

# Cambridgeshire and Peterborough Local Transport Plan Consultation Report

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Report  
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# Cambridgeshire and Peterborough Local Transport Plan Consultation Report



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# 1 Introduction

## Background

- 1.1 In June 2019, the Cambridgeshire and Peterborough Combined Authority published its first draft Local Transport Plan. It replaced the Interim Local Transport Plan, which was published in June 2017 and was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4). The latest Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. In doing so, it sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the region in a sustainable way.
- 1.2 Regular engagement with key stakeholders occurred throughout the development of the Local Transport Plan, including workshops and briefings with Local Authority members, Local Planning Authority officers, neighbouring Local Authorities, industry and tourism bodies and transport operators. A statutory public consultation on the draft Local Transport Plan ran for 15 weeks between Monday 17 June and Friday 27 September 2019. It was designed to enable the Combined Authority to understand the views of local residents and other key stakeholders on the detail of the Local Transport Plan.
- 1.3 This report details the feedback received during the public consultation and describes the modifications proposed to the Local Transport Plan as a result.

## How the consultation will be used to update the Local Transport Plan

- 1.4 Responses received to the public consultation have been reviewed and considered by the Combined Authority. There was a high degree of consensus in the comments received from both statutory and non-statutory stakeholders, including a desire for greater focus on environmental objectives; electrification of rail and provision of electric vehicle infrastructure; delivering high-quality walking and cycling networks; and recognising the access needs of multiple user groups. Chapter 5 details the modifications proposed to the Local Transport Plan following consultation feedback. More generally, this document serves as a record of all feedback received and as a reference point in future years, as and when the Local Transport Plan is updated.

## Structure of this report

- Chapter 1: Introduction – an overview
- Chapter 2: Approach – how we conducted the consultation, and how people and organisations chose to respond
- Chapter 3: Feedback received via the online survey and email/post – an overview of responses received via the online survey and sent directly to the Cambridgeshire and Peterborough Combined Authority by email/post from non-statutory consultees
- Chapter 4: Themes arising at public consultation events – a summary of the themes raised by members of the public attending our staffed consultation events
- Chapter 5: Feedback from statutory consultees – a summary of the key themes raised by statutory consultees in their official responses to the consultation, and the proposed modifications to the Local Transport Plan.
- Appendix A: a demographic profile of all respondents to the online consultation survey
- Appendix B: a list of public and private organisations that responded to the consultation via email/post
- Appendix C: a copy of the online survey questionnaire
- Appendix D: the codeframe for responses received via the online survey and email/post
- Appendix E: statutory consultee responses

## 2 Approach

### The consultation

- 2.1 The Cambridgeshire and Peterborough Local Transport Plan consultation ran for 15 weeks between Monday 17 June and Friday 27 September 2019. It was designed to enable the Combined Authority to understand the views of local residents and other key stakeholders on the detail of the Local Transport Plan.
- 2.2 During the consultation period, 24 consultation events were run throughout the Combined Authority area. These were typically half-day drop-in sessions where members of the public could come and read, discuss and question the content of the Local Transport Plan. Alongside the consultation events, a survey was developed, which members of the public were encouraged to complete either online or using one of the hard copies handed out at events. A copy of the survey questionnaire is provided in Appendix C. Respondents could also provide freeform responses via email directly to the Combined Authority.

### Consultation material, distribution and publicity

- 2.3 The consultation materials provided at the consultation events included hard copies of the key Local Transport Plan documents, freepost versions of the online survey questionnaire, and a number of boards detailing information about the Local Transport Plan's vision, goals, objectives and primary schemes (both local and regional). Copies of the key documents, and freepost response forms to the survey, were left at each venue following an event to enable individuals to review them at their leisure. Respondents to the online survey were provided with pdf versions of the key Local Transport Plan documents and information boards.
- 2.4 Publicity for the consultation was managed by the Combined Authority and included:
- An early press release ahead of consultation launch;
  - A follow-up press release detailing all of the events taking place across the Combined Authority area;
  - An audio interview with Mayor James Palmer on BBC Radio Cambridgeshire encouraging participation;
  - A video interview with Mayor James Palmer, posted on Facebook and Twitter, encouraging participation. The Facebook video had 2,400 views;
  - Promotion of Mayor James Palmer's visit to St Neots consultation event on social media, including specifically St Neots geography before the event, encouraging attendance (Facebook reach of 7,700);
  - A second audio interview with Mayor James Palmer on BBC Radio Cambridgeshire, while he attended a consultation event in Peterborough;
  - A series of press adverts over the summer:
    - Paper-based and online advertising campaign for two weeks in late August/early September in the Huntingdon Post, Ely Standard, Wisbech Standard, Cambridge

Times, Cambridge Independent, Peterborough Telegraph, Cambridge News and Fenland Citizen;

- Continuous social media posts on Combined Authority channels throughout the consultation period; and
- A third press release in early September advertising additional events and remaining time to participate.

## Response channels

### Introduction

2.5 Responses to the consultation arrived via a number of channels: the online survey; by email; and by post. In addition, approximately 650 individuals attended the public events and provided verbal and written feedback to the event organisers directly. Table 2.1 provides a breakdown of how responses to the consultation were received, and where they are discussed in this document.

**Table 2.1: Consultees and response channels**

Consultees	Channel	Number of respondents	Chapter
Members of the public, parish councils and others	Online survey	572	3
	Email/post	213	3
	Consultation events	~650	4
Statutory consultees	Email/post	11	5

# 3 Feedback received via the online survey and email/post

## Introduction

- 3.1 This chapter details the feedback received via the online survey and sent directly to the Cambridgeshire and Peterborough Combined Authority by email or post. All data was collected and anonymised by the Combined Authority before being passed to Steer for analysis and reporting.
- 3.2 The chapter is split into two parts:
- Responses to the closed questions in the online survey:
    - Have we provided a clear and complete explanation of what the Local Transport Plan is?
    - Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a new Local Transport Plan?
    - To what extent do you agree with the overarching strategy in the Local Transport Plan?
    - Please rank the Local Transport Plan objectives in order of importance
  - Responses to the online survey's primary open question (stated below), combined with responses received by email/post:
    - Please use the space provided to tell us what you think about the Local Transport Plan. For example, is there anything we should have included in the draft Local Transport Plan but haven't; is there anything in the draft Local Transport Plan you think should have been omitted; do you have any other general comments on the draft Local Transport Plan?

## Responses to the online survey's closed questions

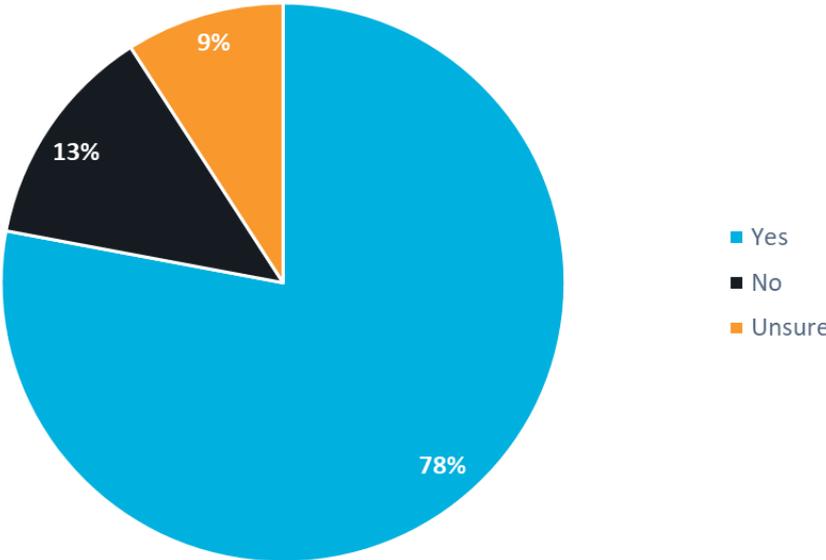
### Analysis

- 3.3 All respondents to the online survey were members of the public. Their responses to the online survey's closed questions were analysed using quantitative methods and are reported here through charts, tables and supporting commentary. A basic sense check of the data was made, including checking for and removing duplicate entries, removing responses from individuals who did not consent to their information being used to inform the Local Transport Plan, and checking that frequencies of responses to each question was the same as the number of overall respondents.

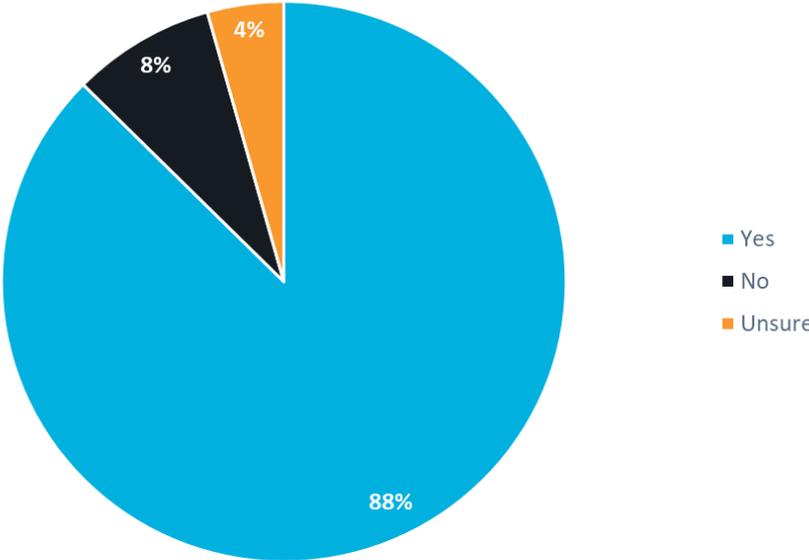
**Understanding the purpose of the Local Transport Plan**

3.4 Respondents were asked whether we had provided a clear and complete explanation of what the Local Transport Plan is, and why Cambridgeshire and Peterborough require one. Responses to these questions are shown in the Figures below and show that the majority of respondents understood *what* the Local Transport Plan is, and *why* it is needed.

**Figure 3.1: Have we provided a clear and complete explanation of what the Local Transport Plan is?**



**Figure 3.2: Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a Local Transport Plan?**

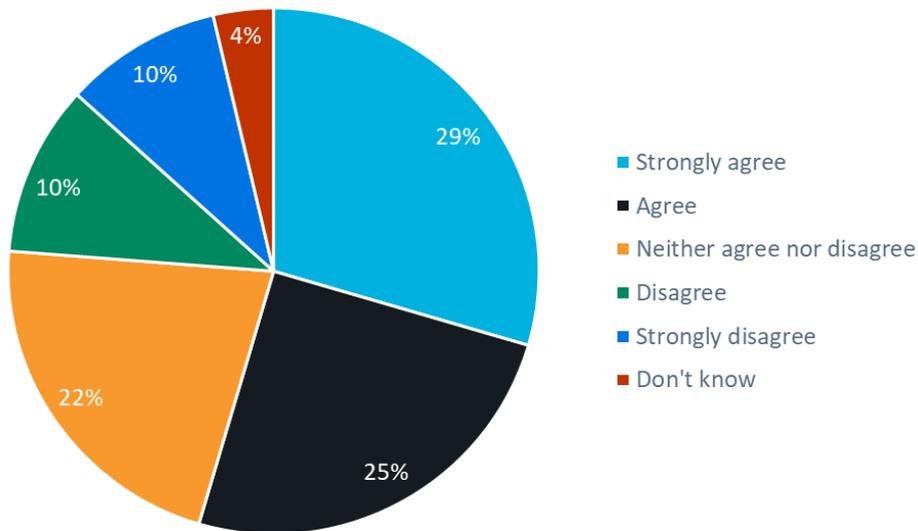


3.5 Amongst those who responded 'no' or 'unsure' to these two questions, feedback included dissatisfaction with the length of the Local Transport Plan i.e. too long to read comprehensively; a desire to see more detail with respect to delivery timescales, funding and financing; a perception that some of the objectives are contradictory; and insufficiently clear linking of the 'challenges' to the proposed 'solutions'.

### Perception of the Local Transport Plan's overarching strategy

3.6 Respondents were asked to what extent they agreed with the Local Transport Plan's overarching strategy. Figure 3.3 shows that just over half of respondents agreed or strongly agreed with the Local Transport Plan's strategy. One in five respondents were neutral, while another fifth either disagreed or strongly disagreed.

Figure 3.3: To what extent do you agree with the overarching strategy in the Local Transport Plan?



### The Local Transport Plan objectives

3.7 To gain an indication of the relative weight that respondents placed on each of the Local Transport Plan's ten objectives, they were asked to rank them in order of importance where 1=the most important and 10=the least important. Table 3.1 shows that respondents attributed greater importance to social and environmental objectives than economic, with the exception of the objective to improve the transport network's resilience and journey time reliability. However, it should be noted that not all respondents completed this question, or completed it fully, with some providing 1 or 10 for more than one objective. The results presented in Table 3.1 are therefore indicative.

**Table 3.1: The Local Transport Plan's objectives – ranked**

Rank	Objective	Type
1	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Social
2	Deliver a transport network that protects and enhances our natural, historic and built environments	Environmental
3	Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	Environmental
4	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Economic
5	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries	Social
6	Provide healthy streets and high-quality public realm that puts people first and promotes active lifestyles	Social
7	Ensure transport initiatives improve air quality across the region to exceed good practice standards	Social
8	Connect all new and existing communities sustainably so that all residents can easily access a good job within 30 minutes, spreading the region's prosperity	Economic
9	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Economic
10	Support new housing and development to accommodate a growing population and workforce and address housing affordability issues	Economic

## Responses to the online survey's primary open question, combined with responses received by email/post

### Analysis

- 3.8 Responses to the online survey's primary open question and responses received by email/post (primarily from Parish Councils, but also other stakeholders and members of the public) were analysed thematically, using a codeframe. The codeframe, developed manually by analysts, categorises and quantifies responses based on key themes and sub-themes raised by respondents. For example:
- Theme: buses
    - Sub-theme: better bus provision required in local/rural areas
- 3.9 To ensure consistency of interpretation, all responses were coded by the same analyst, and reviewed independently. Responses were coded to one or more themes/sub-themes within the codeframe, as relevant.
- 3.10 A copy of the codeframe is provided in Appendix D. Comment themes are provided in alphabetical order, with sub-themes listed according to the number of comments received, from highest to lowest.
- 3.11 The following tables show the themes arising in respondents' comments and provides information about the most common sub-themes.

**Table 3.2: Themes arising in response to the online survey's primary open question, combined with responses received by email/post**

Comment theme	Comment detail (sub-themes)
<b>Active travel</b>	<ul style="list-style-type: none"> <li>• 119 responses (75% of those that included comments on active travel) were coded under the following sub-themes:               <ul style="list-style-type: none"> <li>– Walking and cycling need higher prioritisation region-wide (37);</li> <li>– Suggestion for a specific walking/cycle route (29);</li> <li>– Support for Camcycle's request for 20% of the CA's transport budget to go towards projects that make walking and cycling safer and more convenient<sup>1</sup> (27); and</li> <li>– Improved walking and cycling infrastructure required at local level (26).</li> </ul> </li> <li>• Other comments included requests for new walking/cycling infrastructure to be standardised; for existing and forthcoming infrastructure to be regularly maintained; for walking/cycling routes to be accessible for multi (non-motorised) users; and for e-bikes to be promoted and supported.</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>• The primary comment under the air quality theme was for the Local Transport Plan to show strong support for the development of electric vehicle charging infrastructure – including alongside highways when they are built or upgraded, and facilitating a shift to electric/alternative fuels in taxi, bus and train fleets in the region.</li> </ul>

<sup>1</sup> In their response to the public consultation, Camcycle requested that the Combined Authority make the following commitment: *"20% of the transport budget will go towards projects that make walking and cycling safer, more convenient and more accessible, with the direct purpose being to increase the mode share of walking and cycling"*.

Comment theme	Comment detail (sub-themes)
<b>Buses</b>	<ul style="list-style-type: none"> <li>• 128 responses (75% of those that included comments on buses) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>– Better bus provision required to/from local/rural areas (48);</li> <li>– Concern about cuts to bus services in and around Ramsey (36);</li> <li>– Suggestion for a specific bus/guided bus route (23); and</li> <li>– Better bus provision required for accessing jobs, hospitals, leisure etc (21).</li> </ul> </li> <li>• Other comments included a request for improved dissemination of information regarding bus times (potentially using journey planners); improvements to bus timetabling e.g. timed to connect with other bus services and more regular services that enable trips to be taken throughout the day, particularly in the evenings and at weekends; support for bus franchising; and a call for better integration between bus and train services.</li> </ul>
<b>Climate change</b>	<ul style="list-style-type: none"> <li>• Thirty-two respondents stated the Local Transport Plan was not ambitious enough with respect to addressing climate change in the region.</li> </ul>
<b>Community transport</b>	<ul style="list-style-type: none"> <li>• Three comments were related to community transport. Two encouraged consideration of a community car scheme (which is covered in two policies – <i>Transport Accessibility for All</i> and <i>Rural Transport Services</i>) while one noted caution about the financial stability of community car schemes that are provided by the volunteer sector.</li> </ul>
<b>Development of the Local Transport Plan</b>	<ul style="list-style-type: none"> <li>• Fifteen respondents made comments about the consultation process – including the consultation documents, events and publicity.</li> <li>• Fourteen respondents stated that more information should be provided about costs/funding/delivery of the Local Transport Plan, and how the proposed benefits will be achieved.</li> <li>• Twelve respondents stated a perceived conflict between the Local Transport Plan’s objectives – for example, the desire to support housing development and the desire to reduce transport-related emissions.</li> <li>• Other comments included the suggestion that the Local Transport Plan be shortened; the perception that the Local Transport Plan does not take account of trips that are not for the purpose of travelling to/from work; and requests that the Local Transport Plan is developed in line with other local and regional strategies.</li> </ul>
<b>Economy</b>	<ul style="list-style-type: none"> <li>• Two comments were made about the economy. One stated that the Local Transport Plan did not go far enough to support a rebalancing of the economy away from Cambridge, while another stated that transport improvements need to be made with the objective of encouraging private sector employers to locate in areas outside of the regional centres.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Fourteen respondents expressed general concern about the potential environmental harm of certain aspects of the Local Transport Plan, in particular road building schemes (see also Scheme-specific comments at the end of this table).</li> <li>• Eight respondents stated the need for the Local Transport Plan to place greater emphasis on protecting the green belt and/or preserving countryside.</li> <li>• Other comments included concern about traffic pollution; the need to ensure that appropriate Environmental Assessments are undertaken for individual schemes; a proposal to use roadside verge grass cuttings for biofuel; and giving consideration to noise pollution.</li> </ul>

Comment theme	Comment detail (sub-themes)
<b>Equestrian</b>	<ul style="list-style-type: none"> <li>Ten respondents stated that the Local Transport Plan did not provide sufficient consideration of safe routes for horse riders, including links with bridleways and public Rights of Way.</li> </ul>
<b>Freight</b>	<ul style="list-style-type: none"> <li>Six respondents highlighted the general need for a greater focus on freight within the Local Transport Plan.</li> <li>Five respondents noted concern about the volume of freight traffic on local roads, including safety and noise implications.</li> <li>Other comments included concern about the severance impact (due to level crossings being closed) of increasing numbers of freight trains, particularly in Fenland; a need for Freight Advisory routes to be linked more effectively with satellite navigation systems; and suggestions for specific freight improvements.</li> </ul>
<b>General</b>	<ul style="list-style-type: none"> <li>Forty-four comments either did not include a specific point about the Local Transport Plan e.g. stating a fact about a local area; or included a repeated point from the same respondent.</li> <li>Other general comments included those highlighting broad support for the Local Transport Plan (13), or a broad lack of support for the Local Transport Plan (3).</li> </ul>
<b>Highways</b>	<ul style="list-style-type: none"> <li>102 responses (77% of those that included comments on highways) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>The Local Transport Plan is too roads/car-focused (43);</li> <li>Suggestion for a specific highway route/junction upgrade/improvement (42); and</li> <li>Not enough measures to address issues with the A1 e.g. congestion (17).</li> </ul> </li> <li>Other comments included concern about congestion/traffic/vehicle speeds on local roads; that the Local Transport Plan does not address congestion on the A10; support for changes at Buckden roundabout to reduce congestion and improve safety; and a desire for a commitment to provide segregated walking/cycling facilities alongside highways when they are built or upgraded.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>Seventeen respondents noted concern about growth in the numbers of homes in the region, and transport infrastructure not keeping pace with this change.</li> <li>Other comments included suggestions to promote development in existing urban areas or on abandoned or brownfield sites; ensuring that the Local Transport Plan is intimately linked with where development is proposed to take place; and a request for specific minimum transport requirements for new developments.</li> </ul>
<b>Metrics</b>	<ul style="list-style-type: none"> <li>Twelve respondents made a request for more specific, measurable metrics by which the Local Transport Plan's success will be judged.</li> <li>Other comments included a suggestion that the objective to 'enable all residents to access a good job within 30 minutes' should be revised to include 'by public transport/sustainable modes'; a suggestion to include a mode shift target; and a suggestion to include a travel time target for accessing locations other than work, including hospitals, community facilities and shopping centres.</li> </ul>

Comment theme	Comment detail (sub-themes)
<b>Other</b>	<ul style="list-style-type: none"> <li>• Thirty-eight respondents noted that it was not clear how their local area would benefit from the Local Transport Plan. Ramsey, Chatteris and Cottenham were the most commonly mentioned areas.</li> <li>• Other comments included specific points of detail about individual schemes or policies; desire to see more demand/traffic management measures in the Local Transport Plan; and support for cross-county/cross-agency working in delivering the Local Transport Plan.</li> <li>• A number of comments were only raised by one respondent each. These were captured under the theme of 'Other' and can be read in the codeframe in Appendix D.</li> </ul>
<b>Public transport</b>	<ul style="list-style-type: none"> <li>• 71 responses (62% of those that included comments on public transport) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>– Suggestion for a specific train route/level crossing/station (33);</li> <li>– Desire to see a new railway station in Peterborough South (Hampton) (14);</li> <li>– Suggestion for a Park and Ride/Travel Hub location (13); and</li> <li>– Comments regarding proposals for Foxton Travel Hub/Foxton level crossing (11).</li> </ul> </li> <li>• Other comments included reflections on the lack of public/sustainable transport projects proposed in Peterborough; a desire to see action taken on improving the affordability of public transport; the provision of better facilities for disabled travellers; and better ticketing and integration between different public transport modes.</li> </ul>
<b>Questionnaire</b>	<ul style="list-style-type: none"> <li>• Fifteen respondents noted that the online survey question that asks respondents to rank the Local Transport Plan's objectives is difficult to answer: respondents perceived the objectives to be either interlinked or equally important.</li> </ul>
<b>Rural/local links</b>	<ul style="list-style-type: none"> <li>• Fourteen respondents highlighted the need to reinforce transport links between market towns and their surrounding villages.</li> <li>• Thirteen respondents stated they felt the projects in the Local Transport Plan neglected rural areas/communities.</li> <li>• Other comments included the perception that walking and cycling are not practical or viable means of commuting to/from rural areas; concern about the impact of road congestion in rural towns and villages; and concern that closing level crossings will reduce accessibility for rural communities.</li> </ul>
<b>Technology</b>	<ul style="list-style-type: none"> <li>• Six respondents made reference to existing or forthcoming developments in technology that could or should be harnessed to improve transport in the region. One respondent noted the need for IT infrastructure to be improved to facilitate the use of new technologies.</li> </ul>

**Table 3.3: Scheme-specific themes arising in response to the online survey’s primary open question, combined with responses received by email/post**

Scheme comments	Comment detail (sub-themes)
<b>A10 dualling</b>	<ul style="list-style-type: none"> <li>Two respondents noted specific opposition to dualling the A10, with one respondent noting specific support. One respondent was supportive if parallel segregated walking and cycling was to be included in the scheme’s design.</li> </ul>
<b>A47 dualling</b>	<ul style="list-style-type: none"> <li>Nine respondents noted specific support for dualling the A47.</li> </ul>
<b>Alconbury Weald Travel Hub</b>	<ul style="list-style-type: none"> <li>Five respondents were supportive of building a railway station at Alconbury Weald (rather than a Travel Hub).</li> </ul>
<b>Cambridgeshire Autonomous Metro</b>	<ul style="list-style-type: none"> <li>Thirteen respondents noted specific support for the Cambridgeshire Autonomous Metro, while two respondents noted specific opposition.</li> <li>Ten respondents requested consideration of a metro stop at Burwell.</li> <li>Other comments included a suggestion for the metro to be developed as a light rail scheme; a request that a route to Haverhill be considered in the first phase of development; and a suggestion for the system to be operated using non-diesel power.</li> </ul>
<b>Cambridge South Station</b>	<ul style="list-style-type: none"> <li>Sixteen respondents noted specific support for a railway station at Cambridge South.</li> <li>One respondent stated that the proposed timescales for delivering this project are too long in light of the predicted growth in trips to/from the Biomedical Campus.</li> </ul>
<b>East-West Rail</b>	<ul style="list-style-type: none"> <li>Eight respondents noted specific support for East-West Rail, while one respondent noted specific opposition.</li> <li>Other comments included a lack of confidence that the scheme would support the travel needs of existing communities; and a number of proposed alternative routings for the line.</li> </ul>
<b>Huntingdon Congestion Study / Third River Crossing</b>	<ul style="list-style-type: none"> <li>Twenty-four respondents noted specific opposition to the Huntingdon Third River Crossing, if this is recommended as a result of the Huntingdon Congestion Study, with four respondents noting specific support.</li> <li>Fifty-seven respondents expressed concern about the potential environmental impact of the scheme, including destruction of nature reserves, open countryside, and parts of the Ouse Valley.</li> </ul>
<b>King’s Dyke Crossing</b>	<ul style="list-style-type: none"> <li>Four respondents noted specific support for the King’s Dyke Crossing.</li> </ul>
<b>March-Wisbech Rail Link</b>	<ul style="list-style-type: none"> <li>Thirteen respondents noted specific support for the March-Wisbech Rail link.</li> </ul>
<b>Waterbeach Station</b>	<ul style="list-style-type: none"> <li>Two respondents noted specific support of the proposal to move Waterbeach station, while one respondent was opposed.</li> </ul>
<b>Oxford-Cambridge Expressway</b>	<ul style="list-style-type: none"> <li>Three respondents noted specific support for the Oxford-Cambridge Expressway, while three respondents noted specific opposition to the scheme.</li> </ul>
<b>Soham Station</b>	<ul style="list-style-type: none"> <li>Twelve respondents noted specific support for a new railway station in Soham.</li> </ul>

# 4 Themes arising at consultation events

## Introduction

4.1 During the consultation period, 24 consultation events were run throughout the Combined Authority area. These were typically half-day drop-in sessions where members of the public could come and read, discuss and question the content of the Local Transport Plan.

## Consultation events

4.2 Table 4.1 details the locations of the consultation events by local authority area, and the key themes raised. Four consultation events were held in each of the two major cities of Cambridge and Peterborough, while all other locations received one event each.

