sand Martin House, Peterborough – Additional Meeting

Title:	Purpose:	Lead:
Special Meeting Content		
This meeting will have a single agenda item and is for the Committee to discuss its formal response to the Budget consultation		

23 January 2023 @ Pathfinder House, Huntingdon

Item:	Title:	Purpose:	Lead:
Standard Items:			
	<input type="checkbox"/> Minutes		
	<input type="checkbox"/> Public Questions		
	<input type="checkbox"/> CA Forward Plan (inc Lead Member updates)		
	<input type="checkbox"/> CA Board Agenda		

	<input type="checkbox"/> Work Programme		
Improvement Items:			
a	Improvement Plan Highlight Report	Review and challenge	Angela Probert
b	Improvement Report to Board	Pre-Scrutiny prior to Board consideration	Gordon Mitchell
c	A1: Strategic Plan	Pre-Scrutiny prior to Board consideration	Chloe Rickard/ Fliss Miller
d	B1 – B2 – B3 – C2: Governance Framework	Pre-Scrutiny prior to Board consideration	Jodie Townsend/ Steve Cox
Budget Scrutiny:			
	Budget Setting Process and responses to the consultation	Budget scrutiny	Jon Alsop
Other:			
	LTCP Consultation		Tim Bellamy
	TING	Committee requested an update on TING	Tim Bellamy/Oliver Howarth

20 February 2023 (Reserve Date) @ tbc

Item:	Title:	Purpose:	Lead:
Standard Items:			
	<div><input type="checkbox"/> Minutes</div> <div><input type="checkbox"/> Public Questions</div> <div><input type="checkbox"/> CA Forward Plan (inc Lead Member updates)</div> <div><input type="checkbox"/> CA Board Agenda</div> <div><input type="checkbox"/> Work Programme</div>		
Improvement Items:			
a	Improvement Plan Highlight Report	Review and challenge	Angela Probert
b	Establishing key scrutiny principles for the region	Response to review of governance	Edwina Adefehinti/ Jodie Townsend/ Anne Gardener
c	Enhancing accountability	Response to review of governance	Edwina Adefehinti/ Jodie Townsend/ Anne Gardener
d	Developing a Strategic Plan + strategic role of O&S	Scrutiny + response to review of governance	Chloe Rickard Jodie Townsend
Budget Scrutiny:			
	Final Budget	Pre-Scrutiny prior to Board consideration	

20 March 2023 @ Pathfinder House, Huntingdon

Item:	Title:	Purpose:	Lead:
Standard Items:			
	<input type="checkbox"/> Minutes <input type="checkbox"/> Public Questions <input type="checkbox"/> CA Forward Plan (inc Lead Member updates)		

	<input type="checkbox"/> CA Board Agenda <input type="checkbox"/> Work Programme		
Improvement Items:			
a	Improvement Plan Highlight Report	Review and challenge	Angela Probert
b	How to deliver CPCA Overview & Scrutiny	Response to review of governance (analysis of improvement work and response to review of governance to date, alongside other MCA approaches and review of CfGS new guidance)	Edwina Adefehinti/ Jodie Townsend/ Anne Gardener
Budget Scrutiny:			
	Developing future Budget Scrutiny function	Discussion of proposals for enhancing the budget scrutiny function moving forward	Jon Alsop
Other:			
	Report on Housing Review		

24 April 2023 (Reserve Date) @ tbc

Item:	Title:	Purpose:	Lead:
Standard Items:			
	<div><input type="checkbox"/> Minutes</div> <div><input type="checkbox"/> Public Questions</div> <div><input type="checkbox"/> CA Forward Plan (inc Lead Member updates)</div> <div><input type="checkbox"/> CA Board Agenda</div> <div><input type="checkbox"/> Work Programme</div>		
Improvement Items:			
	Improvement Plan Highlight Report	Review and challenge	Angela Probert
Budget Scrutiny:			
	Start of Budget Scrutiny process 2023/24		
Other:			
	Review of 2022/23 – Annual Report 2022/23		