**Table 4.1: Consultation event locations and key themes**

Local Authority	Event locations	Key themes
East Cambridgeshire District Council	<ul style="list-style-type: none"> <li>• Bottisham</li> <li>• Ely</li> <li>• Littleport</li> <li>• Soham</li> </ul>	<ul style="list-style-type: none"> <li>• Support for Soham Station</li> <li>• Desire for better parking provision near train stations</li> <li>• Desire for better alignment between bus and train timetables to facilitate interchange</li> <li>• Improvements requested to walking and cycling infrastructure to, from and in Burwell</li> <li>• Scepticism regarding A10 dualling, especially without public transport enhancements first</li> </ul>
Fenland District Council	<ul style="list-style-type: none"> <li>• Chatteris</li> <li>• March</li> <li>• Whittlesey</li> <li>• Wisbech</li> </ul>	<ul style="list-style-type: none"> <li>• Poor bus provision to/from Chatteris – desire for a link to Manea railway station, or the future Cambridgeshire Autonomous Metro</li> <li>• Support for March-Wisbech rail link</li> <li>• Support for Whittlesey station enhancements and enhanced level of train service for Fenland stations</li> <li>• Concerns about congestion on the A47</li> <li>• Support for King’s Dyke scheme</li> </ul>
Greater Cambridge (City of Cambridge, and South Cambridgeshire District Council)	<ul style="list-style-type: none"> <li>• Cambourne</li> <li>• Cambridge (4 events)</li> <li>• Cottenham</li> <li>• Sawston</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns about poor air quality</li> <li>• Query as to whether there is a ‘plan B’ for the Cambridgeshire Autonomous Metro</li> <li>• The future of Park and Ride in and around Cambridge, including hours of operation, which currently do not cater for those working unsociable hours</li> <li>• Solutions for re-routing tourist buses away from the centre of Cambridge</li> </ul>

Local Authority	Event locations	Key themes
		<ul style="list-style-type: none"> <li>• Desire for a more integrated approach to local planning i.e. that the requisite transport infrastructure is planned alongside development</li> <li>• Request for improved public transport between Cambourne and St Neots</li> <li>• Benefits of connecting rural communities to arterial corridors</li> <li>• Recognition that there are places where it is difficult to board the guided Busway due to overcrowding</li> </ul>
Huntingdonshire District Council	<ul style="list-style-type: none"> <li>• Buckden</li> <li>• Huntingdon</li> <li>• Ramsey</li> <li>• St Ives</li> <li>• St Neots</li> </ul>	<ul style="list-style-type: none"> <li>• Bus provision to/from Ramsey – desire for links to St Ives, Huntingdon or Alconbury Weald Travel Hub</li> <li>• Broad desire for better links with Cambridge and Peterborough by public transport</li> <li>• Completion of north-south cycling links</li> <li>• Concerns over local traffic levels following removal of Huntingdon A14 flyover</li> <li>• General support for A1 motorway standard</li> <li>• Concern about dangerous access to/from villages on the A1 corridor</li> <li>• Level crossings on the East Coast Mainline and issues of congestion and severance</li> </ul>
Peterborough City Council	<ul style="list-style-type: none"> <li>• Peterborough (4 events)</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for sustainable transport to be integrated with developments</li> <li>• Growing congestion in and around Peterborough</li> <li>• King’s Dyke level-crossing and risk of shifting congestion westwards</li> <li>• ‘Rat-running’ through Eye and poor highway/junction design</li> </ul>

4.3 In addition to the specific comments noted in Table 4.1, the following themes were common to most consultation events:

- Consistent feedback that bus provision in the region (particularly in rural areas) is poor. Services are considered to be:
  - infrequent;
  - unreliable;
  - unaffordable;
  - run with short operating hours (regularly excluding evenings and weekends); and
  - at risk of being cut.
- Concern that inappropriate road freight routing is leading to Heavy Goods Vehicles travelling through villages;
- Concern that transport infrastructure is not keeping pace with the scale of proposed housing development in the region;
- A request for greater emphasis to be placed on measures to work towards net zero carbon emissions, and to work towards these as swiftly as possible;
- A request for the Local Transport Plan to define what is meant by upgrading cycling network to ‘Dutch’ standards;

- Broad support for the Cambridgeshire Autonomous Metro, bus franchising and East-West Rail;
- A desire to see more money spent on walking and cycling infrastructure;
- A mixed view of highway schemes; and
- A desire to see a clearer link between The Local Transport Plan, Local Plans and the Non-Statutory Spatial Framework.

# 5 Feedback from statutory consultees

## Introduction

5.1 Responses to the Local Transport Plan consultation were received from the following eleven statutory consultees:

- Cambridge City Council and South Cambridgeshire District Council
- Cambridgeshire County Council
- East Cambridgeshire District Council
- Fenland District Council
- Huntingdonshire District Council
- Peterborough City Council
- Highways England
- Cambridgeshire County Council Highways Team
- Historic England
- Natural England
- Network Rail

5.2 The content of these responses can be reviewed in Appendix E. A summary of the responses and the Combined Authority's proposed actions with respect to revising the Local Transport Plan, are provided in the following tables, split by theme.

**Table 5.1: Statutory consultee responses – climate change, air quality and noise**

Feedback	Action
<ul style="list-style-type: none"> <li>• Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council and Peterborough City Council have all declared ‘climate emergencies’ and recommend:               <ul style="list-style-type: none"> <li>– the Local Transport Plan commits to ‘zero carbon’ by 2050 (2030 for Peterborough); and</li> <li>– the Local Transport Plan should commit to more detailed, ‘tighter’, policies to achieve zero carbon by 2050.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose the Local Transport Plan should commit to ‘net zero carbon’ by 2050 with:               <ul style="list-style-type: none"> <li>– the vision and objectives updated accordingly;</li> <li>– a greater emphasis on our approach: mode shift; digital technology; electric vehicles and power networks; the need for integrated planning – Non-Statutory Spatial Framework Phase 2 and Local Industrial Strategy; and Cambridgeshire Autonomous Metro and rail to support jobs growth and housing away from Cambridge; and trajectories towards zero carbon.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Consultees have noted that there is little specific policy detail on how poor air quality will be addressed. Several amendments were suggested:               <ul style="list-style-type: none"> <li>– tighter emissions standards (including zero-emission vehicles) for bus services as part of future bus provision (to be defined by the Bus Task Force);</li> <li>– all schemes being made subject to detailed air quality assessments; and</li> <li>– significantly stronger targets and policy detail regarding electric vehicles, with the Local Transport Plan including specific plans and targets for the roll-out of low-emission vehicles and charging infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to identify the potential for lower emissions through ultra-low emission vehicles, integrated planning, mode shift including and Cambridgeshire Autonomous Metro</li> <li>• Planning for schemes will identify how negative air quality impacts will be mitigated</li> </ul>
<ul style="list-style-type: none"> <li>• Cambridgeshire CC requested greater detail in the LTP regarding noise impacts, and specific policies regarding opportunities and proposals to reduce noise impacts from existing and proposed transport infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Propose that a new noise policy is drafted which identifies the issues of noise from transport and how mitigating negative noise impacts will be considered in scheme planning</li> </ul>

**Table 5.2: Statutory consultee responses – biodiversity, natural and built environment**

Feedback	Action
<ul style="list-style-type: none"> <li>• Consultees request greater commitment from the Combined Authority to biodiversity ‘net gain’, including committing to:               <ul style="list-style-type: none"> <li>– the Natural Cambridgeshire Local Nature Partnership’s ambition to double the area of rich wildlife habitat and natural greenspaces under management by 2050 (previously endorsed by the Combined Authority Board);</li> <li>– a target of 20% net gain in biodiversity be set across the Local Transport Plan projects;</li> <li>– better demonstrate how the conservation of biodiversity will be delivered by several of the Local Transport Plan projects; and</li> <li>– the long-term management of biodiversity where affected by Local Transport Plan projects</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that the Local Transport Plan reference commitment by the Combined Authority to biodiversity net gain (including the planning of schemes, demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces</li> <li>• Propose that work is done following the Local Transport Plan to measure biodiversity and work towards material net gain through its delivery.</li> </ul>
<ul style="list-style-type: none"> <li>• Natural England and Cambridgeshire County Council noted there should be greater focus on the historic environment with an emphasis placed on non-designated heritage assets, archaeology and historic landscapes and townscapes. It was also noted that that heritage should be viewed as something for the benefit of ‘people’ rather than something to ‘protect’.</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to amend text to refer to other heritage assets and registered monuments (and how they benefit people)</li> </ul>
<ul style="list-style-type: none"> <li>• Historic England recommended amending the environmental goal to ‘preserve and enhance our built, natural and historic environment’</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to amend the LTP objective in line with Historic England feedback</li> </ul>

**Table 5.3: Statutory consultee responses – rail, bus and transit/shared mobility services**

Feedback	Action
<ul style="list-style-type: none"> <li>• <b>Integration:</b> South Cambridgeshire District Council and Cambridge City Council noted the importance of ensuring a more integrated transport system, where corridors are better integrated into local villages and communities, and the particular challenge for access to education and health facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to bring forward references to policies earlier in the main document</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Cambridgeshire Autonomous Metro:</b> <ul style="list-style-type: none"> <li>– Request from Huntingdonshire District Council and Peterborough City Council for greater focus on mass transit solutions and the Mayoral announcement regarding an extension of the Metro from Alconbury to Ramsey and Peterborough</li> <li>– East Cambridgeshire District Council requested consideration of a stop in East Cambridgeshire</li> <li>– Fenland District Council requested the Combined Authority work with them in exploring options both to extend CAM to Fenland, and/or provide connecting bus services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that these are considered as part of Phase 2 of the CAM programme - subject to an initial batch of Strategic Outline Business Cases, which will commence once the current CAM Phase 1 Outline Business Case has been completed. Early engagement welcomed to understand a) what other transport plans exist; and b) what the aspirations / needs / wants are.</li> <li>• Propose that a stop in East Cambridgeshire District Council area is supported subject to feasibility and funding being available</li> <li>• Propose feasibility study into public transport options to connect to rail and CAM network. It may be possible to address as part of Bus Reform Task Force or other programmes. All such requests are subject to the demand-based analysis and Vfm tests.</li> <li>• Propose a feasibility study into the extension of CAM (timing tbc)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Rail:</b> Consultees requested some changes to the rail policies and projects, including: <ul style="list-style-type: none"> <li>– greater emphasis on electrification of the rail network within the Combined Authority area;</li> <li>– inclusion of new stations at Alconbury Weald (Huntingdon District Council), Fulbourn and Cherry Hinton (Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council) within the long-term strategy;</li> <li>– the Combined Authority taking more of a 'leadership' role in improving rail services, including joining the Consortium of East Coast Mainline Authorities (Peterborough City Council);</li> <li>– the Combined Authority taking a position of a preferred alignment for East-West Rail (Huntingdonshire District Council);</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to advocate for electrification and alternative ultra-low emission fuel rail</li> <li>• Propose feasibility of a new rail station at Alconbury Weald included</li> <li>• The Combined Authority is reviewing membership of the Consortium of East Coast Mainline Authorities</li> <li>• East-West Rail consultation has already closed, and it is for Central Government to announce the preferred alignment</li> <li>• Propose that retention of road access is insisted upon</li> </ul>

Feedback	Action
<ul style="list-style-type: none"> <li>- Noting that improvements at Ely must retain road access through Queen Adelaide (East Cambridgeshire District Council)</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Future of Mobility:</b> Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council requested greater focus on new mobility services (e.g. autonomous vehicles), noting the Government's 'Future of Mobility Services' ambition set out in the Industrial Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to bring forward references to policies earlier in the main document</li> <li>• Propose further study into the Future of Mobility</li> </ul>

**Table 5.4: Statutory consultee responses – walking and cycling**

Feedback	Action
<ul style="list-style-type: none"> <li>• There was general support for the ambition regarding walking and cycling, but that the Local Transport Plan should:               <ul style="list-style-type: none"> <li>– better define what ‘Dutch-quality’ infrastructure means in practice, and include reference to the forthcoming Department for Transport Local Transport Notes 1/19 guidance and relevant examples</li> <li>– commit to a higher standard of walking and cycling infrastructure within new developments (East Cambridgeshire District Council);</li> <li>– stress that Local Cycling and Walking Infrastructure Plans (LCWIPs) will be used to support the prioritisation and siting of new active travel infrastructure;</li> <li>– include encouragement for bike-sharing schemes (e.g. Ofo), in line with the agreed Code of Conduct in Cambridge;</li> <li>– stress the potential for local freight consideration and delivery opportunities by bike;</li> <li>– explicitly reference the potential for ‘e-bikes’ to enable individuals to travel significantly further by bike;</li> <li>– include greater focus on how cycling can be part of multi-modal journeys (Huntingdonshire District Council); and</li> <li>– provide greater emphasis and funding for the maintenance of walking and cycling infrastructure (e.g. vegetation clearance).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to identify where the Local Transport Plan already considers the comments made and, where it doesn’t, to make modifications that define terminology, reference policies, and propose integration/collaboration between Local authorities</li> </ul>
<ul style="list-style-type: none"> <li>• Consultees requested that the Combined Authority provide ongoing support and ‘joint working’ regarding the development of LCWIPs, and better liaison with Sustrans to improve the National Cycle Network within the Combined Authority area</li> </ul>	<ul style="list-style-type: none"> <li>• Combined Authority to consider if an ongoing role (i.e. officer liaison) focused on the development of LCWIPs in liaison with Sustrans is suitable</li> </ul>
<ul style="list-style-type: none"> <li>• In reference to the user hierarchy, it was noted that:               <ul style="list-style-type: none"> <li>– there should be emphasis on creating areas of enhanced ‘Place’ within the hierarchy; and</li> <li>– the document should be restructured in line with the user hierarchy, with the greatest focus on walking and cycling brought to the front of the document and new highway infrastructure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to emphasise the importance of ‘Place’</li> <li>• Policies are structured in line with the hierarchy and propose to remove ‘simple’ user hierarchy as it confuses the approach to planning and delivery</li> </ul>

Feedback	Action
<p>towards the rear (Peterborough City Council, Huntingdonshire District Council, Cambridgeshire County Council)</p>	
<ul style="list-style-type: none"> <li>Cambridgeshire County Council noted that making shorter journeys by bike and on foot the obvious, most convenient, choice was needed, and that there needed to be a greater incentive in terms of speed, cost and convenience compared to the private car</li> </ul>	<ul style="list-style-type: none"> <li>Propose that this is emphasised in the relevant policies and should be a consideration in the planning of infrastructure</li> </ul>
<ul style="list-style-type: none"> <li>It has been noted that there is no consideration of horse riders with respect to Rights of Way and access</li> </ul>	<ul style="list-style-type: none"> <li>Propose that it is made clear that under 'active travel' there are multiple users</li> </ul>

**Table 5.5: Statutory consultee responses – other considerations**

Feedback	Action
<ul style="list-style-type: none"> <li>• East Cambridgeshire District Council noted that:               <ul style="list-style-type: none"> <li>– improvements to the A10 must be accompanied by investment and integration with sustainable travel modes; and</li> <li>– following the A142 safety study, a specific project should be included in the Local Transport Plan to implement the recommendations and improve safety on this road</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This has already been supported by the Local Transport Plan</li> <li>• The A142 is a west to east route of significance within the Cambridgeshire and Peterborough Combined Authority region. All applications for reviews of this route, via East Cambridgeshire District Council or Cambridgeshire County Council acting as Highways Authority, will be considered within the appropriate governance procedures</li> </ul>
<ul style="list-style-type: none"> <li>• Broadly, there was view that the Local Transport Plan should be more ‘definitive’ about targets and metrics (e.g. for climate change, air quality, mode shift), and that there should be more detail on when and how these targets will be achieved</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to include Monitoring and Evaluation framework in the Delivery Plan (aligned to Combined Authority Assurance Framework)</li> </ul>
<ul style="list-style-type: none"> <li>• Several consultees noted the need for the Combined Authority to confirm status of ‘child documents’ that previously sat alongside the Local Transport Plan (e.g. The Heavy Goods Vehicle Routing Strategy)</li> </ul>	<ul style="list-style-type: none"> <li>• Propose ‘child documents’ will be subject to statutory status; review of need/benefits; and agreement of ownership and funding</li> </ul>
<ul style="list-style-type: none"> <li>• Huntingdonshire District Council had particular concerns regarding:               <ul style="list-style-type: none"> <li>– the lack of planning infrastructure for the Ramsey area; and</li> <li>– reliance on new infrastructure to be funded through Land Value Capture, which the Council views as placing downward pressure on developer profits and puts the delivery of other infrastructure and affordable housing at risk.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that issues in Ramsey are better identified and the work of the Bus Reform Task Force is better explained as to how this might improve accessibility and connectivity in Ramsey and other smaller market towns and rural areas</li> <li>• All development subject to negotiation of developer contributions based on need and viability</li> </ul>
<ul style="list-style-type: none"> <li>• Cambridgeshire County Council and Huntingdonshire District Council also noted that the Non-Statutory Spatial Framework (NSSF) Phase 2 was currently paused, and that care was needed in how it is referred to in the Local Transport Plan. Huntingdonshire District Council noted that consultation on the NSSF has not yet been undertaken, nor a draft Framework published, and that the Combined Authority approach to growth had not therefore been adequately addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• Propose that wording is revised in line with the latest status of NSSF Phase 2</li> </ul>



# A Profile of online survey respondents

## Demographic and other information

### Gender

A.1 A breakdown of respondents' gender is shown in Table 5.6. The majority of respondents were male. In Cambridgeshire and Peterborough as a whole, the gender split is 50/50.

Table 5.6: Respondents' gender

Gender	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>2</sup>
Male	322	56%	50%
Female	243	42%	50%
No response	7	1%	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

### Age

A.2 A breakdown of respondents' age groups is shown in Table 5.7. The greatest proportion of respondents were 45-59 years old. A higher proportion of respondents to the consultation were aged 45+ than in the general population of the Combined Authority area.

Table 5.7: Respondents' age

Age group	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>3</sup>
16-29 years	120	21%	24%
30-44 years	113	20%	27%
45-59 years	178	31%	23%
60-74 years	134	23%	17%
75+ years	26	5%	9%
No response	1	<1%	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

<sup>2</sup> Source: Annual Population Survey, Office for National Statistics, July 2018 – June 2019

<sup>3</sup> Source: 2011 Census, Office for National Statistics

## Disability

- A.3 A breakdown of whether respondents considered themselves to have a long-term illness, health problem or disability which limits their daily activities or the work they do is shown in Table 5.8. The majority of respondents (74%) did not consider themselves to have a disability, however this proportion was lower than the region-wide figure of 79%.

Table 5.8: Disability

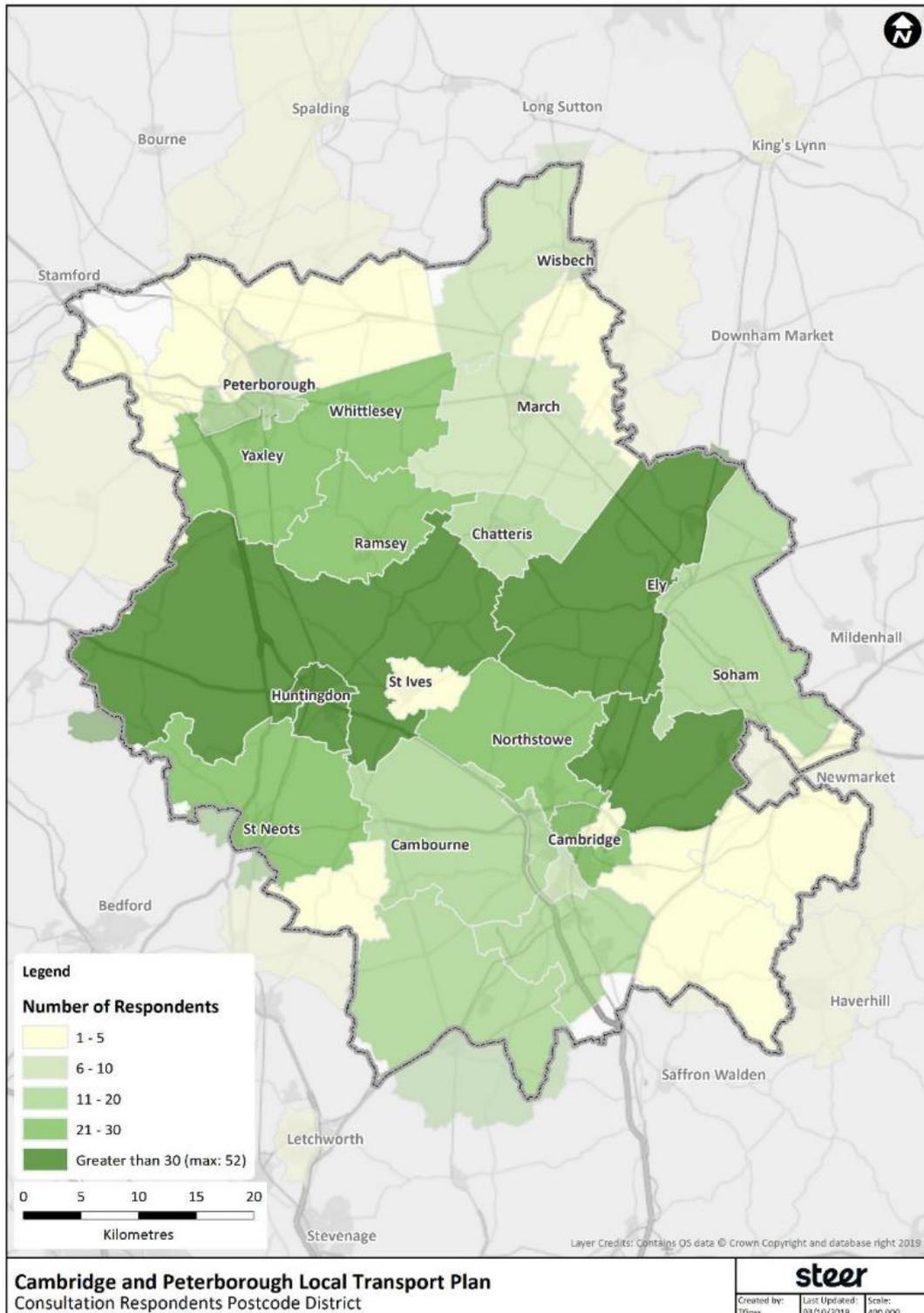
Disability	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>4</sup>
Yes	150	26%	21%
No	422	74%	79%
No response	0	-	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

## Postcode

- A.4 Respondents were asked to provide the first part of their home or business postcode. Figure A.1 uses this information to graphically represent where respondents to the consultation either live or work.

<sup>4</sup> Source: Annual Population Survey, Office for National Statistics, July 2018 – June 2019

Figure A.1: Graphic representation of respondent's partial postcodes (home or business)



# B Respondents to the public consultation

## Statutory consultees

1. Cambridge City Council and South Cambridgeshire District Council
2. Cambridgeshire County Council
3. East Cambridgeshire District Council
4. Fenland District Council
5. Huntingdonshire District Council
6. Peterborough City Council
7. Highways England
8. Cambridgeshire County Council Highways Team
9. Historic England
10. Natural England
11. Network Rail

## Members of the public

### Online consultation

572 members of the public responded to the public consultation via the online consultation survey.

### By email/post

139 members of the public responded to the public consultation by email/post, including 27 who provided written feedback at the consultation event in Ramsey.

## Parish Councils

1. Abbotsley Parish Council
2. Barnack Parish Council
3. Buckden Parish Council
4. Cottenham Parish Council
5. Dry Drayton Parish Council
6. Elton Parish Council
7. Fen Ditton Parish Council
8. Foxton Parish Council
9. Gamlingay Parish Council
10. Haddenham Parish Council
11. Harston Parish Council
12. Hatley Parish Council
13. Haverhill Town Council
14. Hemingford Abbots Parish Council
15. Hemingford Grey Parish Council

16. Hertfordshire County Council
17. Histon and Impington Parish Council
18. Houghton & Wyton Parish Council
19. Ickleton Parish Council
20. Little Abington Parish Council
21. Little Thetford Parish Council
22. Madingley Parish Council
23. Newborough and Borough Fen Parish Council
24. Waresley-cum-Tetworth Parish Council
25. Parson Drove Parish Council
26. St Ives Town Council
27. Sutton Parish Council
28. Swavesey Parish Council
29. Thorney Parish Council
30. Toft Parish Council
31. Ufford Parish Council
32. Wansford Parish Council
33. Warboys Parish Council
34. Whaddon Parish Council
35. Whittlesey Town Council
36. Witchford Parish Council

## Other

1. A10 Corridor Cycling Campaign
2. British Horse Society
3. Cambridge Ahead
4. Cambridge Biomedical Campus
5. Cambridge Past Present and Future
6. Cambridge University
7. Cambridge University Hospitals NHS Foundation Trust
8. Cambridgeshire Local Access Forum
9. CamCycle
10. Carbon Neutral Cambridge
11. Chartered Institute of Logistics and Transport
12. Chatteris Town Council
13. Confederation of British Industry
14. County Councillor, Melbourn and Bassingbourn Division
15. East Cambridgeshire District Council Liberal Democrat Group
16. East West Rail
17. Fen Line Users Association
18. Godmanchester Town Council
19. "Greener Futures, Warboys Environmental Group"
20. JB Planning Associates, on behalf of the Fairfield Partnership
21. Linden Homes
22. Mactaggart and Mickel
23. Marshall Group
24. Meldreth, Shepreth and Foxton Community Rail Partnership
25. National Farming Union
26. National Trust

27. Office of the Police and Crime Commissioner
28. Peterborough City Council Liberal Democrat group and the Peterborough Liberal Democrats Local Party
29. Peterborough Civic Society
30. Peterborough Cycle Forum
31. RailFuture East Anglia
32. Ramsey Town Council
33. Richard Buxton Solicitors on behalf of Hemingford Abbots and Hemingford Grey Parish Council
34. Rutland County Council
35. Smarter Cambridge Transport
36. St Ives Road Safety Committee and the East Cambs Joint HCV Group
37. The Great Ouse Valley Trust
38. Trumpington Residents' Association
39. West Suffolk District Council
40. Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire
41. WSP on behalf of Martin Grant Homes and Harcourt Developments

## C Online survey questionnaire

## Personal Details

If you are responding as an individual, it would be helpful to know something about you as part of our commitment to ensuring equality of service. If you would prefer not to provide this information, please leave this section blank.

Please provide your age group:

Under 16  16 - 29  30 - 44  45 - 59  60 - 74  75+

Are you:

Male  Female  Non-binary  Prefer not to say

Do you have any long-term illness, health problem or disability which limits your daily activities or the work you do? (include problems which are due to old age)

Yes  No

Please tell us the **first part** of your home or business postcode (e.g. CB1)

Once complete, please hand this form into a member of the team or post it to Cambridgeshire & Peterborough Combined Authority, 2 The Incubator, Alconbury Weald Enterprise Campus, Huntingdon PE28 4XA. Alternatively, complete the questionnaire online at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP) or send an email to [LTP@cambridgeshirepeterborough-ca.gov.uk](mailto:LTP@cambridgeshirepeterborough-ca.gov.uk)

### Privacy Statement

#### How we use your personal information

The Cambridgeshire and Peterborough Combined Authority (CPCA) is responsible for developing the first Cambridgeshire and Peterborough Local Transport Plan.

Your personal information will be used to identify the need for, and inform our approach to, any changes required in producing the final Local Transport Plan

If you have any questions about how your personal information is being used, please contact the CPCA's Monitoring Officer at:

2 The Incubator, Alconbury Weald Enterprise Campus, Huntingdon, PE28 4XA

#### Collecting of your personal information

We will collect your personal information solely where we:

- need to for the purpose of delivering the aforementioned Transport Plan;
- have your consent to do so; and
- have a legal obligation to do so.

#### How we share your personal information

We are collecting and processing your data as part of the statutory consultation period for the first Cambridge and Peterborough Local Transport Plan. The information received will be used to identify the need for, and inform our approach to, any changes required in producing the final Local Transport Plan. Any personal information provided (age group, gender, health status and postcode) will be used to help us understand the types of people responding to the consultation and the extent to which the responses received are representative of the population of Cambridgeshire and Peterborough. Responses received between 17 June to 27 September in relation to the public consultation, made through post and online questionnaire will be anonymized by the CPCA and shared with our consultants for analysis. No personal information will be transferred to third parties.

#### How long we will keep your personal information

The CPCA will only retain your personal information for as long as is absolutely necessary to fulfil the purposes for which it was collected.

#### Your data protection rights

You have the right to:

- Request access to your personal information (commonly known as a "data subject access request"). This enables you to receive a copy of the personal information the CPCA holds about you and to check that the CPCA is lawfully processing it.
- Request correction of the personal information that the CPCA holds about you. This enables any incomplete or inaccurate information the CPCA holds about you to be corrected.
- Request erasure of your personal information. This enables you to ask the CPCA to delete or remove personal information where there is no good reason for the CPCA continuing to process it. You also have the right to ask the CPCA to delete or remove your personal information where you have exercised your right to object to processing (see below).
- Object to processing of your personal information where the CPCA is relying on a legitimate interest (or those of a third party) and there is something about your particular situation which makes you want to object to processing on this ground.
- Request the restriction of processing of your personal information. This enables you to ask the CPCA to suspend the processing of personal information about you, for example if you want the CPCA to establish its accuracy or the reason for processing it.
- Request the transfer of your personal information to another party.
- Withdraw your consent at any time.

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Freepost Plus RUAL-GKEZ-LERS  
Cambridgeshire & Peterborough Combined Authority  
Incubator 2  
The Boulevard  
Enterprise Campus  
Alconbury Weald  
HUNTINGDON  
PE28 4XA



CAMBRIDGESHIRE  
& PETERBOROUGH  
COMBINED AUTHORITY

# The Cambridgeshire & Peterborough Local Transport Plan

You are invited to share your thoughts on the first Local Transport Plan for the Cambridgeshire and Peterborough Combined Authority area.



### Instructions

1. Read the Local Transport Plan
2. Fill in this questionnaire form
3. Seal the form and return it to the free post address



### Alternatively

Read the Local Transport Plan and complete the online questionnaire at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP)

The deadline for responses is  
Friday 27 September 2019

If you would like a copy of the Local Transport Plan on audio cassette or in Braille, large print or other languages please contact us at [LTP@cambridgeshirepeterborough-ca.gov.uk](mailto:LTP@cambridgeshirepeterborough-ca.gov.uk)



Scan here to read the Local Transport Plan and complete the online questionnaire at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP)

We would like to know what you think about the new Cambridgeshire and Peterborough Local Transport Plan. The following questionnaire provides an opportunity for you to tell us your thoughts.

Before doing so, we need your permission to collect and use the information you provide.

I consent to the Cambridgeshire and Peterborough Combined Authority using this information to inform its Local Transport Plan, in line with the privacy statement provided.

Yes  No

Please ensure that you have read the Local Transport Plan before starting this questionnaire. You may find it useful to have a copy to refer to throughout.

1. Have we provided a clear and complete explanation of what the Local Transport Plan is?

Yes  No  Unsure

If no or unsure, please say why.

2. Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough requires a new Local Transport Plan?

Yes  No  Unsure

If no or unsure, please say why.

3. The table below lists the ten objectives of the Local Transport Plan. Please rank the objectives in order of importance where;

1 = The most important objective for me  
10 = The least important objective for me

Theme	Objective	Rank
Housing	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	<input type="checkbox"/>
Employment	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity	<input type="checkbox"/>
Business and Tourism	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	<input type="checkbox"/>
Resilience	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	<input type="checkbox"/>
Safety	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	<input type="checkbox"/>
Accessibility	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	<input type="checkbox"/>
Health and Wellbeing	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	<input type="checkbox"/>
Air Quality	Ensure transport initiatives improve air quality across the region to exceed good practice standards	<input type="checkbox"/>
Environment	Deliver a transport network that protects and enhances our natural, historic and built environments	<input type="checkbox"/>
Climate Change	Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	<input type="checkbox"/>

4. To what extent do you agree with the overarching strategy (found in section 2) of the Local Transport Plan?

Strongly agree  Agree  Neither agree nor disagree  Disagree  Strongly disagree  Don't know

5. Please use the space below to tell us what you think about the Local Transport Plan

for example, is there anything we should have included in the draft Local Transport Plan but haven't; is there anything in the draft Local Transport Plan you think should have been omitted; do you have any other general comments on the draft Local Transport Plan?

## D Codeframe

Theme	Detail	Count	
Active travel	Walking and cycling need higher prioritisation region-wide	37	
	Suggestion for a specific walking/cycle route	29	
	Support Camcycle's request for 20% of the Combined Authority's transport budget to go towards projects that make walking and cycling safer and more convenient	27	
	Improved walking and cycling infrastructure required at local level	26	
	Walking/cycling infrastructure needs standardising and maintaining	8	
	All walking and cycling routes should be accessible and for multi (non-motorised) users	8	
	More needed to encourage travel to school by sustainable/active modes	4	
	Promote the use of e-bikes and build necessary cycling infrastructure to support them	4	
	Limited mention of rural Rights of Way	4	
	Request for specific walking/cycling funding pot	2	
	Desire for improved maintenance of Peterborough Greenwheel	1	
	Desire to see residential streets accessible only by walking and cycling	1	
	Safety concern over implementation of Dutch-style infrastructure	1	
	Suggestion for achieving more cost effective construction of cycling infrastructure	1	
	Suggestion to improve pedestrian safety	1	
	Supportive of Dutch-style infrastructure	1	
	Too much emphasis on walking and cycling e.g. at expense of Cambridgeshire Autonomous Metro	1	
	Air quality	More emphasis needed on alternative fuels/electric vehicles/electric vehicle charging points	12
		Fine taxis and cars that keep their engines idling	1
		Greater emphasis needed on reducing private vehicle trips	1
Buses	Better bus provision required to/from local/rural areas	48	
	Concern about cuts to bus services in and around Ramsey	36	
	Suggestion for a specific bus/guided bus route	23	
	Better provision required for accessing jobs, hospitals, leisure etc.	21	
	Deliver improved bus timetabling/information about times	10	
	Supportive of franchising	6	
	Buses and trains need better integration and subsidies	5	
	Buses/the guided busway are unaffordable	4	
	Need for a single integrated bus ticket for individual towns/cities and wider region	4	
	Concern that guided busway will become constrained by demand	3	
	Bus services are needed for personal independence	2	
	Buses must be run on hybrid/electric	2	
	Buses should be designed to be able to carry bicycles	2	
	Call for greater regulation	1	
	Encourage private schools to put on their own school buses	1	
	Opposition to bus priority changes	1	
	Radically improved bus services are the short-term solution while larger infrastructure is being built	1	
	Request for bus infrastructure to support electric vehicles	1	
	Time buses to connect with train departures at railway stations	1	
	Climate change	LTP does not go far enough to address climate change	32
Community transport	Consider a community car scheme	2	
	Consider the financial sustainability of community car schemes provided by the volunteer sector	1	
Development of the Local Transport Plan	Statement about consultation process	15	
	More needed on how benefits will be achieved, and costs/funding/likelihood of delivery	14	
	Objectives are conflicted e.g. increasing sustainability and increasing housing development	12	
	Supportive of people-centred Local Transport Plan with focus on health and wellbeing, low carbon and climate change	9	
	Document should be shorter and summarised	7	
	Inaccuracies/omissions/spelling mistakes noted	7	
	Local Transport Plan does not take account of trips other than for work	8	
	Plan should be codeveloped in line with other emergent strategies	7	
	Comment about data used in the Local Transport Plan/evidence base	3	
	Concern that Local Transport Plan's objectives are unachievable	3	
	Evaluation methodologies do not place enough emphasis on community impact/requesting more details about community impact	3	
	Local Transport Plan must align more closely with Non-Statutory Spatial Framework Phase 2/Cambridgeshire and Peterborough Independent Economic Review	3	
	More detail requested on how Vision Zero will be achieved	3	
	Supports aim to reduce car dependency	3	
	Proposal for development hierarchy i.e. prioritising housing in settlements above a certain size, or on public transport corridors	2	
	Requests more detail on the impact of proposed transport schemes	2	
	Suggestion for funding/finance mechanisms	2	
	Evidence requested for assumptions made about how interventions will change travel behaviour	1	
	Schemes do not align with aspirations to reduce private car use	1	
	Suggestion for change to the user hierarchy to acknowledge shared transport	1	
Economy	Plan does not go far enough to rebalance region's economy away from Cambridge	1	
	Use transport improvements to leverage new employment opportunities	1	
Environment	Concern about potential harm to environment of a number of aspects of the plan	14	
	Greater focus needed on protecting the green belt / preserving the natural environment and countryside of the area	8	
	Concern about pollution from traffic	2	
	Include proposals to remove all roadside verge grass cuttings and use them for biofuel	2	
	Noise pollution should be considered	2	
Suggestion for increasing biodiversity	2		
Equestrian	Lack of consideration for safe routes for horse riders, including links with bridleways	10	
Freight	Greater focus needed on freight	6	
	Concern about freight traffic on local roads	5	
	Concern about severance impact of increasing number of freight trains	1	
	Freight Advisory routes need to be completed and linked more effectively with satellite navigation systems	1	
	Plan fails to recognise the importance of rail freight	1	
	Suggestion for a specific freight improvement	1	
	Suggestion for specific road re-classification	1	
General	Other/repeat comment	44	
	Supportive of Local Transport Plan	13	
	Covered by a written response and coded separately	4	
	Not supportive of Local Transport Plan	3	

Theme	Detail	Count	
Highways	Local Transport Plan too roads/car-focused	43	
	Suggestion for a specific highway route/junction upgrade/improvement	42	
	Not enough measures to address issues with the A1 e.g. congestion	17	
	Concern about congestion/traffic/vehicle speeds on local roads	7	
	Plan does not address congestion on the A10 or support the A10 corridor south of Trumpington	6	
	Support for changes at Buckden roundabout to reduce congestion and improve safety	6	
	When roads are built/upgraded, commit to providing a segregated cycle/walking route along the route	4	
	Not enough to address issues with the A47 e.g. congestion	2	
	Supportive of Vision Zero approach	2	
	Concern that agricultural vehicles will be prohibited from SMART roads	1	
	Request for more information on specific road	1	
	Spend money relieving local pinch points	1	
	Supportive of Local Transport Plan addressing needs of those who have to drive e.g. due to disability	1	
	Concern about high housing growth in the region, and transport investment/infrastructure not keeping pace	1	
	Promote development in existing built environment/regeneration of abandoned or brownfield sites	1	
	Plan must be more intimately linked with where development is likely to take place	1	
	Request for specific minimum transport requirements for new developments	1	
Housing	Request for more concrete, measurable metrics	12	
	Thirty minute travel time metric should include reference to public transport/sustainable modes	5	
	Propose target mode shift percentage	1	
	Propose target travel time for accessing other facilities e.g. hospitals, community facilities, shopping centres	1	
	Request for more information on Low Emission Zones (LEZ)	1	
Other	Not clear how my local area will benefit from the strategy	38	
	Points of detail	11	
	More demand/traffic management measures required	10	
	Does not sufficiently support villages in the south of Cambridgeshire	5	
	Support for inter-county collaboration/local agency cross-working	4	
	Transport programmes should incorporate improved maintenance for roads/other transport infrastructure	3	
	Call for increased regulation on utility companies	1	
	Concern that focus on non-car initiatives will increase journey times	1	
	Does not address the last mile/first mile issue that is forcing people to use a car	1	
	Ensure projects preserve historic sites	1	
	Introduce measures to reduce number of tourist coaches entering Cambridge	1	
	Local Transport Plan serves new communities better than existing	1	
	Make large employers partners in delivering the Local Transport Plan	1	
	More focus needed on use of navigable waterways	1	
	Need to address low occupancy vehicle use	1	
	Not enough detail about Cambridgeshire Autonomous Metro	1	
	Opposition to demand management measures discussed in the Local Transport Plan	1	
	Opposition to proposals for residents permit scheme	1	
	Plan fails to integrate the private car, especially electric ones	1	
	Proposed additions to the Safe Systems approach	1	
	Recognise and reference the growing number of commuter movements between North Hertfordshire and Cambridge	1	
	Request for more information on Low Emission Zones (LEZ)	1	
	Suggest emphasis should be given to small-medium term projects that can deliver quicker wins	1	
	Suggestion to exclude specific town/city from transport initiatives	1	
	Support more Blue Badge parking in central areas	1	
	Supportive of workplace parking levy	1	
	Work with local communities (parishes, towns, villages) to more quickly meet the Local Transport Plan objectives and goals	1	
	Public transport	Suggestion for a specific train route/level crossing/station	33
		Desire to see a new railway station in Peterborough South (Hampton)	14
		Suggestion for a Park and Ride/Travel Hub location	13
		Comments regarding proposals for Foxton Travel Hub/Foxton level crossing	11
		Lack of public/sustainable transport projects for Peterborough	8
		More regular/improved public transport required (especially in the evenings and at weekends)	6
		Improvements to public transport will help with social isolation	4
		More public transit links to rail stations required	4
		Better public transport required to out of town areas/villages	4
		Burwell needs more public transport options	2
		Better facilities required for disabled travellers	2
Include support for Community Rail Partnerships		2	
Objection to a Park and Ride/Travel Hub location		2	
Request for free/subsidised transport for subsection of users		2	
Retain/upgrade Queensgate Bus Station		2	
Support measures to integrate public transport		2	
Transport hubs must integrate several modes		2	
Encourage tourist information websites and literature to include public transport information		1	
Implement Oyster-style ticketing		1	
Include a policy of protecting existing railway land that could be used for road/rail interchange against other development.		1	
Public transport must be accessible to all e.g. elderly, the unwell/infirm		1	
Request for rail electrification		1	
Support for Choices for Better Journeys		1	
Support for improved rail timetabling		1	
Travel hubs need to be in villages to allow people to reach them without a car		1	
Upgrade Peterborough Train Station		1	
Questionnaire		Noting that the questionnaire's ranking question is difficult to answer as the objectives are interlinked	15
	Error/issue with questionnaire	3	
Rural/local links	Need to reinforce transport links between market towns and their surrounding villages	14	
	Local Transport Plan neglects rural areas and their communities	13	
	Concern that walking/cycling are not viable means of commuting in rural areas	4	
	Concern about impact of congestion on rural communities	2	
	Concern that closing railway crossings will reduce accessibility for rural communities	1	
Technology	Take advantage of developments in smart road technology/other new technology	6	
	Improve IT infrastructure to enable access to new technologies	1	

Theme	Detail	Count	
Schemes - A10 dualling	Opposed	2	
	Request for improved cycling link across A10	2	
	Supportive	1	
	Supportive if segregated walking and cycling included	1	
Schemes - A47 dualling	Supportive	9	
	Suggestion for crossing needed across A47	1	
	Walking/cycling infrastructure should be incorporated into scheme	1	
Schemes - Alconbury Weald	Supportive of railway station at Alconbury Weald	5	
Schemes - Cambridgeshire Autonomous Metro	Supportive	13	
	Desire for Cambridgeshire Autonomous Metro to service Burwell	10	
	Desire for Cambridgeshire Autonomous Metro to be light rail	6	
	Desire for Haverhill route to be considered in first phase	2	
	Opposed	2	
	Suggestion for Cambridgeshire Autonomous Metro to be non-diesel powered	2	
	Cambridgeshire Autonomous Metro should not use rubber tyres as these are responsible for a significant proportion of particulates	1	
	Consider all leisure users, including horse riders, when planning routes	1	
	Desire for Cambridgeshire Autonomous Metro to cross the M11	1	
	Desire for Cambridgeshire Autonomous Metro to service either St Neots or Cambourne	1	
	Desire for Cambridgeshire Autonomous Metro to service Ely	1	
	Desire for Cambridgeshire Autonomous Metro to service Peterborough	1	
	Desire for Cambridgeshire Autonomous Metro to service Ramsey	1	
	Desire for there to be a Cambridgeshire Autonomous Metro station at Hauxton Travel Hub	1	
	Desire to have access to Cambridgeshire Autonomous Metro at Waterbeach	1	
	Not clear how Cambridgeshire Autonomous Metro will benefit East Cambridgeshire	1	
	Park and Ride at Cambridgeshire Autonomous Metro stations will cause induced car demand	1	
	Schemes - Cambridge South station	Supportive	16
		Delivery timescales too long to address predicted growth in trips associated with Biomedical Campus	1
	Schemes - East-West Rail	Supportive	8
Believes that scheme will not support existing communities		5	
Propose alternative routing of East-West rail		3	
Opposed		1	
	Views of the Council areas affected deserves stronger emphasis in the final route decision	1	
Schemes - Huntingdon Third River Cro	Concern about negative environmental impact, including destruction of nature reserves	57	
	Opposed	24	
	Supportive	4	
Schemes - Kings Dyke Crossing	Supportive	4	
Schemes - March-Wisbech Rail Link	Supportive	13	
Schemes - Waterbeach station	Supportive	2	
	Opposed	1	
Schemes - Oxford-Cambridge Expressv	Opposed	3	
	Supportive	3	
Schemes - Soham station	Supportive	12	
No response		200	

## E Statutory consultee responses

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Vision and objectives (pp.36-41)</p> <p>We welcome the reference to the natural, historic and built environments in the Local Transport Plan Objectives in Table 1.1.</p>	Historic England	Noted - no action	No action
<p>We welcome the reference to protect and enhance our environment in paragraph 1.45. We suggest that this is amended to read 'preserve and enhance our built, natural and historic environment'.</p>	Historic England	Environmental goal amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'	Environmental Goal
<p>Strengths</p> <p>We welcome the identification of the excellent environmental quality of Cambridgeshire and Peterborough at paragraph 1.70 but suggest the addition of the word 'historic' as well as built and natural.</p>	Historic England	Noted - no change	Drafting / minor amendment
<p>We welcome the notion of the consideration of space and movement and the idea that in certain locations priority should be given to modes that best preserve that specific setting or location. However, we would caution against an over simplistic use of this assessment narrative which could lead to further denudation of setting and wider historic environment. Consideration of setting and (historic) environment should apply to all schemes, irrespective of whether they are considered to be cultural treasures or not.</p>	Historic England	The user hierarchy has been revised to better reflect the place and movement function of specific streets, which includes consideration of the historic environment.	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We note the many and varied key projects for Cambridgeshire and Peterborough including:</p> <p>Highways  A47 Corridor Improvement  A1 Baldock to Brampton  A428 dualling and Oxford to Cambridge Expressway  A10 Ely to Cambridge  A14 Cambridge to Huntingdon Improvement Scheme  Huntingdon Third River Crossing  Kings Dyke Level Crossing</p> <p>Public Transport  Fenland Station Regeneration (Whittlesey, March, Manea)  Soham Station  Cambridge South Station  Waterbeach Station relocation  Cambridge Autonomous Metro  East West Rail  Cambridge Rail Capacity Study  Alconbury Weald Travel Hub  East Coast Mainline Improvements  March - Wisbech Rail Link</p> <p>All of these schemes will inevitably have impacts on the historic environment. Historic England has provided or will provide specific advice on a number of these schemes. These are large projects, the details of which cannot be adequately considered here but encourage early engagement with Historic England as a statutory consultee. We support a cross boundary strategic level consideration of transport infrastructure and look forward to being involved in specific proposals as they progress.</p>	<p>Historic England</p>	<p>Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.</p>	<p>Future requirement for CPCA</p>
<p>We are keen to ensure that growth and development conserves and enhances the significance of heritage assets throughout Cambridgeshire and Peterborough. All proposed infrastructure schemes and route options should take into consideration their impacts on heritage assets and their setting alongside archaeological potential. We welcome early engagement on these schemes</p>	<p>Historic England</p>	<p>Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.</p>	<p>Future requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
so that the historic environment can be given appropriate consideration from the outset.			
<p>Transport and the environment (p76)</p> <p>We welcome the reference in paragraph 2.43 to protecting and enhancing the natural, historic and built environment. However, much of the rest of this section focuses on biodiversity etc. More emphasis should be placed on what will be done in respect of protecting and enhancing the historic environment in relation to transport planning.</p>	Historic England	Greater detail regarding protecting and enhancing the historic environment in relation to transport planning is provided in the Policies Annex.	Protecting / enhancing built environment
<p>There are a number of major transport infrastructure projects and options discussed within this section of the document. As above, Historic England has provided or will provide specific advice on a number of these schemes. These are large projects, the details of which cannot be adequately considered here but welcome early engagement in respect of specific schemes.</p>	Historic England	Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.	Future requirement for CPCA
<p>Policies</p> <p>We welcome the inclusion of a policy for the historic environment. However, on page 145 in policy 9.2 the wording should be amended to read ‘Conserving and enhancing our built and historic environments’ in line with the wording in the NPPF. The final column should also be amended because it is more than just protecting the historic environment but also enhancing it. These same points apply to Annex 1 of the Plan, section 9.2 on page 94. We are concerned that there is no mention of archaeology in this section. The historic environment includes more than just built heritage.</p>	Historic England	Policy 9.2 has been amended in line with this feedback, and reference provided to archaeology.	Protecting / enhancing built environment
<p>The policy currently does not take account of how highways design and the historic environment can be successfully incorporated. We would expect to see schemes assess their impacts upon townscape, historic landscape and heritage assets and design accordingly. New roads, cycle paths and associated infrastructure, including signage and hard standings for example, will result in impacts on</p>	Historic England	Policy 9.2.1 now includes the following: "include a proportionate assessment of any impacts on townscape, historic landscape and heritage assets	Protecting / enhancing built environment

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>landscape and townscape. As such Historic England would want to be reassured that matters of siting, location and design will conserve the historic environment of the area. Therefore, it is important to ensure that transport appraisals properly assess all potential impacts on the historic environment to an appropriate level of detail.</p>		<p>within transport planning and major scheme appraisal, and increase opportunities to enhance the built and historic environment through major scheme delivery"</p>	
<p>All designated heritage assets should be referenced in the policy as well as non-designated heritage assets together with the potential for unknown archaeology. Mention should also be made of the importance of the setting of these assets. The NPPF makes it clear that the significance of heritage assets may be harmed by development (which can include transport schemes) in the setting of heritage assets.</p>	<p>Historic England</p>	<p>Major heritage assets within the policy have been referenced, and the importance of protecting their setting.</p>	<p>Protecting / enhancing built environment</p>
<p>SEA draft Environmental Report The SEA Local Objectives are generally appropriate. We welcome the wording and use of the term "setting" within SEA Local Objectives and questions on page 33, we advise that this wording is used throughout the document.</p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>
<p>Historic England has published guidance on Strategic Environmental Assessment (SEA), which contains details on baseline information, sustainability issues and objectives, indicators and monitoring. This document can be found here: Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment: <a href="https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/">https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/</a></p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>
<p>When considering the relevant policy context, it is important to note that local level documents will also be useful in setting the appropriate context. Figure 4 could helpfully draw on existing Conservation Area Appraisals and relevant Neighbourhood Plans in across the County. It would be helpful to consider the ability of the emerging Local Transport Plan to</p>	<p>Historic England</p>	<p>All scheme development is subject to appropriate, legal / policy requirements with respect to archaeological assets</p>	<p>Mott Mac</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>deal with the effects of development proposals on unknown heritage assets. For example, how will the plan deal with development proposals in areas with archaeological potential but with no known designated or non-designated heritage assets and does the Plan outline how this situation is to be addressed by prospective applicants or decision makers.</p>		<p>(known or unknown) and heritage assets.</p>	
<p>It would be helpful to expand the assessment to include consideration of the effects of alterations to hydrological conditions as this could impact upon water dependent heritage assets including organic remains. This is particularly relevant for developments which may affect drainage which could affect soil chemistry resulting in dewatering for example.</p>	<p>Historic England</p>	<p>Noted and passed on to Mott MacDonald</p>	<p>Mott Mac</p>
<p>Additional guidance</p> <p>We would refer you to our website and pages concerning Transport and the Historic Environment  <a href="https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/">https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/</a>. These pages set out the principles that Historic England will follow when discussing national transport policy and major transport development.</p> <p>We would also draw your attention to Streets for All - East of England  <a href="https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/">https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/</a>. The manual offers guidance on the way our streets are managed. Specifically of includes advice on traffic management, signage, lighting, ground surfaces and verges etc.</p> <p>Additionally, Highways England have published their design vision and principles 'The Road to Good Design' -  <a href="https://www.gov.uk/government/publications/the-road-to-good-design-highways-englands-design-vision-and-principles">https://www.gov.uk/government/publications/the-road-to-good-design-highways-englands-design-vision-and-principles</a> This document makes reference to place and context (principles 3,4,5,7,8,9) as well as references to heritage / historic environment / culture (4, 6, 9), and landscape.</p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Conclusion We would recommend early engagement with Historic England in respect of specific schemes and highlight our pre-application advice service (further details of which may be found here: <a href="https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/">https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/</a> )We remind the authority that harm to the historic environment should be avoided in the first instance (remembering that significance can be harmed by development within the setting of heritage assets). An assessment of impacts upon townscape, historic landscape and historic assets should be included in any future assessment of route and infrastructure options. This may necessitate Heritage Impact Assessment to understand the significance of assets and the likely impact of proposed development upon that significance. Historic England strongly advises that the conservation and archaeological staff of the affected local authorities and County Council conservation staff are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on local historic environment issues and priorities, including access to data held in the HER, how the policy or proposal can be tailored to minimise potential adverse impacts on the historic environment, the nature and design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of heritage assets.Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise (either as a result of this consultation or in later versions of the plan/guidance) where we consider that, despite the SA/SEA, these would have an adverse effect upon the environment.</p>	<p>Historic England</p>	<p>Noted - future recommendation for early engagement with statutory consultees on schemes.</p>	<p>Future requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We would encourage the Combined Authority to declare a Climate Emergency and commit to a number of policies and actions to become zero carbon by 2030 and provide assistance to Peterborough in achieving its climate Emergency goals. Some district Councils in Cambridgeshire as well as the County Council have also declared a Climate Emergency which gives further weight to this important issue</p>	<p>Peterborough City Council</p>	<p>The decision to declare a 'climate emergency' is external to Local Transport Plan development, however, the Local Transport Plan has been updated to include "Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change" as an environmental objective.</p>	<p>Climate Change + Zero Carbon</p>
<p>The LTP will be the blueprint which shapes the future of transport decisions for years to come. Therefore, it is important that local Members and the general public have ample opportunity to input into this process and having a 3-month consultation period will achieve this. The Council believes that engagement with Members has been effective, two all Member briefings have occurred with a further one planned on 26 September. In addition, the Combined Authority has agreed to present to the Council's Air Quality Task and Finish Group on air quality policies within the LTP. There have been three public consultation events in Peterborough with a fourth planned on 7 September. These have been welcomed but have not been very well attended despite local publicity and direct contact with key local groups. For future consultations we recommend that consideration is given to more innovative engagement methods to get greater participation from the public and special interest groups</p>	<p>Peterborough City Council</p>	<p>Noted.</p>	<p>Future requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Peterborough is currently developing its Local Cycling and Walking Infrastructure Plans following a successful bid to Government to get external support for this process. Cambridgeshire are also developing Local Cycling and Walking Infrastructure Plans. Further development, expertise and support will be needed to develop the plans further and the Council would welcome further joint working on developing these as well as exploring funding opportunities to achieve significant increases in walking and cycling numbers due to the benefits this can have on congestion, air quality and the health of our residents. In supporting the walking and cycling agenda we are glad that the transport user hierarchy is included within the LTP and that it prioritises walking and cycling as the most important travel modes. In addition to infrastructure, softer measures are also important and lead to an increase in walking and cycling. We encourage the Combined Authority to continue to invest in walking and cycling revenue initiatives in our schools, businesses and with the general public. To reflect this, we would support Cambridgeshire's position that the LTP could be ordered in a different way to reflect the commitment to the user hierarchy, with sustainable modes and initiatives placed towards the front end of the document and road building / private car initiatives towards the end.</p>	Peterborough City Council	<p>The user hierarchy has been retained to identify when walking and cycling (and other non-motorised modes) should receive greatest consideration during planning and design. The policies document is structured in the way described, and the structure of the largest section of the strategy is by sub-area. The overarching strategy document has been revised to place greater emphasis on mode shift, sustainable transport, and net-zero carbon emissions earlier in the upfront strategy section.</p>	Walking and Cycling
<p>We recognise that the Cambridge Autonomous Metro has the potential to truly transform the region. We are pleased that the Combined Authority has funded a mass rapid transit study in Peterborough and we recommend that both of these pieces of work are developed further and that consideration is given to bring these two studies together so that one joined up connected system that works for the whole area can be developed further and rolled out in the future. Now is the right time for this to happen as approval has just been given to move the Cambridge Autonomous Metro project onto the Outline Business Case stage of development.</p>	Peterborough City Council	<p>Further extensions to CAM (including to Peterborough) will be considered as part of Phase 2 of the CAM programme within an initial batch of SOBCs which will commence once the current CAM Phase 1 OBC has been completed. Early engagement is welcomed to</p>	Peterborough Mass Transit

Feedback	Organisation	Proposed revision(s)/response	Topic area
		understand a) what other transport plans exist; and b) what the aspirations / needs / wants are. Development of the CAM network will remain subject to demand-based analysis and VfM tests.	
<p>Rail services play an important role in Peterborough and for the region as a whole. There is rightly a lot of information about east / west connectivity within the LTP and we are aligned with Cambridgeshire in a desire for these services to be improved. However, the east west train service (Birmingham to Stansted) is a vital service for our city and whilst it operates an hourly service it has an appalling lack of capacity often resulting in standing room only. This service regularly operates with only two carriages and the operator is aware of the capacity issue because they often issue apologise as a result of it. The Council believes the Combined Authority should take a leadership role to work with the operator to make swift improvements to this essential service.</p>	Peterborough City Council	The LTP includes improvements to the Birmingham to Stansted service, including higher frequency and capacity, within the rail policy sections.	Rail services
<p>We would also encourage more details on the importance of the East Coast Mainline. The Council is a member of ECMA (Consortium of East Coast Mainline Authorities) which is made up of a number of local authorities, Combined Authorities and regional authorities from Hertfordshire up into Scotland. This group does a lot of campaigning and economic research to promote the benefits of this rail line and has been instrumental in helping to establish the recent All-Party Parliamentary Group for the East Coast Mainline. We would welcome further support in the LTP on this policy and would encourage the Combined Authority to become a member of ECMA.</p>	Peterborough City Council	Noted - Outside of the Local Transport Plan process, CPCA to consider becoming a member of Consortium of ECML Authorities.	Rail services

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A timetable change will be implemented in December 2021 and this change will show the true potential of the new Azuma trains and the new timetable will be the biggest change on the East Coast Mainline since it was electrified in 1991 so it is the ideal opportunity to ensure the people of Peterborough get the services they deserve. A key target, which is mentioned in the LTP, is to have journey times from Peterborough to London in under 40 minutes and this could have a truly transformative impact on the attractiveness of Peterborough as a place for businesses to settle and for people to live.</p>	<p>Peterborough City Council</p>	<p>The target for journey times of less than 40 minutes to London is already included within the LTP strategy and policy.</p>	<p>No action</p>
<p>Public transport and in particular buses are of vital importance for many of our residents. The Combined Authority now has public transport powers and we are supportive of the bus service review that has taken place and the formation of a task force with officers from Peterborough, Cambridgeshire and the Combined Authority who are developing some of the recommendations that came out of the review. The LTP discusses a number of public transport requirements, with the support of park and ride in Cambridge. Although Peterborough did not have park and ride as a future consideration in its fourth LTP we would encourage the Combined Authority to make sure that Peterborough has the right public transport provision, especially given the planned growth.</p>	<p>Peterborough City Council</p>	<p>The work of the Mass Transit Study is supported, and it is noted above that there will be a feasibility study to assess the extension of CAM to Peterborough. CPCA will work with PCC and local partners to improve local public transport.</p>	<p>Drafting / minor amendment</p>
<p>Electric vehicles are of critical importance to the region and the country. Between September 2016 and September 2017, the city saw the biggest increase in electric vehicles anywhere in the country (rising by 52 per cent from 5,425 to 8,249). It is important that this growth continues, and we need further joint working to understand how we can roll out the infrastructure needed to support this change. We would encourage the Combined Authority to undertake some feasibility work on what infrastructure is needed and how this can be rolled out, looking at initiatives for on-street residential parking, further taxi infrastructure (Peterborough recently secured Government funding to install four rapid chargers for taxis)</p>	<p>Peterborough City Council</p>	<p>CPCA to develop its strategy further for EV charging building on current work programmes led by CPCA, CCC and PCC.</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>and buses amongst other considerations such as the energy requirements for the region. We are of the same opinion as Cambridgeshire in that the LTP should seize the opportunity to state an aim for the region to have a world class network of electric vehicles and charging infrastructure.</p>			
<p>Road safety is of paramount importance to the Council and we are fully supportive of the safe systems approach and the goal of zero fatalities or serious injuries, a vision that is also shared by Cambridgeshire. We look forward to working with the Combined Authority to achieve this goal and recommend that a group is setup to further develop this vision and to ensure that the resources and expertise from all road safety practitioners are in place to make this a reality.</p>	Peterborough City Council	There is already a Cambridgeshire & Peterborough Road Safety Partnership that has supported development of the Local Transport Plan, and which is working towards 'Vision Zero' and implementing a systems approach.	Road Safety
<p>The Council is pleased that the important major schemes have been included in the LTP. The Council has been a member of the A47 Alliance, a group of local authorities and other bodies who are campaigning for full dualling from the A1 interchange into Suffolk, a goal that is also shared by Cambridgeshire County Council. We would welcome further emphasis on improving the A1 north of junction 17 given the level of traffic delay, the dualling of the A47 from Wansford to Sutton and the dangerous access at the Wittering junction. The inclusion of a number of local highways schemes is supported as most of these have been in our previous LTPs and are in our new Local Plan so will be supporting the creation of more jobs and houses.</p>	Peterborough City Council	Greater detail regarding these schemes is provided in the policies annex, and the A47 dualling and Wittering improvement are supported by the CPCA. Further improvements to the A1 north of Junction 17 are a matter for Highways England.	Drafting / minor amendment
<p>The LTP rightly talks about harmonising standards between Peterborough and Cambridgeshire, particularly around highway maintenance standards. This is an important consideration, but the document should make clear that this will be achieved by bringing standards up to the highest level and not by improving one set of standards at the detriment to others.</p>	Peterborough City Council	Noted - there are no proposals to reduce maintenance standards within the Combined Authority area.	Highway maintenance

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We welcome the commitment of the LTP to “integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation.” However, greater commitment is required if the Combined Authority is to truly demonstrate its support of Natural Cambridgeshire Local Nature Partnership’s ambition to double the area of rich wildlife habitat and natural greenspaces by 2050 (as endorsed at the Combined Authority Board Meeting 31/07/19) and meet the expectation that mandatory net gain will be included within the forthcoming Environment Act, expected September 2019 (as highlighted within the Chancellor’s spring statement).</p>	<p>Peterborough City Council</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP. Greater detail regarding this is provided within Policy Theme 9.1.</p>	<p>Biodiversity net gain</p>
<p>We welcome the inclusion of metrics for environmental net gain. This should be developed in consultation with Natural Cambridgeshire Local Nature Partnership, local government officers, statutory bodies and nature conservation organisations (e.g. Wildlife Trust). Local natural capital investment planning should be undertaken to identify the most effective way to deliver appropriate environmental net gain across the region and individual projects.</p>	<p>Peterborough City Council</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment planning, are a matter for future work.</p>	<p>Biodiversity net gain</p>
<p>In terms of biodiversity net gain, the metric should follow Natural England’s new biodiversity net gain metric (version 2.0), which is expected to be published by the end of July 2019. We suggest that a target of 20% net gain in biodiversity value be set across the LTP projects, in order to deliver a measurable net gain in biodiversity (NPPF 2019). This figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough</p>	<p>Peterborough City Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>having a more impoverished natural environment than most of England. It is also important that all projects deliver long-term management in order for habitats to establish and achieve biodiversity net gain</p>			
<p>The schemes identified (Parkway Network; Eastern Industries &amp; Fengate; Stanground) have the potential to negatively impact on the natural environment including Orton Pit International Site (adjacent to A1139 Parkway) and Local Wildlife Sites (adjacent to A1260 Nene Parkway and Storeys Bar Road, Fengate), as well as protected species. In planning and delivering these schemes the Council will adhere to the biodiversity mitigation hierarchy and also deliver measurable biodiversity net gain and we think this commitment should be reflected within the LTP.</p>	Peterborough City Council	This is now noted in Para 9.19 in the policies annex.	Biodiversity net gain
<p>Greater detail is required within policy 9 to demonstrate how the Combined Authority will achieve net environmental gain as part of the LTP, especially to demonstrate how it will help deliver double the area of rich wildlife habitat and natural greenspace by 2050 (Section 5, NSSF Part 2). Policy 9, and throughout the wider LTP document, implies there is “high quality” natural environment across the Combined Authority area, which is not correct. It is important that the LTP assessment recognises that while there are some areas of high-quality natural environment, these are relatively small isolated sites across an impoverished landscape. Riquotte, J. (2019) shows there has been significant decline in biodiversity value across Cambridgeshire and Peterborough due to agricultural intensification and development (e.g. housing) with the loss of 84% of our semi-improved grassland since 1930s (from 23.7% of land cover in the 1930s to 4.5% by 2018). By 2018, habitats of potential high biodiversity value (semi-natural and marshy grassland, woodland, scrub and trees and water) only account for 11.4% land of the Cambridgeshire and Peterborough; and only 6.4% of the area has any nature conservation designation</p>	Peterborough City Council	<p>The LTP now references the commitment by the CPCA to biodiversity net gain. Delivery of environmental net gain through transport scheme delivery is a matter for future work.</p> <p>Chapter 9 of the LTP now notes that biodiversity has declined in recent decades, and cites the Riquotte work.</p>	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Small isolated habitats and the species they support are vulnerable to additional pressures, such as pollution and climate change. Any subsequent sterilisation of the landscape, such as LTP projects, have the potential to have a significant impact on the remnant habitats and the resilience of the habitats and species to adapt to these and future pressures. Policy 9 should seek to protect the existing biodiversity assets and avoid adverse impact to any nature conservation designations (including locally important sites) wherever possible through the delivery of the LTP</p>	<p>Peterborough City Council</p>	<p>Policy 9 has been updated in line with this feedback, reflecting the net gain commitment.</p>	<p>Biodiversity net gain</p>
<p>Furthermore, Policy 9 should demonstrate how the Combined Authority will ensure the conservation of biodiversity, and wider environmental net gain will be delivered. Some of the LTP projects may conflict with the habitat opportunities map produced by Riquotte, J. (2019), which identify the best location for the creation of semi-natural grassland, wet grassland / wetland and broadleaved / mixed woodland. We therefore recommend that a clear green infrastructure / biodiversity strategy across the Combined Authority is produced to identify the most effective way to deliver appropriate environmental net gain as part of the LTP, such as the use of natural capital investment planning, and deliver strategic scale biodiversity enhancement across the region and delivery of landscape-scale projects (e.g. Great Fen) to ensure the protection of existing biodiversity and overall measurable biodiversity net gain.</p>	<p>Peterborough City Council</p>	<p>Noted - CPCA will consider the case for development of a biodiversity strategy, linked to continual development of the LTP.</p>	<p>Biodiversity net gain</p>
<p>Policy 9 should also provide a commitment to a specified level of biodiversity net gain upon which the LTP projects will be delivered and recommend that 20% increase in order to deliver a measurable net gain in biodiversity (NPPF 2019) - this figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough having a more impoverished natural environment than most of England. Greater Cambridge Partnership are also looking to implement this figure within their projects.</p>	<p>Peterborough City Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
Policy 9 should also commit the Combined Authority to long-term management of the biodiversity assets for the lifetime of the operational phase of the transport projects, to continue the conservation of habitats and prevent biodiversity loss in the long-term.	Peterborough City Council	Ongoing management of transport scheme biodiversity assets is a matter for the individual scheme promoter and/or transport authority in question.	Biodiversity net gain
In conclusion we are supportive of the LTP; of the collaborative process followed between the Council, Cambridgeshire County Council, the Greater Cambridge Partnership and the Combined Authority; the level of consultation undertaken; and would welcome the inclusion of the points that we have made above	Peterborough City Council	Noted.	Document format
Have we provided a clear and complete explanation of what the Local Transport Plan is? - YES, However, the document is very repetitive and could be reduced in size to make it more accessible and quicker to digest.	Huntingdonshire District Council	Noted.	Document format
Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a new Local Transport Plan? - YES	Huntingdonshire District Council	Noted.	No action
<p>Rating of objectives:</p> <p>3 - Housing: Support new housing and development to accommodate a growing population and workforce and address housing affordability issues</p> <ul style="list-style-type: none"> <li>· 1 - Employment: Connect all new and existing communities sustainably so that all residents can easily access a good job within 30 minutes, spreading the region's prosperity</li> <li>· 6 - Business and Tourism: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</li> <li>· 8 - Resilience: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability</li> <li>· 10 - Safety: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries</li> <li>· 2 - Accessibility: Promote social inclusion through the provision of a sustainable</li> </ul>	Huntingdonshire District Council	Noted.	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>transport network that is affordable and accessible for all</p> <ul style="list-style-type: none"> <li>· 4 - Health and Wellbeing: Provide healthy streets and high-quality public realm that puts people first and promotes active lifestyles</li> <li>· 9 - Air Quality: Ensure transport initiatives improve air quality across the region to exceed good practice standards</li> <li>· 7 - Environment: Deliver a transport network that protects and enhances our natural, historic and built environments</li> <li>· 5 - Climate Change: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</li> </ul>			
<p>To what extent do you agree with the overarching strategy in the Local Transport Plan? - AGREE</p>	<p>Huntingdonshire District Council</p>	<p>Noted.</p>	<p>No action</p>
<p>General Comments</p> <p>The draft Local Transport Plan (LTP) needs to ensure that its aims, objectives and projects are interlinked with all Combined Authority Strategies and Local Plans. Together these strategies must ensure that they enable the right growth to come forward in the right places, for the right reasons and at the right time. The Non-Statutory Spatial Framework (NSSF) needs to articulate growth aspirations that have been tested for sustainability in order to mitigate against the risk of any inappropriate development. Consultation on the NSSF has not yet been undertaken, nor a draft Framework published, therefore the Combined Authority approach to growth has not yet been adequately addressed. The LTP must ensure that it comes forward in a coordinated way that supports the agreed aspirations of the NSSF; this will ensure that the various strategies that impact upon the Cambridgeshire and Peterborough Combined</p>	<p>Huntingdonshire District Council</p>	<p>Noted</p>	<p>NSSF + the LTP</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Authority Area come forward as an aligned package with interlinking values and objectives.</p>			
<p>The Council would value continued involvement in the development of further site, or infrastructure specific, Transport Delivery Plans especially those focussing on areas which involve or are in proximity to Huntingdonshire District Council Area. These include but are not limited to: The Cambridgeshire Autonomous Metro Cambridge to Cambourne and St Neots route; the Oxford to Cambridge Expressway and dualling of the A428, delivery of a new railway corridor between Bedford and Cambridge, Alconbury Weald transport and infrastructure improvements; A1 and A141 capacity enhancements, public transport enhancements, Wyton Airfield access, transport accessibility to St Ives and St Neots.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - CA to work closely with local partners</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Huntingdonshire District Council’s corporate objectives include:· the facilitation and provision of opportunities for positive activities that support residents’ health and wellbeing needs;· prioritising accessible, high quality and well maintained open space, walking and cycling facilities on new housing developments; and· improving the quality of the environment, by including infrastructure that supports people to walk and cycle.The Council supports district wide Huntingdonshire walking and cycling improvements as identified in Figure 3.3 and on page 111 of the draft LTP especially around Huntingdon where improved infrastructure and alternatives modes of travel to vehicle use on the ring road would be very beneficial. The development of Local Cycling and Walking Implementation Plans (LCWIPs) is welcomed and early engagement with the Council is encouraged to link LCWIPs with current and future growth objectives.Consistent with the Council’s corporate objectives it is agreed that modal shift should not be an add-on extra to the LTP. Opportunities to provide multi-modal transport corridors should be identified and promoted within the draft LTP. Additional focus should also be attributed to the ‘first mile’ and ‘last mile’ of journeys. Enabling multi-modal transport hubs and improved cycling, walking and public transport connections for residents and commuters is vital to encourage commuting and sustainable travel by providing a variety of travel options in both rural and urban areas.Connectivity of cycling and walking routes within the district is limited outside key locations in Huntingdonshire. Greater emphasis should also be afforded to resolving missing links and capturing opportunities for longer distance cycle routes for commuting and recreation.The Council approves of the Combined Authority’s ambition to provide faster, more reliable digital connectivity, with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate. However, there is very little information to support this objective, or the identified infrastructure projects. Faster and</p>	<p>Huntingdonshire District Council</p>	<p>The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, integration, and complete journeys earlier in the document.</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>more reliable digital infrastructure is a key component to achieving alternative working behaviours such as home working and video conferencing which can decrease the need to travel and contribute towards reducing congestion on our roads.</p>			
<p>Specific Comments Scheme selection In paragraph 1.89 the Combined Authority commits to identifying the process through which new schemes can come forward for development and investment decisions. Currently, the Combined Authority, Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership have different processes for scheme prioritisation. The draft LTP notes that the feasibility of a single process` will be investigated as part of the Combined Authority's budget setting and the business plan process for capital and revenue investment in schemes and policies. The Council would encourage further district consultation when options for scheme prioritisation have been identified.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - schemes will be prioritised in line with the CA Assurance Framework.</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p><b>Funding</b>  Paragraphs 1.90 to 1.92 of the draft LTP identify a number of potential funding sources for new transport schemes and existing projects. The Council agrees that investigation into funding sources is an important step towards the progression and implementation of identified infrastructure schemes. The benefits of new or improved transport corridors and infrastructure will not solely be realised along the route where it is established. Better transport connections will provide benefits to areas further afield potentially accelerating growth nearby. When assessing funding options for new infrastructure it is recommended that the Combined Authority consider what mechanisms should be put in place to ensure that all areas that could benefit from infrastructure provision fairly and proportionately contribute towards its implementation depending on which funding option is chosen.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>It is recommended that more thought should be given to assess the impact of any potential new financial burdens on the viability of development coming forward. It is anticipated that some of the suggested funding streams such as Land Value Capture mechanisms could detrimentally slow development, reduce availability of sites and the appetite for development if profit margins are reduced significantly. In some cases, this could halt development completely if land is already under option; this is likely to be more prevalent given the existing public knowledge of the Cam-OX corridor.</p>	<p>Huntingdonshire District Council</p>	<p>The CPCA will continue to consider the impact of any new funding mechanisms (e.g. LVU) set out in the LTP on the viability of development going forward.</p>	<p>Transport Funding</p>
<p>It is essential that the impact on housing delivery is minimised and that development comes forward in the right way. Any benefits from improved major infrastructure could be diminished if additional financial burdens impact upon viability or pre-determined profit margins. In particular, valuable infrastructure such as affordable housing, or open/green space could be affected. Affordable housing in many districts is already particularly vulnerable to financial pressures and therefore the impact upon this provision should be adequately</p>	<p>Huntingdonshire District Council</p>	<p>The CPCA will continue to consider the impact of any new funding mechanisms (e.g. LVU) set out in the LTP on the viability of development going forward.</p>	<p>Transport Funding</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>assessed before a funding solution is chosen. As noted in earlier comments all Combined Authority strategies and district Local Plans must inform and interconnect to achieve the agreed growth objectives, therefore it would also be prudent to consider how the Combined Authority would tackle or accelerate affordable housing provision if funding for infrastructure impacts upon its delivery.</p>			
<p>Business Rates have become an increasingly important part of the Council's budget, any supplement to business rates should assess the impact that this may have on the retention and growth of businesses and the effect that this may have on the Combined Authority's vision to double GVA over 25 years.</p>	Huntingdonshire District Council	Noted.	Transport Funding
<p>Strategy Overview Paragraph 2.7 focusses on decreasing journey times in order to increase the geographical catchment from which to draw growing workforces, enabling businesses to grow. It is agreed that decreasing journey times enables better commuting and provides more accessible job opportunities for our residents. However, the overall strategy, aims and objectives of the draft LTP fail to address the issue of future business investment. Emphasis should also be placed on providing an effective transport network that can spread prosperity within the Combined Authority area by making areas attractive to new business investment and enabling business relocation into the region. This would be achieved as a result of improved ease of movement across the Combined Authority area and a greater choice of transportation options.</p>	Huntingdonshire District Council	Detail on how the LTP helps to attract investment across the Combined Authority area is provided in the policies annex (in 'Enhancing Business Connections' and in the modal policies)	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Environment</p> <p>Paragraph 2.43 of the draft LTP includes objectives to deliver a transport network that protects and enhances our natural, historic and built environments. Ideas include linking to high quality open space, integrating environmental considerations including biodiversity net gain throughout development of the future transport network and ensuring that all new transport schemes cause minimal disruption to the environment both during construction and operation. Some of these actions may be supported by Local Plan policies, especially those relating to the conservation and enhancement of the built and natural environment. It is noted however that the draft LTP provides little information to expand on how this would be achieved from a Combined Authority perspective and what may be expected from local councils. The Council recommends further detail or an identified course of action to expand on this aim.</p> <p>Paragraph 2.44 also aims to ensure that transport initiatives improve air quality across the region by investigating the electrification of local taxi fleets and running buses on sustainable fuels. There is mention within the document of a trial of electric and hybrid buses in Cambridge to understand and examine their operation on the local network, rapid electric vehicle charging points in Peterborough and the inclusion of high-quality electric vehicles on the Cambridge Autonomous Metro network. However, it is unclear when further projects would be identified to achieve this objective. It is suggested that a next step is identified to underpin this objective.</p>	<p>Huntingdonshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'. Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/mayoral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/mayoral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Environmental Goal</p>
<p>Huntingdonshire Local Strategies section 3 Paragraph 3.94, bullet three includes Wyton Airfield in the St Ives Spatial Planning Area. Wyton Airfield was removed from the St Ives Spatial Planning Area in the 'Submission' and now 'Adopted' Local Plan. Although removed from the St Ives Spatial Planning Area the Council confirms in Huntingdonshire's Plan to 2036 that it still considers that the site could provide the opportunity to make a positive contribution to meeting future needs of the</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>district. Any infrastructure to facilitate this aim is supported by the Council.</p>			
<p>The Council welcomes reference to tackling congestion at key junctions such as the Buckden Roundabout in paragraph 3.96. Local capacity and safety improvements to the Buckden roundabout are also identified in 'Appendix A: High Level Delivery Plan'. It is recommended that the local capacity and safety improvements at Buckden should extend to multi-modal means of travel improving connectivity along the A1 corridor and reaching the more isolated small settlements to the East of Buckden. Such enhancements should also be considered alongside infrastructure improvements to the St Neots – Cambourne – Cambridge corridor.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - all new highway infrastructure will include parallel walking and cycling infrastructure, as set out in the policies annex.</p>	<p>Drafting / minor amendment</p>
<p>The Council endorses the Combined Authority's intention to continue investment in the highways network and sustainable alternatives as identified in paragraph 3.102. It is recommended that additional focus should also be attributed to the 'first mile' and 'last mile' of journeys to encourage commuting and sustainable travel by providing a variety of travel options in both rural and urban areas and making them more desirable to get to and from by bicycle</p>	<p>Huntingdonshire District Council</p>	<p>The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, integration, and complete journeys earlier in the document.</p>	<p>First and Last Mile</p>
<p>Paragraph 3.103 identifies that the bus network is key to delivering greater connectivity throughout the Combined Authority area linking larger market towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes. Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of four market towns within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of the district's objectively assessed need for housing and the majority of employment and retail growth. The draft LTP has not identified any interventions,</p>	<p>Huntingdonshire District Council</p>	<p>Reference to improved links to more rural market towns such as Ramsey has been included in the LTP strategy. Future work will consider how Ramsey can better connected to the rest of the Combined Authority area, including within the Bus Reform Task Force.</p>	<p>Ramsey projects</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>improvements or projects for the Ramsey area and the Council would support the inclusion and opportunity to improve infrastructure in and around this market town.</p>			
<p>In order to work towards a local community and demand responsive public transport the Combined Authority must ensure that it not only works in partnership Huntingdonshire District Council but also key sector partners. This intention should be included in paragraph 3.104.</p>	<p>Huntingdonshire District Council</p>	<p>This is referenced in the strategy and the accompanying policies annex.</p>	<p>Drafting / minor amendment</p>
<p>It is agreed that all forms of public transport should be integrated to provide a comprehensive rural transport network as mentioned in paragraph 3.105. Integrated ticketing systems and rural travel hubs will enable rural areas to benefit economically and socially from enhanced public transport opportunities. Schemes identified to improve rural transport infrastructure should also include projects to join up cycling infrastructure where missing links exist creating a comprehensive cycle network and the establishment of longer routes that could be used for both recreation and commuting.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>It is agreed that additional highway capacity and improved accessibility (identified in paragraph 3.107) are important to support and accelerate the delivery of homes and jobs at Alconbury Weald. The Council believes that a railway station will also provide benefit to the area. Enabling a north-south rail connection will bring benefits to residents, workers and businesses within the new development and create valuable links to other economic hubs.</p>	<p>Huntingdonshire District Council</p>	<p>Development at Alconbury will initially be supported through improved segregated bus infrastructure to Huntingdon and St Ives, and through a new travel hub. Future work will consider how Alconbury Weald could be integrated into the CAM network and/or provide onward access to the rail network.</p>	<p>Rail services</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Section 3.109 on page 111 of the draft LTP states that continued support for electric vehicles, in partnership with local districts and national government, will help to tackle carbon emissions and improve local air quality. Little information is provided to expand on how this would be achieved and what is expected from local councils. The Council recommends further detail or an identified course of action to expand on this aim.</p>	<p>Huntingdonshire District Council</p>	<p>Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs.</p>	<p>Electric vehicles + charging infrastructure</p>
<p>Figure 3.3 Summary of Key projects in Huntingdonshire' displays proposed infrastructure improvements from St Neots to Cambridge through the Cambridge Autonomous Metro and the dualling of the A428. Multi-modal transport infrastructure should also be illustrated in this area in order to reflect the Combined Authority's objectives and Huntingdonshire District Council's commitment to including infrastructure that supports walking and cycling.</p>	<p>Huntingdonshire District Council</p>	<p>The commentary makes clear that new transport corridors - both highway and public transport - will include parallel segregated infrastructure for pedestrians and cyclists.</p>	<p>Drafting / minor amendment</p>
<p>Huntingdonshire District Council supports the intention to improve the A1 corridor and the need for upgrades at Brampton. Improvements at Buckden should also be included in paragraph 3.113 to mirror identified infrastructure projects set out in Appendix A of the draft LTP.</p>	<p>Huntingdonshire District Council</p>	<p>Improvements at Buckden Roundabout are now referenced directly in Para 3.114</p>	<p>Drafting / minor amendment</p>
<p>Paragraph 3.115 states that the Combined Authority will work with the East West Rail Company and the Department for Transport to deliver a new railway corridor linking Cambridge, Bedford, Milton Keynes and Oxford and to ensure that it best serves Huntingdonshire, including provision for new or expanded stations at St Neots. This is supported by the Council</p>	<p>Huntingdonshire District Council</p>	<p>Support for a specific route / station option for East West Rail is external to the development of the Local Transport Plan, which provides strong support to the delivery of East West Rail.</p>	<p>East West Rail</p>
<p>The A428 improvement scheme identified in paragraph 3.116 is one of a number of key strategic transport schemes within the district. A previous consultation was held in 2017 on the preferred route options and proposals for the Black Cat roundabout. The Council supports the 'Orange' route with the incorporated minor changes to move it slightly further south-west from St Neots where it crosses Potton Road and the B1046</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>The draft Local Transport Plan includes the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, as part of the delivery of the wider Oxford to Cambridge Expressway. The existing A428 near to St Neots and Caxton Gibbet is the only remaining stretch of single carriageway between the two key economic hubs of Cambridge and Milton Keynes. The road is regularly congested and causes significant delays to the public and businesses. The Black Cat roundabout, where the A1 meets the A421 and the A428 near St Neots is a daily source of delays and congestion – currently in the top 20% nationwide.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Huntingdonshire District Council responded to the recent A428 consultation which closed on the 28 July 2019. The Council encourages the Combined Authority to take note of the submitted comments in the progression of this project and within any future Transport Delivery Plans</p>	<p>Huntingdonshire District Council</p>	<p>CA to note Hunts District Council comments to A428 consultation</p>	<p>Requirement for CPCA</p>
<p>The proposed local transport schemes for Alconbury Weald identified in paragraph 3.117 should also include a railway station. Enabling a north-south rail connection would benefit residents, workers and businesses within the new development and create valuable links to other economic hubs.</p>	<p>Huntingdonshire District Council</p>	<p>Development at Alconbury will initially be supported through improved segregated bus infrastructure to Huntingdon and St Ives, and through a new travel hub. Future work will consider how Alconbury Weald could be integrated into the CAM network and/or provide onward access to the rail network.</p>	<p>Rail services</p>
<p>Paragraph 3.120 recognises St Neots as the largest Market Town in the District of Huntingdonshire. The town would benefit from a rail connection to Cambridge. The Council supports the inclusion of a North-South / East-West rail interchange with the East Coast Main Line</p>	<p>Huntingdonshire District Council</p>	<p>Support for a specific route / station option for East West Rail is external to the development of the Local Transport Plan, which provides strong support to the</p>	<p>East West Rail</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
		delivery of East West Rail.	
CCC Supports the general direction of the CPCA Draft LTP. It highlights the important issues within Cambridgeshire and Peterborough, and is positive in its standpoint in tackling these key transport issues facing the region	Cambridgeshire County Council	Noted - no action	No action
The section on Transport and the Economy does not cover the benefits of cycling and walking to the economy in terms of health and accessibility to jobs, both for short journeys and longer journeys when combined with public transport. There is also no mention of how the rise of the e-bike is enabling longer journeys to be made by bike. Cycling is a key mode for the Greater Cambridge area	Cambridgeshire County Council	The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling. Greater reference to the potential for the e-bike to enabling longer-distance journeys to be made by bike has been provided throughout the document.	Walking and Cycling
The draft aims and objectives, as set out in the LTP are supported.	Cambridgeshire County Council	Noted - no action	No action
We are pleased to see alignment of these objectives with those set out in key economic evidence base documents such as the CPIER and LIS, but also the inclusion of key environment and societal objectives. Air Quality is a key issue for parts of the County, and it is important that the LTP continues to tackle this. Tackling Climate Change is also key, particularly in the context of the Declaration of a Climate Emergency by Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and Peterborough City Council.	Cambridgeshire County Council	Noted - no action	No action
5. Cambridgeshire also suffers with a disparity in accessibility by transport, with rural areas heavily reliant on private car, creating issues in terms of access for jobs, healthcare, services and leisure, subsequently creating inequality. This is a vital issue for the LTP to address, so the inclusion of aims and objectives around this is welcomed	Cambridgeshire County Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Road Building</p> <p>6. We recognise the issues with road capacity and congestion across much of the county, and the impact this has on restricting economic and housing growth. It is also recognised that in some cases road capacity improvements are necessary in order to help mitigate this. However, it is important that for the benefit of the built and natural environment, and also in the interests of cost benefit, that all options of viable alternatives to providing for the private car should be considered alongside road capacity increases. In many cases, a multimodal package of transport measures is required to alleviate issues and deliver real transport benefits</p>	Cambridgeshire County Council	<p>Noted - no action.</p> <p>The focus within the LTP is ensuring all alternatives to the car are considered, and that highway interventions are planned in parallel with public transport, walking and cycling alternatives.</p>	No action
<p>Partnership working</p> <p>7. We are pleased to see the commitment to work in partnership with key local stakeholders and the business community. The County Council is keen to work closely with CPCA to achieve the aims and objectives of the LTP. It is vital that the work of the CPCA is aligned with those at the GCP and that the LTP is aligned with Local Plan aspirations at the District and City Councils. Indeed, the CCC response has been worked up closely with partner authorities, with numerous areas of commonality</p>	Cambridgeshire County Council	Noted - no action	No action
<p>Child documents to the LTP</p> <p>8. It is noted that there will be an LTP delivery plan, which is yet to be published for consultation.</p> <p>9. However, the previous Cambridgeshire LTPs (including LTP3 that was adopted as part of the CPCA's interim LTP) informed the policy direction of a number of 'child documents'. These include:</p> <ul style="list-style-type: none"> <li>• Area specific strategies for Cambridge &amp; South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire</li> <li>• The Rights of Way Improvement Plan</li> <li>• The HGV Routing Strategy (and map)</li> <li>• Highways Policies</li> <li>• Smart Transport Strategy</li> <li>• Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure</li> </ul>	Cambridgeshire County Council	CA to confirm status of 'child documents' which traditionally sit alongside the LTP	Child documents

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Plan</p> <p>10. It is unclear from the current Draft LTP what status the current documents will have, where they will sit and who will be responsible for producing or updating them. This is a key point as these documents typically go into a level of detail that is not covered by an LTP. They therefore play a pivotal role in the formulation of evidence bases for Local Plans, for transport schemes and programmes, and for the negotiation of transport related planning obligations from development. All of the Districts and PCC are aligned in the opinion that this is a vital element to be addressed within the LTP</p>			
<p>User Hierarchy</p> <p>11. We support the user hierarchy; however, it is important to consider an opportunity to create areas of enhanced 'Place' where there may be existing high numbers of vehicle movements, particularly in urban areas. The document could also be ordered in a different way to reflect the commitment to the User Hierarchy, with sustainable modes and initiatives placed towards the front end of the Plan and road building/private car initiatives towards the end</p>	Cambridgeshire County Council	The user hierarchy has been revised to better reflect the place and movement function of specific streets, which includes consideration of the historic environment.	User hierarchy
<p>Climate Change, Carbon Emissions and Energy Reduction</p> <p>12. Cambridgeshire County Council declared a Climate Emergency in May 2019 and signed in July 2019 UK100's pledge for 100% clean energy for Cambridgeshire by 2050. We recommend to the Combined Authority to reflect the importance of climate change and carbon emissions reductions into the Vision for the LTP and have suggested wording for you to consider. Vision statement: 'To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all whilst reducing its carbon footprint to net zero by 2050'</p>	Cambridgeshire County Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-">https://cambridgeshirepeterborough-</a></p>	Climate Change + Zero Carbon

Feedback	Organisation	Proposed revision(s)/response	Topic area
		ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/).	
<p>13. The LTP objective for climate change is to “Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change”. While the County Council supports this objective, it notes that the national policy position has changed since the LTP was drafted. The LTP objective should be reviewed in the context of the new “net zero” emissions by 2050 national policy position and Governments interim targets of 51% reduction by 2025 and 57% reduction by 2030 on a 1990 baseline. Government is currently meeting targets for its 1st, 2nd and 3rd carbon budgets but the 4th carbon budget is not yet on track for delivery. Transport is a major contributor to the UK carbon footprint and Cambridgeshire’s</p>	Cambridgeshire County Council	Noted - no action	No action
<p>14. The CPCA should consider how it brings the “net zero” policy position into the assessment of its transport programme and schemes, and the trajectory of emissions reduction from the transport sector that will be needed to meet the national objective. It should also consider in detail how the use of existing and planned new infrastructure may need to evolve over time to make the most efficient use of it, in terms of energy usage, emissions, capacity and congestion. It should look to ensure that the initial benefits of new infrastructure are locked in, and are not lost as suppressed demand or transfer of mode to car leads to unintended increases in private car travel with an attendant increase in emissions. This is an argument shared by PCC and the Greater Cambridge Planning service in their responses</p>	Cambridgeshire County Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-</a></p>	Climate Change + Zero Carbon

Feedback	Organisation	Proposed revision(s)/response	Topic area
		commission-on-climate-change/).	
<p>15. Paragraph 1.97 of the LTP details a proposed metric on transport emissions based on CO2 emissions from travel along Cambridgeshire and Peterborough’s road network. Tackling the operational carbon footprint of the vehicle fleet will come through the provision of clean energy to support electric vehicles but unless access to clean energy is carefully planned and EV charging infrastructure developed properly, the transition to EV’s could be pushed into the future when this is needed now. It is worth highlighting that simply replacing one petrol/diesel car with an electric car will bring down operational carbon emissions, but this does not address emissions associated with construction of transport infrastructure and the manufacture of the vehicle fleet, which will also need to be taken into account in the future. Even with an all-electric vehicle fleet, there will still be a requirement for “net zero” power generation for the manufacture and operation of that fleet if it is to meet the “net zero” objective.</p>	Cambridgeshire County Council	<p>Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	Electric vehicles + charging infrastructure
<p>16. Carbon footprint work is currently being carried out for Cambridgeshire County Council by the University of Cambridge Science and Policy Exchange (CUSPE). This will identify scenarios for getting to net zero by 2050 for all sectors including transport. The Council is currently sharing this work with the Combined Authority and hopes this can be included as part of the LTP evidence base to supplement section 2.41- 2.45 and by extension inform future scheme prioritisation and delivery plans still under development. It’s important to note, Figure 2.8 on transport Co2 emissions per capita (Evidence Base Annex), show emissions reductions from 2005 to 2015 but this graph would benefit from updating with where these</p>	Cambridgeshire County Council	<p>Future work will consider, in detail, how the CPCAs net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	Climate Change + Zero Carbon

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>are today and more importantly on the graph show where they need to be by 2025, 2030 and 2050 in line with the 4th, 5th and 2050 government targets</p>			
<p>17. When considering the prioritisation of its programme in the context of climate change and emissions, the County Council would suggest that the Combined Authority place a greater focus on the provision of mobility services and use of public transport. The Government's industrial Strategy and Grand Challenges (BEIS 2018) is driving the UK's Clean Growth and ambitious Mobility Services to be world leading. The CAM metro reflects this ambition and should also prioritise mobility services as part of its hierarchy. Emissions per passenger mile are generally far less than those associated with a private car, even if the vehicle is not 'green' and the emissions per vehicle are higher</p>	<p>Cambridgeshire County Council</p>	<p>The LTP overarching strategy section has been revised to place greater emphasis on supporting walking, cycling and public transport, and the net zero commitment.</p>	<p>Public transport</p>
<p>18. EV network There is a need for specific plans to support low emission vehicle roll out and use, with a strategy for increasing chargepoint capacity across Cambridgeshire and Peterborough, and including rapid chargepoints at strategic points. The Combined Authority should seize the opportunity to state an aim for the Cambridgeshire and Peterborough region to have a world class network of electric and low emission vehicle charging vehicles and infrastructure</p>	<p>Cambridgeshire County Council</p>	<p>Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs and charging infrastructure.</p>	<p>Electric vehicles + charging infrastructure</p>
<p>19. The LTP currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid. Cambridgeshire County Council has shared with the Combined Authority a project under development with UK Power Networks, businesses, Greater Cambridge Partnership and Local Authorities, to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a 'whole</p>	<p>Cambridgeshire County Council</p>	<p>Noted</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>energy system' that supports the decarbonisation of transport (heat and growth too) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. Further details can be shared with the Combined Authority. This project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action to deliver</p>			
<p>Technology &amp; SMART Transport 20. This is an important inclusion within the plan. The LTP contains some 'hooks' for improvement of the Smart transport network throughout the CA area, which is positive. However, the LTP does not mention some major themes within smart transport technology, such as Mobility as a Service. It is vital that the Plan is adaptable so as technology changes, the LTP can reflect progress and is positioned to support the implementation of technological solutions. Like many other areas, CCC would like to see a focussed Smart Technology Strategy as a child document to help deliver the overall approach and aspirations set out within the LTP on this</p>	Cambridgeshire County Council	Greater usage of 'smart' technology is outlined within Policy Theme 6.4: The Future of Mobility	Mobility-as-a-Service
<p>33. CCC would like to see potential new stations at Fulbourn and at Cherry Hinton included within the long-term rail aspirations in the LTP. These proposals have featured in the Cambridgeshire Long Term Transport Strategy (a child document to the LTP) as part of a vision to increase the rail offering to the east if the county.</p>	Cambridgeshire County Council	Reflecting the early stage of these projects, they have not been included in the LTP.	Rail services
<p>34. More emphasis on electrifying the entire rail network in the CPCA area would be welcomed, in the light of a need to tackle climate change and emissions</p>	Cambridgeshire County Council	Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.	Rail services
<p>35. The LTP notes the possibility to reform the bus network through franchising. The opportunity to improve bus provision in Cambridgeshire is supported by CCC, and the possibility of improving the bus fleet in relation to emissions should be taken. This could be</p>	Cambridgeshire County Council	Greater emphasis on a cleaner bus fleet, particularly in the light of bus franchising / EP	Air quality

Feedback	Organisation	Proposed revision(s)/response	Topic area
reflected more thoroughly in the LTP, reflecting the experiences of low emission vehicles used by Transport for London and is particularly important in areas of poor Air Quality.		powers, has been included in the LTP.	
Cycling 37. We note and support the presence of active travel and cycling specific objectives, and the inclusion within the LTP to improve this as a mode. However, the LTP could place stronger emphasis on the role cycling plays in commuter movements, particularly in the Greater Cambridge region. Cycling provides for over 1/3 of journey to work trips in the Greater Cambridge area and this needs to be reflected as strongly as possible within the LTP	Cambridgeshire County Council	The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling, including for commuting journeys.	Walking and Cycling
Progress to date: 1.15 38. This is out of date. The Ambition Grant money has been spent and includes improved links to employment areas such as Wandlebury to Babraham, Whittlesford Station to Granta Park, A10 Harston and innovative raised cycle lanes on Huntingdon Road, Hills Road and Trumpington Road.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
Progress to date 39. Fig. 1.1 should include (at the bottom) the Local Cycling and Walking Infrastructure Plan (future).	Cambridgeshire County Council	The LCWIPs do not form a 'strategic' document so have not been explicitly included. They are referenced throughout.	Drafting / minor amendment
Evidence Base 40. There is no mention of the fact that cycling and walking levels outside of the Greater Cambridge area are low in comparison to the Greater Cambridge Area and that enabling residents to cycle or walk to public transport hubs is also an opportunity. Also, that the arrival of affordable e-bikes is an opportunity to significantly lengthen the distances that people will cycle to work.	Cambridgeshire County Council	The Evidence Base has been updated reflecting this feedback.	Drafting / minor amendment
Implementing the Strategy 41. There is no mention of the Local Cycling and Walking Infrastructure Plan (LCWIP) with regards to assessment of schemes – this will be a key document when identifying walking and cycling schemes.	Cambridgeshire County Council	The role of the LCWIPs in identifying / assessing schemes has been emphasised throughout the document.	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
Implementing the Strategy 42. There is no target relating to cycling and walking, for example mode share, in the key metrics section.	Cambridgeshire County Council	It is outside the LTP scope, and evidence base, to set a specific target for walking and cycling.	Walking and Cycling
Guiding Principles 43. Whilst encouraging a modal shift to 'active travel' is included, more emphasis on making shorter journeys by bike and on foot the obvious, most convenient choice for residents would be welcomed. If it is easy to drive for short journeys people will continue to do so whether or not there are good walking or cycling alternatives unless there is more incentive in terms of speed, cost and convenience. The experience of Stevenage is a good example of this.	Cambridgeshire County Council	Greater emphasis / support for walking and cycling has been included throughout the document.	Walking and Cycling
44. The section on 'Integration' does not mention cycling links to P&R sites and transport Hubs which should be an important part of the strategy.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
45. Equally, in 2.48 on Transport and Environment multi-modal travel there is no mention of consideration of cycling and walking for all new Highway and public transport schemes, for example that CAM will include high quality cycle and pedestrian provision along all of the routes.	Cambridgeshire County Council	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment
Local strategies 46. Greater Cambridge – this touches on the Cambridge cycling phenomenon but doesn't acknowledge the ever-growing importance of cycling as a mode of transport in Cambridge, with figures similar to some Dutch cities or the high level of cycling in South Cambridgeshire compared to the rest of the region (where the census shows falling cycling levels).	Cambridgeshire County Council	The role of cycling in Greater Cambridge has been emphasised in the LTP.	Drafting / minor amendment
48. Despite the high numbers of people cycling to school, college and work on the cycle route alongside the existing busway, cycle provision alongside the new CAM routes are not mentioned in this section and this could give the impression that longer distance routes like these are not seen as important transport options. The Greenways themselves were inspired by the success of providing high quality longer distance provision for cycling,	Cambridgeshire County Council	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
walking and equestrian use alongside the busway.			
49. There is reference to the network of Greenways being developed for Greater Cambridge although not for East Cambs and Huntingdonshire where the Greenways do extend partly.	Cambridgeshire County Council	Noted	Drafting / minor amendment
50. Deliveries cause congestion issues for the central area of Cambridge, so more of a mention of last mile delivery by cycle as a solution would be welcomed. Promotion and support of consolidated deliveries by small electric vehicles and cycles should also be included in this section.	Cambridgeshire County Council	The LTP now includes greater detail on 'last mile' deliveries by bike and small electric vehicles and promotion / support of consolidated deliveries	Freight
51. Mention should be made of Bike sharing schemes – supporting and encouraging them as well as managing on-street dockless schemes so that they are not to the detriment of the public realm. They should accord with the agreed Code of Conduct for Cambridge which can be used as a basis for the rest of the region if dockless bike schemes are introduced outside Cambridge.	Cambridgeshire County Council	The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge	Walking and Cycling
47. 3.57 –the Cycling Ambition Grant schemes have all been delivered.	Cambridgeshire County Council	The LTP has been updated to reflect that Cycle Ambition Grant funds have already been spent.	Drafting / minor amendment
Huntingdonshire 52. 3.97 This suggests that Huntingdon, St Ives and St. Neots all have high quality dedicated cycle networks which is not the case. This is evidenced by the low level of cycling in the three towns.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
53. There is inconsistency for the different districts - there is no mention of providing cycle routes connecting to public transport hubs for more rural areas in Huntingdonshire (which is policy 12.2 within the modal policies section) or for East Cambs, but it is for Fenland.	Cambridgeshire County Council	The policies annex provides a complete summary of the strategy for walking and cycling across the Combined Authority. Specific district priorities are	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
		identified in each of their strategies, but these are not intended to be exhaustive.	
54. The LCWIP is described as 'Local Cycling and Walking Implementation Plan' throughout the document, this should be Infrastructure Plan.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
55. There is no mention of the LCWIP with regard to prioritisation or implementation of cycling and walking improvements for any of the districts.	Cambridgeshire County Council	This has been updated	Walking and Cycling
<p>Ecology</p> <p>56. We welcome the commitment of the LTP "integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation." However, greater commitment is required if the Combined Authority is to truly demonstrate its support of Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050 (see Section 5, NSSF Part 2) and meet the expectation that mandatory net gain will be included within the forthcoming Environment Act, expected September 2019 (as highlighted within the Chancellor's spring statement).</p>	Cambridgeshire County Council	<p>The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP.</p> <p>Greater detail regarding this is provided within Policy Theme 9.1.</p>	Biodiversity net gain
<p>1.97 Key and Other Important Metrics</p> <p>57. We welcome the inclusion of metrics for environmental net gain. This should be developed in consultation with Natural Cambridgeshire Local Nature Partnership, local government officers, statutory bodies and nature conservation organisations (e.g. Wildlife Trust). Local natural capital investment</p>	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>planning should be undertaken to identify the most effective way to deliver appropriate environmental net gain across the region and individual projects.</p>		<p>planning, are a matter for future work.</p>	
<p>58. In terms of biodiversity net gain, the metric should be based on Natural England's Biodiversity Metric 2.0 but adjusted to reflect local situations. The government has confirmed that they will set a mandatory 10% biodiversity net gain for most developments as part of the forthcoming Environment Bill, although mandatory net gain for nationally significant infrastructure will be considered separately (Defra, 2019). However, locally, we consider a 20% net gain target to be more appropriate target to achieve measurable net gain given that Cambridgeshire &amp; Peterborough have a more impoverished natural environment than most of England.</p>	<p>Cambridgeshire County Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>
<p>59. It is also important that all project deliver long-term management in order for habitats to establish and achieve biodiversity net gain. The Government has also confirmed they "will require net gain outcomes, through habitat creation or enhancement as part of delivering mandatory biodiversity net gain, to be maintained for a minimum of 30 years, and will encourage longer term protection where this is acceptable to the landowner" (page 10, Defra, 2019).</p>	<p>Cambridgeshire County Council</p>	<p>Ongoing management of transport scheme biodiversity assets is a matter for the individual scheme promoter and/or transport authority in question.</p>	<p>Biodiversity net gain</p>
<p>2.37 60. Regarding: "Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn / Wisbech area". This project hasn't been identified within the LTP projects or HRA assessment and therefore, assume this would be developed beyond the lifespan of the LTP. However, given the significant fragmentation of the landscape caused by the proposed LTP projects, we would seek that any creation of a new road across the landscape be avoided or mitigated against wherever possible.</p>	<p>Cambridgeshire County Council</p>	<p>Reference to the Girton &lt;&gt; Guyhirn/Wisbech link road has been removed from the LTP as it is no longer being actively progressed by the CPCA.</p>	<p>Girton &lt;&gt; Guyhirn/Wisbech link road</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>3.118-3.119 St Ives and Wyton Airfield</p> <p>61. The corridor of the River Great Ouse and its associated wetland / wet grassland habitats around Huntingdon and St Ives are key biodiversity habitats, which is reflected with the myriad of international, national and locally designated nature conservation sites. It is also identified as a key location for habitat creation as part of Riquotte, J (2019) habitat opportunity maps.</p>	Cambridgeshire County Council	Noted - no action	No action
<p>62. There is potential for any works associated with Wyton Airfield and the third crossing of the River Ouse at Huntingdon has the potential to adversely impact these habitats. It will be challenging for the LTP projects to deliver schemes to deliver CA's commitment to biodiversity net gain.</p>	Cambridgeshire County Council	CA to note CCC concerns re Huntingdon Third River Crossing and biodiversity net gain	Biodiversity net gain
<p>3.61-3.64 Cambridge Autonomous Metro (CAM)</p> <p>63. We are concerned that the creation of CAM, particularly tunnelling works, have a potential to result in significant impact on the natural environment. It will be a challenge to deliver a scheme that will not impact on locally and nationally important nature conservation sites and gain biodiversity net gain, particularly in Cambridge. As a result, CCC would be keen to work very closely with the CPCA in any scheme of this scale and nature.</p>	Cambridgeshire County Council	CA to note CCC concern re CAM tunnelled section and impacts on the natural environment, and that CCC is keen for greater joint-working regarding this	Biodiversity net gain
<p>3.79 South – into South Cambridgeshire and towards Stansted Airport</p> <p>64. The location and design of additional Park &amp; Ride capacity, including at M11 Junction 11, must take into account cumulative impact from other pressures on the landscape from all forms of development. In particular, the impact on Trumpington Meadows County Park, which was designed to specifically address adverse impact on biodiversity within the southern fringes of the city.</p>	Cambridgeshire County Council	CA to note CCC concern re additional M11 P&R capacity and the impact on the landscape + Trumpington Meadows Country Park	Biodiversity net gain
<p>Flood Risk</p> <p>65. The Plan does not really cover the topic of Flood Risk and Drainage as a result of transport infrastructure. A policy or policy hook requiring new transport schemes to be designed, where viable, to be designed as per flood risk and drainage criteria set out in the Cambridgeshire</p>	Cambridgeshire County Council	This is referenced in Policy 9.1.1	Flooding / drainage

Feedback	Organisation	Proposed revision(s)/response	Topic area
Flood and Water Supplementary Planning Document, would be beneficial.			
Historic Environment General comments (Main document) 66. We welcome the commitment to the Historic Environment seen in the Environmental headlines and on p.18. The Evidence base	Cambridgeshire County Council	Noted - no action	No action
68. 2.35 and 2.36 is too focused on cities. Cambs has over 250 scheduled monuments and thousands of listed buildings and other designated heritage assets. We are happy to supply more details, but they are referenced in Figure 2.7. The implications section in 2.36 is good though and reflects the point above. SEA	Cambridgeshire County Council	Noted	Drafting / minor amendment
69. 6.2.10 says Policy 10.1.1 has no impact on the historic environment. Actually, engine fumes and acid rain are a major source of damage to historic structures, especially ones built of limestone and clunch, as many of ours are.	Cambridgeshire County Council	Noted - measures to improve air quality will improve this.	Drafting / minor amendment
67. However more should be made of potential use of the assets for the benefit of residents rather than just something that needs to be protected. Heritage sites are places to visit, and promoting these as destinations should be part of any strategy. The Chisholm Trail is a good example where it links with the Leper Chapel, and on the Waterbeach cycle path we are looking to promote Car Dyke Roman Canal and the GHQ Switch Line as part of that initiative – people are likely to travel, especially cycle, if there is something to see.	Cambridgeshire County Council	Noted that heritage assets are to the benefit of residents and not just something to protect.	Drafting / minor amendment
GCP Projects 70. TSF team is pleased to see the support for the GCP schemes and studies in the Greater Cambridge Area.	Cambridgeshire County Council	Noted - no action	No action
Third River Crossing 71. CCC are keen to work closely with the CPCA and Huntingdonshire DC on any proposals for a new crossing over the Great River Ouse (the 'Third River Crossing') where there are very	Cambridgeshire County Council	Noted  CA to work closely with CCC / Hunts regarding	Requirement for CPCA

Feedback	Organisation	Proposed revision(s)/response	Topic area
important environmental considerations to any scheme.		development of Third River Crossing	
Powered Two Wheelers 72. There doesn't appear to be any serious reference to powered two wheelers or policies around these except on road safety.	Cambridgeshire County Council	Noted	Drafting / minor amendment
Policies & Policies Annex General 73. The policies within the Draft LTP are generally supported. These are positive and cover most of the issues facing the region.	Cambridgeshire County Council	Noted - no action	No action
74. There could be more of an emphasis within some of the policies on delivery. For example, on setting specific targets, on how and when targets are going to be met and on implementation of methods to achieve this. This is particularly pertinent to targets on Air Quality and Emissions, Climate Change etc. as well as Road Safety and Mode Split.	Cambridgeshire County Council	Future work will consider, in detail, how the CPCAs net zero commitments are to be met ( <a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a> ).	Targets + Delivery
75. There are no specific objectives relating to the need to provide a transport network which promotes and encourages a healthy lifestyle with the provision of high quality, convenient cycling and walking networks and the document in general treats cycling as an add on rather than a vital element of any transport network in the region, particular in Greater Cambridge	Cambridgeshire County Council	The cycling policy stressed the importance of good quality infrastructure for enabling cycling, in part to support healthy lifestyles.	Walking and Cycling
76. The Modal Policies for cycling and walking are generally good but they do not appear to be embedded throughout the document.	Cambridgeshire County Council	The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, walking and cycling earlier in the document.	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy 2.2 77. Should include ‘investment in our cycling and walking network to improve accessibility’ not just investment in and improvement of PT and the Highway network.</p>	Cambridgeshire County Council	This has been updated	Walking and Cycling
<p>Policy 3.4 Freight 78. The policy on freight makes no mention of promoting or supporting last mile delivery by cycle which is particularly important in Cambridge.</p>	Cambridgeshire County Council	Updated to include promotion of last-mile delivery by cycle	Freight
<p>Policy 9: Protect and enhance the environment 79. Greater detail is required within policy 9 to demonstrate how the Combine Authority will achieve net environmental gain as part of the LTP, especially to demonstrate how it will help deliver double the area of rich wildlife habitat and natural greenspace by 2050 (Section5, NSSF Part 2).</p>	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment planning, are a matter for future work.	Biodiversity net gain
<p>Policy 9, and throughout the wider LTP document, implies there is “high quality” natural environment across the Combined Authority area, which is not correct. It is important that the LTP assessment recognises that while there are some areas of high-quality natural environment, these are relatively small isolated sites across an impoverished landscape. Riquotte, J. (2019) shows there has been significant decline in biodiversity value across Cambridgeshire and Peterborough due to agricultural intensification and development (e.g. housing) with the loss of 84% of our semi-improved grassland since 1930s (from 23.7% of land cover in 1930s to 4.5% by 2018). By 2018, habitats of potential high biodiversity value (semi-natural and marshy grassland, woodland, scrub and trees and water) only account for 11.4% land of the Cambridgeshire and Peterborough; and only 6.4% of the area has any nature conservation designation.</p>	Cambridgeshire County Council	Update LTP to note that the natural environment in Cambridgeshire and Peterborough is not high quality and has deteriorated in recent years.	Biodiversity net gain
<p>81. Small isolated habitats and the species they support are vulnerable to additional pressures, such as pollution and climate change. Any subsequent sterilisation of the landscape, such as LTP projects, have potential to have significant impact on the remnant habitats and</p>	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Delivery of environmental net	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>the resilience of the habitats and species to adapt to these and future pressures. Policy 9 should seek to protect the CA's existing biodiversity assets and avoid adverse impact to any nature conservation designations (including locally important sites) wherever possible through the delivery of the LTP.</p>		<p>gain through transport scheme delivery is a matter for future work.</p> <p>Chapter 9 of the LTP now notes that biodiversity has declined in recent decades, and cites the Riquotte work.</p>	
<p>82. Furthermore, Policy 9 should demonstrate how the Combined Authority will ensure the conservation of biodiversity, and wider environmental net gain, will be delivered. We are concerned that some of the LTP projects may conflict with the habitat opportunities map produced by Riquotte, J. (2019), which identify the best location for the creation of semi-natural grassland, wet grassland /wetland and broadleaved / mixed woodland. We therefore recommend that a clear green infrastructure / biodiversity strategy across the Combined Authority to identify the most effective way to deliver appropriate environmental net gain as part of the LTP, such as the use of natural capital investment planning, and deliver strategic scale biodiversity enhancement across the region and delivery of landscape-scale projects (e.g. Great Fen) to ensure protection of existing biodiversity and overall measurable biodiversity net gain.</p>	<p>Cambridgeshire County Council</p>	<p>Policy 9 has been updated in line with this feedback, reflecting the net gain commitment.</p>	<p>Biodiversity net gain</p>
<p>83. Policy 9 should also provide a commitment to a specified level of biodiversity net gain upon which the LTP projects will be delivered and recommend that 20% increase in order to deliver a measurable net gain in biodiversity (NPPF 2019) - this figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough having a more impoverished natural environment than most of England. Greater Cambridge Partnership are also looking to implement this figure within their projects.</p>	<p>Cambridgeshire County Council</p>	<p>Noted - CPCA will consider the case for development of a biodiversity strategy, linked to continual development of the LTP.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
84. Policy 9 should also commit the Combined Authority to long-term management of the biodiversity assets for the lifetime of the operational phase of the transport projects, to continue the conservation of habitats and prevent biodiversity loss in the long-term.	Cambridgeshire County Council	The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.	Biodiversity net gain
85. Policy 9.2 could benefit from a definition of the Historic Environment – the one in the NPPF would be appropriate. It's too 'buildings focussed' as it stands and ignores non-designated heritage assets - this carries through the SEA report 6.2.9. We note that in Appendix C - Scoping Consultation Log, that Historic England made a comment (point 2) along these lines as well. Motts state that "Information on non-designated heritage assets has been included in the baseline." I cannot find this.	Cambridgeshire County Council	Policy 9.2 has been amended	Protecting / enhancing built environment
86. Policy Themes 11 & 12 (walking and cycling) could include the objective of developing destinations as per above. Also, SEA 6.2.11	Cambridgeshire County Council	Noted	Walking and Cycling
Policy 11.1 Walking 87. The policy should include reference to convenience and maintenance. There should be an additional policy relating to new developments, similar to policy 12.4 for cycling.	Cambridgeshire County Council	The LTP has been updated, with Policy Theme 11.1 including reference to convenience and maintenance, and a new policy relating to new developments added.	Walking and Cycling
Policy 12.1 Cycling 88. Should include reference to the soon to be published Local Transport Note: 1/19, all cycling infrastructure should meet this standard which includes reference to the needs of all users including those with adaptive cycles and those carrying children.	Cambridgeshire County Council	Greater detail has been provided in the cycling policy regarding defining high quality infrastructure, and providing reference to the design guidance.	Walking and Cycling
89. An additional policy or detail within a policy is needed to ensure that cyclists needs are considered at the design stage of any highways and transport improvement schemes. This theme is partially included under 12.4 but doesn't fit there as this should relate to all	Cambridgeshire County Council	This has been updated	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
schemes not just those related to new developments.			
90. Under priorities within and around the Market Towns is the point 'ensuring new developments include cycle provision to a minimum standard' which is very unambitious. Developers should be providing cycling and walking infrastructure to a high standard throughout the region.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
Policy 12.3 91. Should include reference to bike-sharing schemes and the code of conduct for dockless schemes as above.	Cambridgeshire County Council	The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge (in Policy Theme 12.3?)	Walking and Cycling
92. Reference should be made to the National Cycle Network in the region and that the Combined Authority and other Councils will work with Sustrans to promote and improve lengths of the NCN that run through the Combined Authority area.	Cambridgeshire County Council	The NCN is now referenced in the cycling policy	Walking and Cycling
Comments from Asset Management 93. The second main part of the LTP is the Transport Delivery Plan (TDP) which should include arrangements for the day-to-day management and maintenance of proposed infrastructure. This will be an important document from an asset management perspective, especially for those assets for which CCC/PCC will become responsible. However, this part of the document is being developed during the consultation period for the draft LTP.	Cambridgeshire County Council	CA to confirm status of Transport Delivery Plan	Future requirement for CPCA
94. Many of the comments from CCC asset management will require sight of this part of the document, in good time for these comments to be considered prior to finalisation of the LTP document.	Cambridgeshire County Council	Noted - no action.	No action
95. Will processes for scheme development and prioritisation take account of the ongoing costs of managing and maintaining the infrastructure?	Cambridgeshire County Council	Yes - this is reflected in the document.	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
96. The yet-to-be-developed Transport Delivery Plan should aspire to be a fully integrated programme, co-ordinating works to deliver new infrastructure with that required for ongoing maintenance of existing infrastructure.	Cambridgeshire County Council	Noted - no action.	No action
<p>Comments focusing mainly on the safety elements:</p> <p>97. The safety objective to “Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries” is very welcome as this follows international best practice. This is an approach supported also by Peterborough City Council.</p>	Cambridgeshire County Council	Noted - no action.	No action
<p>Comments regarding Heavy Goods Vehicles:</p> <p>103. Will the LTP will have any bearing or suggest any changes to the Cambridge County Council’s advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators? The LTP does not appear to be any reference to it, but the emerging Mineral and Waste Local Plan has a policy which requires HGV’s to use this network wherever practicable.</p>	Cambridgeshire County Council	Freight policy already includes reference to CCCs advisory freight routes	Freight
104. Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. The way in which these goods reach our urban areas; how they are dealt with, when they arrive, and how they are transported for the final part of their journey, has wide ranging implications for the economy, employment and growth, but also for congestion, safety, emissions and for quality of life within the urban realm.	Cambridgeshire County Council	Noted - no action.	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>105. The LTP could helpfully reflect this by:</p> <ul style="list-style-type: none"> <li>a. Encouraging HGV's to use the advisory route network.</li> <li>b. Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</li> <li>c. Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</li> <li>d. Supporting the formation of Quality Partnerships between interested parties.</li> <li>e. 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.</li> <li>f. Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.</li> <li>g. Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</li> </ul>	Cambridgeshire County Council	The Freight policy has been amended to include these recommendations where required (some are already included).	Freight
98. Draft Policy Theme 5.1 covers all the areas we would look to prioritise from a safety perspective and makes some promising noises	Cambridgeshire County Council	Noted - no action.	No action
<p>99. The devil is going to be in the detail of what the KPIs look like to drive this vision and monitor progress. Some considerations as follows:</p> <ul style="list-style-type: none"> <li>• Needs to have interim (5 / 10-year interval) targets working towards “zero”</li> <li>• Needs performance measures other than casualty reduction targets such as, but not limited to (further recommended actions from the Road Safety Management Capacity Review referenced in the LTP document are included at the end of this document): <ul style="list-style-type: none"> <li>o Increasing compliance with speed limits on different road types,</li> <li>o Reducing average speeds on different road types,</li> <li>o Increasing the level of seat belt use and child restraint use,</li> <li>o Increasing the level of helmet use for two-wheeled vehicle users,</li> <li>o Reducing driving while impaired by alcohol and drugs,</li> <li>o Increasing compliance with in-car telephone use rules,</li> <li>o Increasing the safety quality of the SRN and main road network to the highest iRAP *rating,</li> </ul> </li> </ul>	Cambridgeshire County Council	CA to note CCC desire for greater targets and performance measures regarding road safety within the LTP	Road Safety

Feedback	Organisation	Proposed revision(s)/response	Topic area
<ul style="list-style-type: none"> <li>o Increasing the safety quality of the new car fleet to the highest Euro NCAP * rating, and</li> <li>o Increasing compliance with emergency medical response times</li> </ul>			
<p>100. Consideration needs to be given to the Major Road Network (MRN) and pushing for funding opportunities from DfT related to this – believe this includes: A10, A505, A142 &amp; A141. There is a call for the same level of safety analysis to be undertaken on the MRN as the SRN, including risk rating the MRN – Kent have already done theirs using the iRAP/VIDA methodology.</p>	Cambridgeshire County Council	CA to consider safety analysis / 'risk rating' of the MRN in the CPCA area following the LTP.	Future requirement for CPCA
<p>101. The LTP Policy Assessments in relation to safety appear to be accurate although a couple of points:</p> <ul style="list-style-type: none"> <li>• not sure if there is sufficient recognition that an increase in vulnerable mode users' needs to be compensated with improved provision for those users,</li> <li>• that new technology such as the Cambridge Autonomous Metro (CAM) will come with additional risks initially while the technology is refined</li> <li>• that increases in traffic flow are linked to increases in collisions – i.e. reducing congestion in some cases may increase collisions – not just related to increases in vehicle numbers.</li> </ul>	Cambridgeshire County Council	Notes	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>102. Further actions suggested in Road Safety Management Capacity Review:</p> <ul style="list-style-type: none"> <li>• Adopt a policy of promoting evidence-based approaches to road safety to make best use of public resource.</li> <li>• Engage fully and support the national implementation of the Safe System approach by implementing it into the mainstream of local authority activity in all relevant sectors, e.g. highway engineering, public health, procurement of transport services.</li> <li>• Increase levels of enforcement of key road safety rules related to the prevention of death and serious injury.</li> <li>• Support improved crash investigation</li> <li>• Promote the shared responsibility for road safety at a high level to provide local and city leadership.</li> <li>• Promote Safe System and Towards Zero as the new transport safety culture to professionals, businesses and the community.</li> <li>• Allocate at least 10% of all road infrastructure investment to road safety intervention, as recommended in the UNRSC's Global Road Safety Plan for the Decade of Action, and to ensure embedding of the Safe System approach into the mainstream of highway engineering practice.</li> <li>• Identify, in partnership with local authorities, road sections for priority treatments on the Major Roads Network and local roads using iRAP tools.</li> <li>• Carry out in-service training in implementing the Safe System approach.</li> <li>• Review local road classification to ensure that speed limits match function, road design and layout to conform with Safe System principles.</li> <li>• Adopt the Safe System approach into the mainstream of highway engineering</li> <li>• Ensure that the prevention of death and serious injury is an explicit objective in asset management activity (including maintenance).</li> <li>• Target improvements in iRAP star rating on A roads.</li> <li>• Work with partners to improve speed limit compliance and promote the benefits of speed cameras.</li> <li>• Include speed limit compliance in policing</li> </ul>	<p>Cambridgeshire County Council</p>	<p>The actions from the DfT Road Safety Management Capacity Review have been considered and included in the LTP where appropriate</p>	<p>Road Safety</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>priorities and work with DfT, HE and local authorities to combine publicity and police enforcement of speed limits.</p> <ul style="list-style-type: none"> <li>• Acknowledge the central role of speed and its management to a Safe System approach and review priority interventions for local roads.</li> <li>• Require ISA in the public procurement of transport services.</li> <li>• Promote vehicle safety technologies such as Intelligent Speed Adaptation, Autonomous Emergency Braking for Pedestrians and improvements in key crash tests for front, side and pedestrian protection, in regulation, consumer information and procurement policies.</li> <li>• Include Euro NCAP 5* rating and key vehicle safety measures in the public procurement of local transport services.</li> <li>• Review how Safe Road Use can be supported within a Safe System approach (in addition to that provided by other Safe System elements) through improved road user standards and assisting compliance with key road safety rules.</li> <li>• Carry out THINK! campaigns across a wide range of media, coordinated with police enforcement effort, to promote Towards Zero and secure better compliance with key road safety rules.</li> <li>• Commission research into public perception of the risk of being detected for key road safety offences, e.g. excess alcohol and speed.</li> <li>• Upgrade the priority given to enforcement in policing strategy and increase activity.</li> <li>• Devise community engagement strategies to promote the Towards Zero goal of the ultimate prevention of deaths and serious injuries.</li> <li>• Ensure capacity and budget for the publicity work of road safety officers to ensure combined publicity and enforcement of key road safety rules.</li> <li>• Ensure an evidenced-based approach to determining priorities for safe road use and adopting Safe System principles and appropriate capacity for local education, training and combined publicity and enforcement of key road safety rules.</li> <li>• Play a highly visible role in supporting evidence-based intervention for Safe Road Use.</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<ul style="list-style-type: none"> <li>• Include post-crash care in road safety strategy to improve survivability and reduce permanent impairment resulting from road collisions.</li> <li>• Review the contribution of improvements to response rates, trauma care and long-term rehabilitation of crash victims to reducing death and the long-term consequences of serious injury.</li> <li>• Address regional variations in emergency medical response times.</li> <li>• Report on the effectiveness of major trauma care in preventing death and the long-term consequences of serious injury.</li> <li>• Commission research on the cost of long-term care resulting from permanent impairment from road traffic injury.</li> <li>• Recognise that road traffic injury is a major cause of premature death and long-term serious injury in their Strategic Plan and include road safety as an area for action.</li> <li>• Actively include post-crash care as a key road safety strategy in a Safe System approach.</li> <li>• Work with the local health sector to identify local improvements in post-crash care.</li> <li>• Encourage modal shift in support of environmental, safety and health objectives by promoting the use of the safest modes e.g. rail, bus and coach travel and the healthiest modes of walking and cycling.</li> <li>• Support walking and cycling with safety improvements to address risks of serious and fatal injury risks associated with cycling and walking which are lower than for motorcycling but appreciably higher than those travelling by car or public transport.</li> <li>• Substantially upgrade the priority given to the safety of pedestrians which compares poorly internationally.</li> <li>• Establish measurable safety performance indicators which relate to the prevention of death and serious injury to pedestrians and cyclists in the new national road safety strategy.</li> <li>• Carry out a national review of urban design standards with pedestrians and cyclists in mind and align with Safe System principles.</li> <li>• Support demonstration projects applying</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>innovative Safe System treatments.</p> <ul style="list-style-type: none"> <li>• Consider extending the Safety Helmet Assessment and Rating Programme (SHARP) scheme to include bicycle helmets.</li> <li>• Review the urban street classification and align with Safe System principles.</li> <li>• Ensure that there is safe access to public transport taking account of the needs of elderly and disabled people.</li> <li>• Improve compliance with urban speed limits.</li> <li>• Ensure capacity for effective community pedestrian safety initiatives.</li> <li>• Provide guidance on speed hump design for local authorities</li> <li>• Work with the HSE to provide governmental leadership and better coordination for effective work-related road safety activity in Britain.</li> <li>• Conduct a research programme to extend the evidence base for effective national work-related road safety.</li> <li>• Review the reporting of 'journey purpose' in STATS19 data in the STATS19 review.</li> <li>• Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standard through public procurement policies and other incentives, following a review of how greater take up can be encouraged.</li> <li>• Support local authority work-related road safety activity.</li> <li>• Establish a Safe Travel Policy for government services taking Safe System principles into account.</li> <li>• Upgrade priority given to work-related road safety, which is the leading cause of death at work.</li> <li>• Require reporting of work-related road collisions to RIDDOR when someone has been injured on the roads whilst using the road for work, or when someone driving or riding for work injures a member of the public.</li> <li>• Engage with local employers on work-related road safety.</li> <li>• Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standards through public procurement policies and other incentives.</li> <li>• Establish a Safe Travel Policy for local</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>government services taking Safe System principles into account.</p>			
<p>The second main part of the LTP is the Transport Delivery Plan (TDP) which should include arrangements for the day-to-day management and maintenance of proposed infrastructure. This will be an important document from an asset management perspective, especially for those assets for which CCC/PCC will become responsible. However, this part of the document is being developed during the consultation period for the draft LTP.</p>	<p>Cambridgeshire County Council</p>	<p>Duplicate of above</p>	<p>No action</p>
<p>Will processes for scheme development and prioritisation take account of the ongoing costs of managing and maintaining the infrastructure?</p>	<p>Cambridgeshire County Council</p>	<p>Duplicate of above</p>	<p>No action</p>
<p>The yet-to-be-developed Transport Delivery Plan should aspire to be a fully integrated programme, co-ordinating works to deliver</p>	<p>Cambridgeshire County Council</p>	<p>Duplicate of above</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
new infrastructure with that required for ongoing maintenance of existing infrastructure.			
The safety objective to “Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries” is very welcome as this follows international best practice	Cambridgeshire County Council	Duplicate of above	No action
Draft Policy Theme 5.1 covers all the areas we would look to prioritise from a safety perspective and makes some promising noises	Cambridgeshire County Council	Duplicate of above	No action
<p>The devil is going to be in the detail of what the KPIs look like to drive this vision and monitor progress. Some considerations as follows:</p> <ul style="list-style-type: none"> <li>o Needs to have interim (5 / 10-year interval) targets working towards “zero”</li> <li>o Needs performance measures other than casualty reduction targets such as, but not limited to (further recommended actions from the Road Safety Management Capacity Review referenced in the LTP document are included at the end of this document):</li> </ul> <ul style="list-style-type: none"> <li>§ Increasing compliance with speed limits on different road types,</li> <li>§ Reducing average speeds on different road types,</li> <li>§ Increasing the level of seat belt use and child restraint use,</li> <li>§ Increasing the level of helmet use for two-wheeled vehicle users,</li> <li>§ Reducing driving while impaired by alcohol and drugs,</li> <li>§ Increasing compliance with in-car telephone use rules,</li> <li>§ Increasing the safety quality of the SRN and main road network to the highest iRAP *rating,</li> <li>§ Increasing the safety quality of the new car fleet to the highest Euro NCAP * rating, and</li> <li>§ Increasing compliance with emergency medical response times</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
Consideration needs to be given to the Major Road Network (MRN) and pushing for funding opportunities from DfT related to this – believe this includes: A10, A505, A142 & A141. There is a call for the same level of safety analysis to be undertaken on the MRN as the SRN, including risk rating the MRN – Kent have already done theirs using the iRAP/VIDA methodology.	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>The LTP Policy Assessments in relation to safety appear to be accurate although a couple of points:</p> <ul style="list-style-type: none"> <li>o not sure if there is sufficient recognition that an increase in vulnerable mode users' needs to be compensated with improved provision for those users,</li> <li>o that new technology such as the Cambridge Autonomous Metro (CAM) will come with additional risks initially while the technology is refined</li> <li>o that increases in traffic flow are linked to increases in collisions – i.e. reducing congestion in some cases may increase collisions – not just related to increases in vehicle numbers.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
<p>Further actions suggested in Road Safety Management Capacity Review:</p> <ul style="list-style-type: none"> <li>o Adopt a policy of promoting evidence-based approaches to road safety to make best use of public resource.</li> <li>o Engage fully and support the national implementation of the Safe System approach by implementing it into the mainstream of local authority activity in all relevant sectors, e.g. highway engineering, public health, procurement of transport services.</li> <li>o Increase levels of enforcement of key road safety rules related to the prevention of death and serious injury.</li> <li>o Support improved crash investigation</li> <li>o Promote the shared responsibility for road safety at a high level to provide local and city leadership.</li> <li>o Promote Safe System and Towards Zero as the new transport safety culture to professionals, businesses and the community.</li> <li>o Allocate at least 10% of all road infrastructure investment to road safety intervention, as recommended in the UNRSC's Global Road Safety Plan for the Decade of Action, and to ensure embedding of the Safe System approach into the mainstream of highway engineering practice.</li> <li>o Identify, in partnership with local authorities, road sections for priority treatments on the Major Roads Network and local roads using iRAP tools.</li> <li>o Carry out in-service training in implementing the Safe System approach.</li> <li>o Review local road classification to ensure that speed limits match function, road design and layout to conform with Safe System principles.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Adopt the Safe System approach into the mainstream of highway engineeringo Ensure that the prevention of death and serious injury is an explicit objective in asset management activity (including maintenance).o Target improvements in iRAP star rating on A roads.o Work with partners to improve speed limit compliance and promote the benefits of speed cameras.o Include speed limit compliance in policing priorities and work with DfT, HE and local authorities to combine publicity and police enforcement of speed limits.o Acknowledge the central role of speed and its management to a Safe System approach and review priority interventions for local roads.o Require ISA in the public procurement of transport services.o Promote vehicle safety technologies such as Intelligent Speed Adaptation, Autonomous Emergency Braking for Pedestrians and improvements in key crash tests for front, side and pedestrian protection, in regulation, consumer information and procurement policies.o Include Euro NCAP 5* rating and key vehicle safety measures in the public procurement of local transport services.o Review how Safe Road Use can be supported within a Safe System approach (in addition to that provided by other Safe System elements) through improved road user standards and assisting compliance with key road safety rules.o Carry out THINK! campaigns across a wide range of media, coordinated with police enforcement effort, to promote Towards Zero and secure better compliance with key road safety rules.o Commission research into public perception of the risk of being detected for key road safety offences, e.g. excess alcohol and speed.o Upgrade the priority given to enforcement in policing strategy and increase activity.o Devise community engagement strategies to promote the Towards Zero goal of the ultimate prevention of deaths and serious injuries.o Ensure capacity and budget for the publicity work of road safety officers to ensure combined publicity and enforcement of key road safety rules.o Ensure an evidenced-based approach to determining priorities for safe</p>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>road use and adopting Safe System principles and appropriate capacity for local education, training and combined publicity and enforcement of key road safety rules.o Play a highly visible role in supporting evidence-based intervention for Safe Road Use.o Include post-crash care in road safety strategy to improve survivability and reduce permanent impairment resulting from road collisions.o Review the contribution of improvements to response rates, trauma care and long-term rehabilitation of crash victims to reducing death and the long-term consequences of serious injury.o Address regional variations in emergency medical response times.o Report on the effectiveness of major trauma care in preventing death and the long-term consequences of serious injury.o Commission research on the cost of long-term care resulting from permanent impairment from road traffic injury.o Recognise that road traffic injury is a major cause of premature death and long-term serious injury in their Strategic Plan and include road safety as an area for action.o Actively include post-crash care as a key road safety strategy in a Safe System approach.o Work with the local health sector to identify local improvements in post-crash care.o Encourage modal shift in support of environmental, safety and health objectives by promoting the use of the safest modes e.g. rail, bus and coach travel and the healthiest modes of walking and cycling.o Support walking and cycling with safety improvements to address risks of serious and fatal injury risks associated with cycling and walking which are lower than for motorcycling but appreciably higher than those travelling by car or public transport.o Substantially upgrade the priority given to the safety of pedestrians which compares poorly internationally.o Establish measurable safety performance indicators which relate to the prevention of death and serious injury to pedestrians and cyclists in the new national road safety strategy.o Carry out a national review of urban design standards with pedestrians and cyclists in mind and align with Safe System principles.o Support</p>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>demonstration projects applying innovative Safe System treatments.o Consider extending the Safety Helmet Assessment and Rating Programme (SHARP) scheme to include bicycle helmets.o Review the urban street classification and align with Safe System principles.o Ensure that there is safe access to public transport taking account of the needs of elderly and disabled people.o Improve compliance with urban speed limits.o Ensure capacity for effective community pedestrian safety initiatives.o Provide guidance on speed hump design for local authoritieso Work with the HSE to provide governmental leadership and better coordination for effective work-related road safety activity in Britain.o Conduct a research programme to extend the evidence base for effective national work-related road safety.o Review the reporting of 'journey purpose' in STATS19 data in the STATS19 review.o Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standard through public procurement policies and other incentives, following a review of how greater take up can be encouraged.o Support local authority work-related road safety activity.o Establish a Safe Travel Policy for government services taking Safe System principles into account.o Upgrade priority given to work-related road safety, which is the leading cause of death at work.o Require reporting of work-related road collisions to RIDDOR when someone has been injured on the roads whilst using the road for work, or when someone driving or riding for work injures a member of the public.o Engage with local employers on work-related road safety.o Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standards through public procurement policies and other incentives.o Establish a Safe Travel Policy for local government services taking Safe System principles into account.</p>			
<p>Will the LTP will have any bearing or suggest any changes to the Cambridge County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators. There</p>	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>doesn't appear to be any reference to it, but the emerging Mineral and Waste Local Plan has a policy which requires HGV's to use this network wherever practicable.</p>			
<p>Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. The way in which these goods reach our urban areas; how they are dealt with, when they arrive, and how they are transported for the final part of their journey, has wide ranging implications for the economy, employment and growth, but also for congestion, safety, emissions and for quality of life within the urban realm.</p>	Cambridgeshire County Council	Duplicate of above	No action
<p>Some suggested actions:</p> <ul style="list-style-type: none"> <li>a) Encouraging HGV's to use the advisory route network.</li> <li>b) Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</li> <li>c) Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</li> <li>d) Supporting the formation of Quality Partnerships between interested parties.</li> <li>e) 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.</li> <li>f) Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.</li> <li>g) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
<p>The inclusion of the A10(N) improvements as a key priority within the LTP is supported. The Ely to Cambridge Corridor is currently used by over 18,000 vehicles daily and peak period traffic congestion and network reliability issues regularly result in trips taking over 45 minutes to travel the length of the route, which is just 16 miles. The A10 dualling work must consider how traffic will be managed when it meets the A14.</p>	East Cambridgeshire District Council Statutory Response	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
Capacity issues along the corridor adversely affect the quality of life, amenity and opportunities to increase the economic wellbeing of the area and the A10 improvements are vital to support future housing and employment growth along the corridor. The proposed off-road cycle link along the dualled A10 will support his growth and provide opportunities for modal shift.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
ECDC agrees with the inclusion of A142 improvements projects. The A142, which links East Cambridgeshire to Newmarket and the A11, is affected by congestion at the northern end of the A10. Vehicles accessing the Ely Enterprise Zone, based at Lancaster Way Business Park, suffer delays due to the A10/Witchford Road (BP garage) roundabout operating well over capacity. The developers of the Park also report that this is having a negative impact on future growth of the Enterprise Zone.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
The District Council is already working with the CPCA, the developer, and the County Council on measures to increase capacity at both the A10/Witchford Road (BP garage) roundabout and the A142/Witchford Road roundabout and welcomes the continued support of the CPCA to deliver these much-needed improvements.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
Any major improvements to roads and junctions proposed in the LTP should seek to make better provision for pedestrians, cyclist and equestrians.	East Cambridgeshire District Council Statutory Response	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment
The Council is pleased to see reference to work with Suffolk County Council regarding the A14/A142 junction. Congestion at this junction causes safety issues as well as delays.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. However, traffic counts show that large numbers of vehicles, including HCVs, which would be most appropriately accommodated on the A10 and other major roads, are travelling through small villages on roads which are unsuitable for this volume of	East Cambridgeshire District Council Statutory Response	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>traffic. The roads worst affected are the A1123 and B1049.</p>			
<p>A dualled A10 will redirect this traffic onto the strategic network and away from these small roads and rural villages. The LTP can help manage the movement of freight by:</p> <ul style="list-style-type: none"> <li>· Encouraging HCV's 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</li> <li>· Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</li> <li>· Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</li> <li>· Supporting the formation of Quality Partnerships between interested parties.</li> <li>· 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.</li> <li>· Supporting improvements in HCV provision in the county, including overnight parking, in appropriate locations.</li> <li>· Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</li> </ul>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>The Freight policy has been amended to include these recommendations where required (some are already included).</p>	<p>Freight</p>
<p>The Council supports the LTP commitment to progress rail infrastructure and signalling enhancements to improve rail freight capacity, thereby taking freight off the road network and moving it across the region more sustainably.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>ECDC strongly supports the inclusion of the new station at Soham. The new Soham station will support the delivery of 1,665 new homes in Soham by 2031 as well as supporting its economic growth and attracting further investment. It will better connect people to key employment areas including Ely, Bury St Edmunds and beyond. The station would also reduce pressure on the local road network, particularly the A142. The LTP also recognises the importance of doubling the track between Ely and Soham and reinstating the Newmarket Western Curve. Both of these infrastructure improvements will improve the rail service for Soham and enable more freight services and are fully supported by the Council.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted - no action</p>	<p>No action</p>
<p>The Council will only support the rail capacity improvements identified through the Ely Area Capacity Enhancements work if they are delivered as a joint road and rail project. Road access through Queen Adelaide must be retained.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to note that ECDC will only support Ely Area Capacity Enhancements if delivered jointly with highway improvements to maintain road access through Queen Adelaide.</p>	<p>Rail services</p>
<p>ECDC fully supports the inclusion of the Cambridge Autonomous Metro (CAM) in the LTP's major scheme proposals. Providing alternatives to the private car is essential. Public transport and in particular buses are of vital importance for many East Cambridgeshire residents and is supportive of the bus service review that has taken place. The role of buses as a means of public transport, particularly in areas where rail and where the CAM type schemes may not reach should not be underestimated. ECDC is committed to working with the CPCA to identify and deliver the maximum possible benefits for residents of ECDC in proximity to CAM routes in the District (for example, Burwell) and we urge the CPCA to include a CAM stop in East Cambridgeshire.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to consider inclusion of a CAM stop(s) in East Cambridgeshire</p>	<p>CAM</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>The Council acknowledges that further details about future bus provision will be forthcoming as the work of the Bus Review Task Force progresses. The Council expects this to address the long-term sustainability of all bus services, but particularly those in rural areas where buses can be the only viable alternative to the private car. ECDC is planning to carry out a consultation exercise to help inform the CPCA Bus Service Review and has set up a Member Working Party to oversee this work. Through this review the Council will identify key bus routes for local residents and identify which routes are viable or can become viable over a period of time. The City of Ely Council is already working on its own review of local bus services and we would like to see reference to these pieces of work included in the LTP document. The LTP should also consider the use of cleaner and more environmentally friendly bus fleets.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted. Delivering cleaner bus fleets is an area of focus within the Bus Review Taskforce, and is identified within the LTP.</p>	<p>Drafting / minor amendment</p>
<p>ECDC is also working on a cycling and walking strategy. This will build on the Local Cycling and Walking Infrastructure Plan (LCWIP) work that Cambridgeshire County Council is conducting, with the aim of making it easier and safer for East Cambridgeshire residents to walk and cycle shorter journeys rather than drive. The Council would welcome further joint working on developing these as well as exploring funding opportunities to achieve significant increases in walking and cycling numbers due to the benefits this can have on congestion, air quality and the health of our residents.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to work jointly with CA / CCC on development of local cycling and walking strategy (as well as LCWIP)</p>	<p>Walking and Cycling</p>
<p>ECDC supports the objectives relating to Climate Change, Carbon Emissions and Energy Reduction and protecting and enhancing the environment. The Plan should go further and reflect the Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050. Including space for nature should be incorporated into the development of transport schemes and transport infrastructure management.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
		<p>undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP.</p> <p>Greater detail regarding this is provided within Policy Theme 9.1.</p>	
<p>Ownership of electric vehicles is growing and ensuring the correct charging infrastructure is in place is key. The LTP currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted - no action</p>	<p>No action</p>
<p>ECDC, working with Cambridgeshire County Council, UK Power Networks, businesses, Greater Cambridge Partnership and other Local Authorities, has submitted a bid to fund a project to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a 'whole energy system' that supports the decarbonisation of transport (and heat and growth) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. If the bid is successful, this project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action to deliver.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs.</p>	<p>Electric vehicles + charging infrastructure</p>
<p>Welcomes and supports the vision, objectives and policies</p>	<p>Fenland District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Welcome the Fenland local strategy and the schemes included within it. Will continue to support and work with the CPCA on these projects, which are fundamentally important for the growth and prosperity of the district. Recognition should also be given to the existing partnership working such as the Fenland</p>	<p>Fenland District Council</p>	<p>Partnership working with Fenland Transport and Access Group and Hereward CRP is now referenced in the LTP</p>	<p>Drafting / minor amendment</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Transport and Access Group and the Hereward Community Rail Partnership. Both groups work with the community to deliver transport improvements and encourage the use of existing transport in Fenland. They are an essential element of the Fenland Transport strategy and should be referenced within the LTP.</p>			
<p>The Council strongly supports transport Infrastructure that connects Fenland to other parts of the CPCA area (particularly connecting market towns to Cambridge and Peterborough) and beyond without needing a car. We welcome the CAM network approach and in particular not paragraph 3.167 of the draft LTP in respect of exploring the wider viability of the CAM network including into Fenland. We would welcome an opportunity to work with you on this vital project and to deliver the opportunities it can create in respect of an extension of the CAM and dedicated feeder services from market towns.</p>	Fenland District Council	CA to work with Fenland DC in maximising the benefits of the CAM network to Fenland (both in terms of extension to Fenland and connecting bus services)	CAM
<p>The LTP recognises demographics and accessibility within its overall objectives; however, it is considered that this should go much further than the existing proposals. The CPCA area has an aging population and meeting the needs of older residents (and those without a car) for access to social amenities and essential services needs to be a stronger element of the LTP</p>	Fenland District Council	Noted	Bus + DRT
<p>It is essential that the LTP provides a commitment to exploring how best to improve public transport (especially bus and community transport services) within our market towns and more rural areas</p>	Fenland District Council	Noted - better rural transport forms a key element of the Bus Review Taskforce	Bus + DRT
<p>The strategic bus review is also of fundamental importance to Fenland. Outcomes which ensure that essential journeys can be made more easily than at present by public transport, must be the most important objective for a sparsely populated area such as Fenland. We look forward to working with you as part of this review, which must deliver improved transport within Fenland.</p>	Fenland District Council	CA to work with Fenland DC in ongoing bus review work	Requirement for CPCA
<p>The Council supports work to ensure greater frequency and better integration of multi-modal public transport options, particularly</p>	Fenland District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>where it will ensure better connectivity, reduced travel time and provides genuine transport options for all our residents, whilst simultaneously reducing the reliance upon car ownership.</p>			
<p>The LTP clearly sets out that its vision to 2050 with a Transport Delivery Plan from 2019-2035. With these timelines highlighted it is suggested that there should be a greater focus on climate change, new technologies and carbon neutral transport modes e.g. electric vehicles. References to air quality are welcomed along with guiding principles in respect of the user hierarchy, modal shift and mentions of future technology. However, greater consideration and identified proposals are needed to show how the LTP will support delivery of climate change strategies.</p>	Fenland District Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>), including the role of EVs</p>	Climate Change + Zero Carbon
<p>Whilst the LTP document refers to CPCA scheme commitments and it names other funding sources, it is suggested that greater consideration is needed going forward to ensure that the LTP can be fully delivered</p>	Fenland District Council	Noted - no action	No action
<p>A strong transport policy context is essential to engender change and deliver improvements in the Fenland transport network. Without the right policies in place, opportunities are missed and for Fenland this must not happen. Facilitating change to enable opportunity and prosperity for all is essential. Transport is a key enabler and an area where Fenland is in deficit compared to other parts of the CPCA area. This is exacerbated by private development viability due to low land values and high infrastructure</p>	Fenland District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>costs, dictating public sector intervention and support. We welcome a policy context within this LTP to enable Fenland to flourish.</p>			
<p>The A428 Black Cat to Caxton Gibbet project is a standalone road improvement scheme to upgrade the last remaining stretch of single carriageway road between Milton Keynes and Cambridge. This is progressing separately from plans for the Oxford to Cambridge expressway project. Highways England has been asked by the Department for Transport to explore the case for a fast, high-quality road link to better connect Oxford, Milton Keynes and Cambridge. The new road link will fill a 30-mile gap in the road network between the M1 at Milton Keynes and the M40 at Oxford.</p>	Highways England	Noted - no action	No action
<p>The following potential schemes are not in the current RIS and may be considered for inclusion in a future RIS:</p> <ul style="list-style-type: none"> <li>• A1 Wittering Improvement (GSJ)</li> <li>• A47 corridor improvement programme</li> <li>• Oxford to Cambridge Expressway</li> <li>• M11 'smart motorway'</li> <li>• Girton Interchange Study</li> <li>• A1 Baldock – Brampton capacity improvements</li> <li>• A1 Buckden roundabout capacity and safety improvements</li> <li>• A14 junction 37 and 38 improvements</li> </ul>	Highways England	Noted - no action	No action
<p>We welcome that the draft plan has an integrated approach looking across the transport network and mode choices. This provides the opportunity to align the plan with Highways England Route Strategies and ensure there is a focus on needs and priorities. The SRN along with the local highway network suffers from significant capacity and congestion issues and we wish to continue to work with the combined authority on the development of the final strategy to ensure that the networks are developed in the most effective way.</p>	Highways England	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 As a direction of travel the Draft LTP offers very positive outcomes and provides a solid basis to build on. However, future reviews will need to build on these policies with innovative transport schemes which push boundaries to deliver sustainable transport solutions if the objectives are to be fully achieved, and to support delivery of the net zero carbon target. Delivery of the plan will need effective engagement with partners, including Local Planning Authorities, in particular regarding approaches to funding.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 One of the key functions of the LTP is to support the growth identified by the current local plans, which is reflected in Phase 1 of the CPCA Non-Statutory Spatial Framework. The Draft LTP responds to the current development strategy by including schemes which support the planned growth. This includes the transport schemes identified in the Greater Cambridge Partnership transport programme. The inclusion of these schemes is supported as they are important to assist delivery of the current development strategy, and the growth identified in currently Local Plans, including delivery of growth sites on the fringes of Cambridge and at new settlements.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 The Draft LTP also aims to provide a platform for future growth, with development of a transport system and policy framework that could support the level of economic growth identified in the CPIER and CPCA's Growth Ambition Statement. Development of the LTP was intended to be in parallel with the Non-Statutory Spatial Framework Phase 2, which would look towards 2050. The Phase 2 discussion paper was deferred by the CPCA board at the same meeting the Draft LTP was approved for consultation. There are references to the Phase 2 NSSF that will need to be amended given that this process is still being reviewed.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>References to NSSF Phase 2 - which has been deferred - have been amended throughout the LTP</p>	<p>NSSF + the LTP</p>
<p>A.1 It is important to note that the levels and locations of future growth will be matters for the review of statutory Local Plans, in the case of Cambridge and South Cambridgeshire through the new Greater Cambridge Local Plan.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 In due course the LTP will need to be updated to respond as necessary to the new Local Plan's development strategy. Para 1.35 acknowledges that it may be necessary to refresh the Local Transport Plan. The Combined Authority says it will continue to work closely with its partners in spatial planning, delivery of transport priorities, and in identifying the most appropriate time to refresh the Local Transport Plan over the coming years. This statement is supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 The Draft LTP objectives, strategy and policies therefore provide the start of a journey, setting out some key transport principles that support the current local plans, and which can be further refined to respond to the future development strategy.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>No action</p>	<p>No action</p>
<p>A.7 The previous LTP (Cambridgeshire LTP3) informed the policy direction of a number of 'child documents'. These include:</p> <ul style="list-style-type: none"> <li>• Area specific strategies for Cambridge &amp; South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire</li> <li>• The Rights of Way Improvement Plan</li> <li>• The HGV Routing Strategy (and map)</li> <li>• Highways Policies</li> <li>• Smart Transport Strategy</li> <li>• Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure Plan)</li> </ul> <p>A.8 It is unclear from the current Draft LTP what status the current documents will have when the new plan is adopted, and who will be responsible for producing or updating them. This is a key point as these documents typically go into a level of detail that is not covered by an LTP, or they could follow the main LTP depending on timing in relation to development plan making. They therefore play a pivotal role in the formulation of evidence bases for Local Plans, for transport schemes and programmes, and for the negotiation of transport related planning obligations from development.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>CA to confirm status of 'child documents' which traditionally sit alongside the LTP</p>	<p>Child documents</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Exec Summary</p> <p>A.9 The section on Transport and the Economy does not fully cover the benefits to the economy of cycling and walking in terms of health and accessibility to jobs, both for short journeys and for longer journeys when combined with public transport and suitable infrastructure. Cycling is a key mode for the Greater Cambridge area. This can be resolved by addressing cycling and walking more clearly in this section, including to emphasise the importance of these transport modes in the Greater Cambridge area.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling, including for commuting journeys.</p>	<p>Walking and Cycling</p>
<p>Aims and Objectives</p> <p>A.10 The Draft LTP aims and objectives towards addressing economic, social and environmental transport issues are supported. The graphic regarding the objectives could more clearly show that objectives are linked, rather than appearing as separate goals.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The interdependencies and links between the objectives are set out in the accompanying commentary.,</p>	<p>Drafting / minor amendment</p>
<p>A.1 Cambridge City Council have declared a Climate Emergency. South Cambridgeshire District Council is targeting net zero carbon by 2050. The government have also amended the Climate Change Act (2008) to bring net zero carbon by 2050 into law. Interim targets are in place for a 51% reduction by 2025 and a 57% reduction by 2030 on a 1990 baseline. Transport is a major contributor to the carbon footprint of the UK and Cambridgeshire. References to national ambitions to significantly reduce greenhouse gas emissions by 2050 will therefore need to be updated. This should be addressed directly in the vision and objectives. It is suggested to amend the objective 'Sustainable growth' to by adding to the end, 'and supports the transition to a net zero carbon society', so that it reads, 'the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment and supports the transition to a net zero carbon society'.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p>	<p>Climate Change + Zero Carbon</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 The CPCA should consider how it brings the “net zero” policy position into the assessment of its transport programme and schemes, and the trajectory of emissions reduction from the transport sector that will be needed to meet the national objective. It should also consider in detail how the use of existing and planned new infrastructure may need to evolve over time to make the most efficient use of it, in terms of energy usage, emissions, capacity and congestion. It should look to secure that the initial benefits of new infrastructure are not lost as suppressed demand or transfer of mode to car leads to unintended increases in private car travel with an attendant increase in emissions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Climate Change + Zero Carbon</p>
<p>A.1 Paragraph 1.97 of the LTP details a proposed metric on transport emissions based on CO2 emissions from travel along Cambridgeshire and Peterborough’s road network. Tackling the operational carbon footprint of the vehicle fleet will come through the provision of clean energy to support electric vehicles but unless access to clean energy is carefully planned and EV charging infrastructure developed properly, the transition to EV’s could be pushed into the future when this is needed now. It is worth highlighting that simply replacing one petrol/diesel car with an electric car will bring down operational carbon emissions, but this does not address emissions associated with construction of transport infrastructure and the manufacture of the vehicle fleet, which will also need to be taken into account in the future. Even with an all-electric vehicle fleet, there will still be a requirement for “net zero” power generation for the manufacture and operation of that fleet if it is to meet the “net zero” objective.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 Carbon footprint work is currently being carried out for Cambridgeshire County Council by the University of Cambridge Science and Policy Exchange (CUSPE). This will identify scenarios for getting to net zero by 2050 for all sectors including transport. We would strongly recommend that this work be included as part of the LTP evidence base to supplement section 2.41- 2.45 and inform future scheme prioritisation and delivery plans still under development. It's important to note, Figure 2.8 on transport CO2 emissions per capita (Evidence Base Annex), show emissions reductions from 2005 to 2015 but this graph would benefit from updating with where these are today and more importantly on the graph show where they need to be by 2025, 2030 and 2050 in line with the 4th, 5th and 2050 government targets.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Climate Change + Zero Carbon</p>
<p>A.1 When considering the prioritisation of its programme in the context of climate change and emissions, Combined Authority should place a greater focus on the provision of mobility services (e.g. autonomous vehicles) and use of public transport, given the strength of the high technology sector in this area. The Grand Challenges theme set out in the Government's Industrial Strategy (BEIS 2018) is driving the UK's ambition for our 'Clean Growth' and for 'Future of Mobility Services' to be world leading. Emissions per passenger mile are generally far less than those associated with a private car, even if the vehicle is not 'green' and the emissions per vehicle are higher.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider, in detail, how the CPCAs net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Public transport</p>
<p>A.1 In addition to the climate emergency, Cambridge City Council has pledged to develop plans to secure further biodiversity net gain, in recognition of the global biodiversity emergency and the local impact this could have on the communities and businesses. South Cambridgeshire District Council has resolved to aim to double the area of rich wildlife habitats, tree cover and accessible green space in order for nature and people to thrive, and businesses</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
to prosper, recognising we are facing an ecological emergency.			
A.1 The commitment to environmental net gain through investment in transport in the Draft LTP is supported. The main Draft LTP document does not reference the vision of the Local Nature Partnership, and this should be added. It should also reference the Oxford-Cambridge Arc Local Natural Capital Plan, and the importance of collaboration between projects within the area.	Cambridge City Council and South Cambridgeshire District Council	The LTP now references the vision of the Local Nature Partnership, and includes a commitment to biodiversity to net gain	Biodiversity net gain
A.1 On a technical note the references to biodiversity net gain and environmental net gain should be checked, to ensure consistency within the document.	Cambridge City Council and South Cambridgeshire District Council	Checked throughout	Drafting / minor amendment
A.1 Improving air quality is identified as a key priority of the LTP throughout the document and the impact of emissions from transport is both evidenced and acknowledged. We welcome this. Cambridge City Council's Air Quality Action Plan (AQAP) and other supporting evidence including the nature and extent of the region's Air Quality Management Areas are acknowledged and referenced. Defra guidance under the 1995 Environment Act recommends that Air Quality Action Plans should be integrated into the current Local Transport Plan. Reference should be included in the main document as well as the annexes. It is crucial that all schemes proposed in the LTP are subject to air quality assessment, including consideration given to how air quality standards will be met.	Cambridge City Council and South Cambridgeshire District Council	Relevant AQAPs have been fully integrated within the LTP, in both main document and annexes.  CA to ensure all schemes are subject to an AQ assessment.	Air quality
A.1 Cambridgeshire also suffers with a disparity in accessibility by transport, with rural areas heavily reliant on private car, creating issues in terms of access for jobs, healthcare, services and leisure, subsequently creating inequality. When South Cambridgeshire District Council consulted on their Business Plan in early 2019, almost 50% of respondents said that the economic development priority should be transport. This is a vital issue for the LTP to	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
address, so the inclusion of aims and objectives around this is welcomed.			
A.1 The draft LTP includes a number of metrics, which will be used to inform and test the transport delivery plan.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.1 Paragraph 1.97 refers to further metrics being developed with partners. Metrics will need to consider embodied carbon in addition to emissions (from both construction and in operation), to understand the impact of transport towards the transition to net zero carbon. Other metrics should also consider roll out of electric vehicle infrastructure, and monitoring of mode share / take up of sustainable modes of travel, and healthy lifestyles/active travel.	Cambridge City Council and South Cambridgeshire District Council	Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met ( <a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a> ).	Targets + Delivery
A.1 The Councils generally support inclusion of the User Hierarchy; however, it is important to consider opportunities to create areas of enhanced 'Place', and how spaces within streets can be reallocated to create a high-quality public realm whilst supporting sustainable modes of travel. The Councils and GCP are developing a spaces and movement strategy titled 'Making Space for People' for Cambridge, which is exploring how to deliver an inclusive and walkable city centre. This work is being done in a parallel process to the GCP City Centre Access Programme. Reference to this should be added to the Draft LTP.	Cambridge City Council and South Cambridgeshire District Council	The user hierarchy has been revised to better reflect the place and movement function of specific streets. The 'Making Space for People' strategy has been referenced in the LTP.	User hierarchy

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 Other principles of supporting shift towards sustainable transport modes, the integration of the network to enable multimodal trips and uptake of future technologies are also important and are supported. It is vital that the LTP is adaptable so that it can reflect progress as technology changes and is positioned to support the implementation of technological solutions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 Whilst the major schemes listed in the plan improve transport opportunities on key corridors, it will be crucial to consider how villages and communities away from these corridor schemes can effectively link to these routes and transport hubs like the Park &amp; Ride sites. Links to education facilities from the villages and communities they serve should also be a priority. This is a key issue for communities in South Cambridgeshire, where children are often required to travel between villages to access schools. This includes situations where local primary schools are full, and pupils must travel to other villages. The issue is even more apparent for accessing further education. Similarly, not all villages have healthcare facilities, and higher order health services are provided centrally. A key element of implementing the LTP will be improving public transport, cycling and walking links so that people can access the transport routes and hubs proposed, and the delivery of an integrated transport system.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP has been updated to stress the importance of transport integration, and to ensure good active travel infrastructure to link to 'corridor' public transport from smaller villages.</p>	<p>Public transport</p>
<p>A.1 The Draft LTP aims to support investment in world-class walking and cycling facilities, including a network of segregated cycleways. The plan includes a number of multimodal corridor schemes which include cycling and walking provision, and the Greenways project. Whilst these high-quality schemes are supported, it will be important to improve the wider urban and rural network, so people can connect to these. Links to the corridor improvements must be addressed in the LTP, and through the Local Cycling and Walking Infrastructure Plan.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated in walking and cycling policy sections.</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 Inclusion of the Greater Cambridge Partnership public transport schemes within the LTP is supported. The Councils also support the inclusion of the CAM and the desire to deliver high quality, high frequency, segregated public transport offerings to connect key housing and employment destinations. In particular the Councils support the Greater Cambridge Partnership corridor schemes, which are proposed as a first phase. CAM will need to be complemented by measures being explored by the Greater Cambridge Partnership through the Cambridge City Centre Access Project.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>CA to note that CAM must be complemented by GCP measures in Cambridge City Centre Access Project</p>	<p>CAM</p>
<p>A.1 The inclusion of proposed rail enhancements in the LTP is supported. Rail is a key transport mode for the area. The Councils support the inclusions of new stations at Waterbeach and Cambridge South, as well as increased frequency of services across the network. The Councils are also pleased to see the inclusion and support for East-West Rail.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.2 Potential for new stations at Fulbourn and at Cherry Hinton should be included within the long-term rail aspirations in the LTP. These proposals have previously featured in the Cambridgeshire Long Term Transport Strategy (a child document to the LTP) as part of a vision to increase the rail offering to the east of the county.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Reflecting the early stage of these projects, they have not been included in the LTP.</p>	<p>Rail services</p>
<p>A.3 More emphasis on electrifying the entire rail network in the CPCA area would be welcomed, in the light of a need to tackle climate change and emissions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.</p>	<p>Rail services</p>
<p>A.1 The road improvements proposed in Greater Cambridge largely respond to planned growth in the area.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.2 It is also recognised that in some cases road capacity improvements are necessary in order to respond to safety issues, and address congestion to support and enable economic and housing growth. However, it is important that for the benefit of the built and natural environment, that all options of viable alternatives to providing for the private car</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action.  The focus within the LTP is ensuring all alternatives to the car are considered, and that highway interventions are</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>should be considered alongside road capacity increases. This includes by making schemes are multimodal.</p>		<p>planned in parallel with public transport, walking and cycling alternatives</p>	
<p>A.3 Proposals to improve the A10 north of Cambridge seek to address a key corridor for existing travel which is already heavily congested, and for future housing and economic growth including at the new town north of Waterbeach. This must be delivered alongside investment and effective integration with infrastructure to support sustainable travel modes.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action. The current LTP sets out that highway investment in the A10 should be accompanied by complementary transit and active travel infrastructure.</p>	<p>A10 Corridor</p>
<p>A.4 Inclusion of the A505 study as multimodal is also supported. As well as being a key route for an existing Biotech Cluster, there are also currently significant safety concerns on much of the route.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.5 The Councils are responding to the consultation on the A428 Black Cat to Caxton Gibbet scheme, supporting in principle but seeking clarification in relation to in relation to the Government's and Councils' net zero carbon ambitions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.6 The project proposing a Girton Interchange study is supported. This will explore the case for improvements to Girton Interchange to add additional links not served by the existing junction, subject to engineering feasibility and value-for money. The A428 is a key growth corridor in the district. It is important to ensure the effectiveness of this junction and this route as whole.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 There is a need for specific plans to support low emission vehicle roll out and use, with a strategy for increasing chargepoint capacity across Cambridgeshire and Peterborough, and including rapid chargepoints at strategic points. The Combined Authority should seize the opportunity to state an aim for the Cambridgeshire and Peterborough region to have a world class network of electric and low emission vehicle charging vehicles and infrastructure.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs, including charging infrastructure.</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.2 The LTP currently states the current electricity grid prevents this, and that the CPCA will engage with the relevant bodies and stakeholders to improve the grid capacity. Cambridgeshire County Council has shared with the CPCA a project under development with UK Power Networks, businesses, Greater Cambridge Partnership and Local Authorities, to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a ‘whole energy system’ that supports the decarbonisation of transport (heat and growth too) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. Further details can be shared with the Combined Authority. This project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Electric vehicles + charging infrastructure</p>
<p>Policy Theme 1 Housing and Development</p> <p>A.41 Summary: identifies that the Combined Authority will ensure that there are a wide range of high-quality public transport options between new and existing residential areas and major employment sites and other key services and amenities; drive the use of ‘sustainable’ transport modes, particularly the ‘active’ modes of walking and cycling through infrastructure provision, education and incentive schemes; encourage developers to place sustainable transport and its promotion at the heart of new developments; and carefully consider the location of new housing development and integrated land uses of development, looking to minimise the length of journeys between housing, key services, and amenities.</p> <p>A.42 Response: The aims of the policies regarding enabling development in this theme are supported. They address reducing the need</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>to travel, prioritising sustainable modes, and access to jobs, services and amenities.</p>			
<p>Policy Theme 2 Improve Access to Jobs A.1</p> <p>Summary: This theme highlights that the CPCA will work with partners to: work closely with developers to ensure that transport planning is integrated into every stage of new housing development plans; widen the geographical scope of the transport network, providing better connectivity between major urban areas and the rest of the Combined Authority area; and, tackle congestion, by providing better ‘sustainable’ transport options such as public transport and cycling infrastructure and providing infrastructure interventions at key ‘pinch points’.</p> <p>A.2 Response: The policy principles are supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.3 Policy 2.1.2 seeks to ensure that developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development. The policy is sound, reflecting national guidance in the National Planning Policy Framework that seek to ensure ‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location’ and that ‘any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.’</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.4 There are sites in Greater Cambridge, such as North East Cambridge where an Area Action Plan is being prepared by the Councils, where there are genuine opportunities to significantly change transport behaviours. The encouragement developers and partners to work together to deliver shared ambitious solutions is supported in policy 2.1.1. However, further text should be added in the overview section to emphasise these opportunities.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated</p>	<p>Drafting / minor amendment</p>
<p>A.5 Similarly, policy 2.1.3 regarding parking should address situations where it would be appropriate to reduce or control existing parking to support sustainable travel. This issue is picked up in policy 18.2, but should be referenced here for consistency.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Drafting / minor amendment</p>
<p>A.6 Theme 2.2 seeks to expand labour markets by improving transport and making employment more accessible. This should include 'investment in our cycling and walking network to improve accessibility' not just 'investment in and improvement of public transport and the highway network'. Policy 2.2.1 includes measures to reduce peak demand on the highway network. These measures are supported. Policies 2.2.2 and 2.2.3 address public transport and highway improvements to improve accessibility. An additional policy should also address cycling and walking improvements which will also improve access to jobs.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Improvements to walking and cycling are covered separately in their respective policies.</p>	<p>Walking and Cycling</p>
<p>Policy Theme 3 Enhance business connections  A.1 Summary: Accessing ports and airports addresses links to these key transport hubs, but also addresses the visitor economy, connection between key employment sites, and freight movement. Policy theme 3.2: Supporting the local visitor economy acknowledges the importance of the visitor economy to Cambridge and the surrounding rural areas. Policies propose working with partners to: improve connectivity to international gateways and large centres; deliver an integrated transport network navigable by passengers who are visiting the region for the first time; deliver sustainable transport connectivity to tourist destinations in rural areas, such as the Cambridgeshire Fens; and provide sufficient</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure. Policies in section 3.3 acknowledge the importance of help to ensure excellent connectivity between key employment sites to support employment clusters.A.2 Response: Day visitors' impact on Cambridge's transport infrastructure. Policies to address infrastructure and management of coach services, and to enable visitors to access and move around by sustainable modes are supported.</p>			
<p>A.3 Linking employment clusters is a key issue for Greater Cambridge given that its clusters involve firms spread geographically across the subregion. Linkages that enable firms to cooperate successfully are important to the success of the area, and the measures proposed in these policies are supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.4 Given the net zero carbon ambitions of Cambridge City Council and South Cambridgeshire District Council, the measure proposed in section 3.4 to transfer freight from road to rail are also supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.5 Policy 3.4.3 seeks to promote sustainable urban freight distribution. Deliveries cause congestion issues for the central area of Cambridge, so greater emphasis on 'Last Mile' deliveries by cycle as a solution would be welcomed. Promotion and support of consolidated deliveries by small electric vehicles and cycles should also be included in this section.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes greater detail on 'last mile' deliveries by bike and small electric vehicles and promotion / support of consolidated deliveries.</p>	<p>Freight</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy Theme 4 Secure resilience and reliability</p> <p>A.1 Summary: This section addresses the changes and measures required to adapt the transport network to climate change, identifying risks and responding when designing schemes and carrying out maintenance. It also considers maintenance issues and asset management, proposing to explore harmonisation of highway maintenance standards and encourage partnership working between agencies.</p> <p>A.2 Response: There is a need to ensure that all new transport infrastructure is designed and constructed with climate change in mind. References to avoiding exacerbating flooding should also include the requirement for opportunities for flood risk mitigation to also be explored and taken to reduce risk to communities. Reference to the guidance provided by the Cambridgeshire Flood and Water Supplementary Planning Document would be beneficial.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>This is referenced in Policy 9.1.1</p>	<p>Climate Change + Zero Carbon</p>
<p>A.3 Linear transport networks can have wider catchment impacts, therefore there may be opportunities to bring about a reduction in flood risk rather than just maintaining the status quo. Opportunities should be explored with flood management bodies including the Environment Agency and Cambridgeshire County Council / Peterborough City Council as lead local flood management authorities.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>CA to explore opportunities with flood management bodies to reduce flood risk through transport schemes.</p>	<p>Flooding / drainage</p>
<p>A.4 Reference should also be added to addressing overheating on public transport as well as addressing the impacts that heatwaves can have on physical transport infrastructure.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Public transport</p>
<p>Policy Theme 7 Promote healthy and active lifestyles</p> <p>A.1 Summary: This theme addresses smarter choices and travel planning, as means of encouraging healthier transport choices and active travel. Policies on Rights of Way aim to maintain and enhance the network of routes.</p> <p>A.2 Response: The Rights of Way network</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>is important for connecting communities, and for connecting to the green infrastructure network. Policy aspirations to enhance the network are supported. Continued support for travel planning and promotion of sustainable travel choices, which are important elements of reducing reliance of private cars, are also welcomed.</p>			
<p>A.3 This section should also address embedding walking and cycling infrastructure into new developments or retrofitting it to existing or be clearer that these issues are addressed under the modal policies of walking and cycling.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Active travel infrastructure is considered in detail in the respective modal policies.</p>	<p>Walking and Cycling</p>
<p>Policy Theme 8 Improve air quality</p> <p>A.1 Summary: The section acknowledges the impacts of air quality on public health, and the challenges faced in the area, including the existing Air Quality Management Areas. Policies for improving air quality within the Combined Authority area are focused on harnessing improvements to vehicle technology and disincentivising travel by high polluting modes to reduce road traffic emissions.</p> <p>A.2 Response: Policy goals regarding air quality improvements are supported, however, delivery of specific actions and schemes will be crucial to secure these goals, and which will enable Cambridge to meet its legal obligations on improving Air Quality in the short and medium term. The impact of these schemes will require careful monitoring to ensure the desired impacts are being achieved.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Air quality</p>
<p>A.3 The Combined Authority has confirmed that it will work in partnership with the constituent Local Highway and Planning Authorities to maintain statutory duties under the Environment Act 1995, and develop new air quality / planning policies. This is supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.4 We welcome the inclusion of air quality assessments as part of the scrutiny process for development of transport schemes. There is an 'aim to ensure transport initiatives improve air quality across the region,</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider and prioritise initiatives to improve air quality, linked to</p>	<p>Air quality</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>exceeding good practice standards’ but no explanation of which standards are being referenced. These should be added.</p>		<p>ongoing review of AQMPs</p>	
<p>A.5 Paragraph 8.13 in ‘Our Policies’ states clearly that minimum bus emission standards should be set but presents no details of how this might be delivered. We welcome that the need for minimum standards to be set (or reset) for buses is stated, but some detail is required to demonstrate how these might be realised. The Clean Air Zone Feasibility Study recommended that buses, coaches and LGV would have to be Zero Emission or Ultra Low Emission to reduce and maintain levels of nitrogen dioxide, whilst increasing the number of services.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Air quality for buses forms one element of the Bus Review Taskforce, which will inform the future development of the LTP</p>	<p>Air quality</p>
<p>Policy Theme 9 Protect and enhance the environment</p> <p>A.1 Summary: This section acknowledges that the construction of new transport infrastructure has the potential to damage the local natural environment. Policies require all transport initiatives in to be developed in line with the mitigation hierarchy which avoids, minimises, remediates and as a last resort compensates for adverse impacts on biodiversity. It also includes the principle of biodiversity net gain and, as principles are developed, environmental net gain. Policies also seek to achieve improvements to the urban realm.</p> <p>A.2 Response: Cambridgeshire is one of the fastest growing areas within England. It is important that, in planning for this growth, steps are taken to ensure the conservation and enhancement of the natural environment, which plays a pivotal role in our economy and well-being, providing wide-ranging benefits. Inclusion of environmental net gain principles in the LTP is therefore supported. Reference to work of the Local Nature Partnership, could be strengthened to require schemes to consider how their development can help deliver the Local Nature Partnership’s strategy and goals, including the ambition to double the area of</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The Local Nature Partnership’s ambition, and the CPCA commitment to biodiversity net gain, are now included in the LTP.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>rich wildlife habitat and natural greenspaces by 2050. A joined-up approach is required along with other forms of growth planned in the CPCA area.</p>			
<p>A.3 The plan should include a measurable target of 20% biodiversity net gain as a minimum, focussing on delivering and maintaining strategic opportunities for landscape scale enhancement and creation. A balance will need to be struck for providing publicly accessible natural green space and areas primarily for habitat creation. It should also recognise that transport linear schemes have the potential to damage and sever existing habitat sites and corridors should be made, along with an explicit commitment that route selection and scheme development will include ambitions to protect and link existing sites and create significant new areas of high-quality habitat. The long-term management of biodiversity assets must also be addressed.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>
<p>A.4 Reference to flood risk in paragraph 9.19 should also refer to taking opportunities for mitigation for areas at risk when developing transport infrastructure, rather than simply avoiding exacerbating risk.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Flooding / drainage</p>
<p>A.5 Paragraph 9.16 refers to considering the impacts on a range of issues from transport schemes, including noise. This section needs to address noise impacts of existing transport infrastructure as well as planned schemes. The draft LTP does not adequately consider transport related noise and most importantly opportunities to reduce noise from local transport sources.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a noise policy</p>	<p>Noise impacts</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.6 Recently published DEFRA Noise action plans (Round 3) for agglomerations (large urban areas), roads (including major roads) and railways (including major railways) 2 July 2019 state that while noise is a natural consequence of a mature and vibrant society, it can have serious implications for human health, quality of life, economic prosperity and the natural environment. For roads, the management of the roads covered by the Action Plan rests with the relevant highway authority through the implementation of the Highways Act 1980 (as amended). This includes Highways England which is responsible for England’s strategic road network. The remaining roads are the responsibility of local highway authorities either as part of a County Council, a Unitary Authority. The plans detail several possible approaches to control the impact of noise from road traffic, including ‘planning controls – through the operation of the national and local transport and land use planning system’.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.7 Transport-related noise is an important quality of life issue for many communities. DfT Guidance on Local Transport Plans 2009 (now withdrawn), advise that local authorities in devising LTPs, should consider how LTP policies and proposals could reduce existing sources of problem noise and minimise any adverse noise impacts of new proposals. There are opportunities to reduce road noise using Local Transport Plans. This may, for example, be the design of roads or public transport services, the maintenance of highway surfaces, the design of traffic management and road safety infrastructure, or the use, siting and design of public transport infrastructure used by travellers at night. A similar approach to rail noise is recommended. When proposing the construction of a new railway, or additional lines to an existing rail corridor, a noise impact assessment must be carried out. Mitigation such as optimising the track construction and alignment and the use of noise barriers, either through landscaping or purpose-built walls or fences, should be considered in the design to</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a noise policy, which sets out proposals to reduce the noise impacts of transport.</p>	<p>Noise impacts</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>minimise any adverse noise impact should be considered.</p>			
<p>A.8 Appropriate policies should be added to this section. The Strategic Environmental Assessment (SEA) and Community Impact Assessment (CIA) should also be reviewed and updated to include a comprehensive consideration of the impacts of noise on health, and effective mitigation.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a noise policy, which sets out proposals to reduce the noise impacts of transport. The SEA and CIA have been reviewed in the light of this new policy.</p>	<p>Noise impacts</p>
<p>A.9 The Historic Environment section could be clearer that it includes a wide range of elements, from designated and undesignated buildings and assets, and historic landscapes. It should also reference potential use of the assets for the benefit of people rather than just something that needs to be protected. Heritage sites are places to visit, and promoting these as destinations should be part of any strategy supporting sustainable transport modes.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Protecting / enhancing built environment</p>
<p>Policy Theme 10 reduce emissions A.1 Summary: Policies support: using new technologies as they become available to minimise the environmental impacts of transport; managing and reducing transport emissions; and encouraging and enabling sustainable alternatives to the private car including reducing the need to travel.  A.2 Response: As addressed earlier in this response it is crucial that the LTP responds to issues regarding climate change and air quality.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.3 Electrification of rail routes, referenced as a project, is important to supporting reduction of the environmental impact of travel, and should be given greater prominence in the main strategy document.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.</p>	<p>Rail services</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.4 The plan references that the Greater Cambridge Partnership recently agreed to fund both an electric bus and hybrid bus in Cambridge to understand and examine their operation on the local network. Policies support 'greening' of public transport modes such as buses and trains by examining alternative fuels such as electricity and hydrogen. These measures are supported. Exclusion of reference to biofuels is also supported, due to their potential impact on emissions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.5 The objective to reduce emissions should include reference to air quality as well. For example, "Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change and air quality."</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>There is already a specific 'air quality' objective: Ensure transport initiatives improve air quality across the region to exceed meet good practice standards</p>	<p>Drafting / minor amendment</p>
<p>A.6 Policy 10.1.2 refers to investigating the feasibility of introducing incentives for taxi operators to electrify their fleet. To accompany this will also require charging infrastructure. There is reference to supporting area wide taxi-only electric vehicle rapid charging infrastructure in Policy 8.1.1, and such measures are crucial if the move to electrify the fleet is to be successful.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Policy Theme 11 and 12 address walking and cycling.</p> <p>A.1 Summary: Cycling and walking policies are informed by the work of the Greater Cambridge Partnership. Policies include a range of measures to enhance the cycling network, improve cycle parking and ensure new developments support walking and cycling.</p> <p>A.2 Response: The section on walking seeks to support walking trips, but it would benefit from an additional policy seeking walking infrastructure through new developments in a similar fashion to policy 12.4 for cycling.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Policy Theme 11.1 has been updated to include a policy relating improving walking infrastructure in new developments (similar to Policy 12.4)</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.3 Generally, the LTP could place stronger emphasis on the role cycling plays in commuter movements, particularly in the Greater Cambridge area. Cycling provides for over 1/3 of journey to work trips in the Greater Cambridge area and this needs to be reflected as strongly as possible within the LTP. It should also acknowledge that the arrival of affordable e-bikes is an opportunity to significantly lengthen the distances that people will cycle to work.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP has been updated to place more emphasis on the role of cycling for commuting, and notes that e-bikes create the opportunity to significantly lengthen the distances people are willing to cycle</p>	<p>Walking and Cycling</p>
<p>A.4 A wide range of measures are identified, and their inclusion is supported. There are references to ‘Dutch-standard segregated walking and cycling infrastructure’, however, the term is not defined in the plan, and a clearer definition should be provided, including examples.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Clearer definition of Dutch-standard cycling infrastructure, including links to design guidance, are now included in the LTP</p>	<p>Walking and Cycling</p>
<p>A.5 Segregation for cycling in the draft LTP refers to segregation from traffic. There will also be circumstances where there should also be segregation from pedestrians. This should be stated in the LTP, and such circumstances should be described.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP notes that, where pedestrian flows are significant, pedestrians should be segregated from cyclists.</p>	<p>Walking and Cycling</p>
<p>A.6 Maintenance of cycling and walking infrastructure is also important, such as maintaining the width of paths by controlling vegetation and keeping surfaces in good repair. The importance of maintaining cycling and walking infrastructure should be addressed in theme 18.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The importance of maintenance of walking and cycling infrastructure is noted in Theme 18.</p>	<p>Walking and Cycling</p>
<p>A.7 The plan will need to be updated to include reference to the soon to be published Local Transport Note 1/19, all cycling infrastructure should meet this standard which includes reference to the needs of all users including those with adaptive cycles and those carrying children.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Greater detail has been provided in the cycling policy regarding defining high quality infrastructure, and providing reference to the design guidance.</p>	<p>Walking and Cycling</p>
<p>A.8 An additional policy or detail within a policy is needed to ensure that cyclists needs are considered at the design stage of any highways and transport improvement schemes.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated LTP to ensure that cyclists needs are considered at the design stage of any transport scheme</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.9 Under priorities within and around the Market Towns is the point ‘ensuring new developments include cycle provision to a minimum standard’ which is very unambitious. Developers should be providing cycling and walking infrastructure to a high standard throughout the region. A change should be made to clarify this.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated</p>	<p>Drafting / minor amendment</p>
<p>A.10 Reference should be made to the National Cycle Network (NCN) in the region and that the Combined Authority and other Councils will work with Sustrans to promote and improve lengths of the NCN that run through the Combined Authority area.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The NCN is now referenced in the cycling policy</p>	<p>Walking and Cycling</p>
<p>A.11 Mention should be made of Bike sharing schemes – supporting and encouraging them as well as managing on-street dockless schemes so that they are not to the detriment of the public realm. They should accord with the agreed Code of Conduct for Cambridge which can be used as a basis for the rest of the region if dockless bike schemes are introduced outside Cambridge.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge (in Policy Theme 12.3?)</p>	<p>Walking and Cycling</p>
<p>A.12 The Local Cycling and Walking Infrastructure Plan (LCWIP) should be referenced with regard to assessment of schemes – this will be a key document when identifying walking and cycling schemes, including making linkages with the strategic schemes referenced in the main document, filling in the gaps and enabling easy active travel between and within towns and villages.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LCWIPS are now referenced throughout the LTP</p>	<p>Walking and Cycling</p>
<p>Policy theme 13 delivering a seamless public transport system</p> <p>A.1 Summary: Policies aim to explore new methods of ticketing to improve ease and affordability of travel, improving journey information, and delivery of multimodal transport hubs, including new park &amp; ride sites further out from Cambridge which link to the CAM. This includes encouraging new methods of mobility such as ‘Mobility as Service’.</p> <p>A.2 Response: These policy goals are supported. Significant rail improvements are</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>planned, including new stations. It will be important that other sustainable transport modes are supported allow effective connections to railway stations to support onward journeys.</p>			
<p>Policy theme 14: Rural transport services.  A.1 Summary: The CPCA will explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders. They will also support local community transport. A key element is how rural bus services are provided. The CPCA, in line with the recommendations of the Strategic Bus Review, is beginning engagement with local operators on how to improve service provision and integration through ‘Enhanced Partnerships’. high-quality Enhanced Partnerships could not successfully be negotiated with operators, the Combined Authority will explore alternative franchising options for the bus network, allowing them to directly control routes, services and fares, in line with the requirements under the Bus Services Act 2017.  A.2 Response: Measures to support rural transport services are supported, particularly given pressure on transport subsidies in recent years. The interchange between different services and transport modes is crucial, to allow access to a range of destinations. In our response on the guiding principles above we commented on the need to consider movement between villages as well as to Cambridge. This is an important consideration for rural bus services as well, due to certain key facilities not being available in every village, but with nearby villages acting as rural hubs, particularly for health and education facilities. This should be referenced in paragraph 11.69 of the policy document.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The importance of travel *between* rural villages - and the need for good interchanges / travel hubs for rural buses - is now referenced in Para 11.69 of the LTP policy document.</p>	<p>Bus + DRT</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy theme 15: Improving public transport in our towns and cities</p> <p>A.1 Summary: Policies aim to deliver transformational mass transit, in the form of the CAM, road space for buses, and respond to air quality issues, working with GCP and local councils. This includes specifically, through bus operating models, the requirement for ultra-low emission hybrid and zero emission electric vehicles, and delivery of the infrastructure needed to support them. It also supports establishment of a 'Clean Air Zone' within Cambridge and/or Peterborough City Centre, if pursued by local councils.</p> <p>A.2 Response: Such measures are supported, and vital to maintain and improve the quality of the urban environment.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Policy Themes 16 and 17 address traveling by coach and rail.</p> <p>A.1 Summary: Policies aim to support measures to deliver a more reliable, integrated, passenger-friendly rail network; facilitate improvements to stations; explore options to expand the rail network to link to new settlements, corridors and growth areas; and support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity. Working with operators to increase the frequency of trains on key routes, and deliver new infrastructure such as the relocated Waterbeach station, a station at the Cambridge Biomedical Campus, and rail capacity improvements.</p> <p>A.2 Response: Proposals to expand and make greater use of the rail network are supported. As stated earlier in this response, potential for new stations at Fulbourn and at Cherry Hinton should be included within the long-term rail aspirations.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Reflecting the early stage of these projects, they have not been included in the LTP.</p>	<p>Rail services</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy theme 18: The local road network.</p> <p>A.1 Summary: Promotes the efficient maintenance and use of the local road network. This relates also to reducing the need to travel and promoting the use of more sustainable modes of transport. It proposes to identify a key local road network, to identify parts of the network which should be prioritised for management and maintenance.</p> <p>A.2 Response: Maintenance of transport networks is an important issue. Maintenance programmes need to be meaningful and measurable, and this should be added to 18.3. The focus of this chapter is on maintenance of the road network, but the cycling and pedestrian network also needs to be appropriately maintained, particularly if it to encourage use, and this should be addressed in the LTP.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Greater detail re maintenance of the local transport network, including the walking and cycling network, has been included in the LTP</p>	<p>Highway maintenance</p>
<p>we do have concerns that some of the proposed schemes have potential for significant adverse impacts on the natural environment.</p>	<p>Natural England</p>	<p>CA to note Natural England's' concerns re the adverse impacts of some proposed transport schemes.</p>	<p>Requirement for CPCA</p>
<p>Our advice is that further work should be undertaken, in liaison with key environmental stakeholders, to gather evidence to inform a robust assessment of impacts to the natural environment and the deliverability of avoidance and mitigation measures. This, should be used, together with the proposed application of the user hierarchy, to select and prioritise the development of sustainable transport projects.</p>	<p>Natural England</p>	<p>CA to note Natural England's' view that significant further work re the impacts of the schemes should be undertaken, and used to inform scheme prioritisation.</p>	<p>Requirement for CPCA</p>
<p>We note that the current LTP strategy is a 'blended approach' which focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development including ~100,000 new homes and employment growth) but tailored to the local geographic and travel context. We understand the need for a multi-modal approach to the</p>	<p>Natural England</p>	<p>CA to note Natural England's' concerns re the emphasis on large highway projects in the LTP, despite the user hierarchy and efforts to develop the sustainable transport network.</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Plan; however, we are concerned that the emphasis appears to be on delivering new major highways projects. This seems at odds with the proposal to apply the ser hierarchy and to develop a sustainable transport network.</p>			
<p>Since details of the proposed LTP projects are currently unknown, including critical factors such as location and design, it has not been possible for Natural England to offer detailed comments. As indicated through the SEA Report, the LTP has potential for negative effects on the natural environment until project details and potential to mitigate adverse impacts have been identified. Our comments in Annex A therefore seek to highlight our support and /or recommendations for further work on key aspects of the Plan.</p>	Natural England	Noted - no action	No action
<p>We have had a review of the document and recognise the rail aspirations that are contained in it and note them for consideration as part of our ongoing strategy for enhancing the rail network. Following the publication of the Cambridgeshire Corridor rail study earlier this year, we are proposing to develop a similar one in approx. a year on connectivity from Norfolk and Suffolk which will be of relevant to your combined authority. This will look to consider the LTP.</p>	Network Rail	Noted - no action	No action

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