

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

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

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

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

92	Chapter 1	Climate	In the current LTCP there is no detail on specific measures targeted at reducing emissions from LGVs and HGVs: no clear plan on how to coordinate efforts local to national, nor who decides which are the priorities when funding becomes available. If there is a real drive for alternative fuelled LGVs and HGVs, then careful planning needs to be designed to allow space for hydrogen refuelling stations for hydrogen fuel cell electric vehicles, or new multi-user logistics depots in central urban areas and mobile city hubs and micro-consolidation distribution centres (where smaller couriers collect their parcels from mobile hubs and then make deliveries using bicycles, or on foot).	Noted. The section on freight (and HGV/LGV) will be updated in the our strategy section. This will include promoting alternative fuels (and modes) for movement of goods where possible. In terms of emissions, the WSP work is investigating how carbon and traffic reduction can be better assessed within the LTCP
93	Chapter 5: Monitoring and performance	Targets and indicators	No clear policies to drive reduction in private car mileage: Whilst there is a mention of reducing car usage by 15% in the region in line with the recommendations from the Independent Climate Commission, there is no articulated plan on how the CPCA or LAs could drive this reduction in car usage.	WSP work looking at the impact of the various major schemes. Local strategies, delivery plan (to follow) and child docs will add detail on how schemes, policies and aims can be delivered.
94	Chapter 3: Greater Cambridge	Connectivity	Urge the CPCA to ensure the LTCP acknowledge and put in place the policy hooks for enhanced and potentially segregated cross city connectivity within which we can then look to develop our proposals further with partners.	GCP are looking at various schemes for Greater Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies.
95	Chapter 3: Greater Cambridge	Suggested scheme	Suggest wording that better reflects the following potential options is included: A northeast orbital connection which connects Cambridge East to the Cambridge Northern Fringe Area. The route would connect from a relocated Newmarket Road P&R to a point in the northern fringe having bridged the River Cam and the railway corridor and would connect into the existing 31 bays to Cambridge Busway and the proposed Waterbeach to Cambridge public transport corridor	GCP are looking at various schemes for Gr Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
96	Chapter 3: Greater Cambridge	Rail	Suggest wording that better reflects the following potential options is included: A southern route from Cambridge East to the southern busway network via Davey Road and the Clifton Industrial Estate. At the western end of Davey Road the public transport route could provide access to a new eastern access into Cambridge Railway Station delivered in combination with the new island platforms needed to support east West Rail.	GCP are looking at various schemes for Gr Cambridge. This and the local strategy will include detail on specific movements and proposals for Cambridge. LTCP strongly supports GCP programme of works and proposals that will emerge through the updated local strategies
97	Chapter 3: Greater Cambridge	Related documents	Support reference to Cambourne to Cambridge Better Public Transport and Active Travel Project, as well as specific reference to Scotland Farm in providing a new Travel Hub	support noted
98	Chapter 3: Fenland	Bus	Improvements in public transport around our start and finish times (7.30-8am & 4.30-4.45pm) along with improved public transport in the evenings and weekends for leisure purposes would provide an incentive for current and / or future employee's. Improvements in weekday daytime services would also help customers / suppliers who are wishing to utilise public transport.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
99	Chapter 3: Fenland	Bus	Having rapid, predictable public transport to local train stations such as March and/or Ely that are timed to coincide with train timetables would also help particularly in early mornings, late afternoon, evenings and weekends. Improvements to more frequent, earlier and later trains from Manea station along with a connection from Chatteris to Manea would also be helpful.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
100	Chapter 3: Fenland	Bus	Accessibility to the North Cambridgeshire Training Centre via regular public transport is going to be significant in our impact to improving local skills within Fenland and the surrounding areas. Learners from Chatteris will be able to cycle or walk to the centre to attend their training classes but there is currently a lack of transport options from outside of the town. With a large proportion of our learners being 16-18, many are unable to drive or afford to own and run their own vehicle in the current cost of living and therefore they rely heavily on the public transport sector to access their education, and even workplace.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points.
101	Chapter 3: Fenland	Highways	A range of agricultural vehicles are required on farm and need to use roads to access property (both land and buildings) in a range of locations which are often isolated. There can be peaks and troughs in the use of these vehicles and their access requirements. Road schemes must allow for practical access along their entire length for permitted road vehicles, including agricultural vehicles.	Noted and agreed. Local design for road schemes to deal with this on a case by case basis.
102	Chapter 3: Fenland	Bus	Transport links also help to ensure employees can access work opportunities and reduce social and economic isolation which can be particularly acute in rural areas. Those working on farms, orchards, glass houses, pack houses, or in the supply chain, can live in a variety of locations from on farm, to local villages and towns, or travel in for seasonal work. The families of workers who live in rural areas need sustainable access options too. Rural isolation can lead to a range of associated issues including poor mental health and wellbeing, as well as lower skills and education attainment levels.	Noted and agreed. Covered by changes to Fenland section. Additional detail, more sub headings to bring out key points. Inc. social inclusion
103	Chapter 3: Fenland	Productivity	The strategy needs to consider the long term needs of the region, including potential population growth, as well as integrate the requirements determined by policies from national government departments.	Noted and agreed. No change required. LTP looks long term and is aligned with local growth and national policy
104	Chapter 1	Goals	Supports CPCA's encouragement of integrated planning approach for guiding the investment in transport infrastructure	support noted
105	Chapter 1	Vision	The CPCA should go further in this LTCP to emphasise the importance of a fully integrated, high quality, reliable, convenient, affordable, safe and accessible transport network for all. The LTCP should acknowledge the need to ensure growth is focused around high quality transport corridors, which is referenced in the body of the document but not specifically within the vision, goals or objectives.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
106	Chapter 4: Policies	Targets and indicators	Welcome the proposal to reduce vehicle miles but in order for this to be realised infrastructure such as park and ride, must be properly and appropriately considered before plans are taken forward to deliver it.	Noted
107	Chapter 3: Greater Cambridge	Specific scheme	Significant concerns that the proposed siting of park and ride at Scotland Farm is not best placed to deliver either a travel hub, or to intercept vehicle traffic as best it can. Thus, the current proposals of the GCP are not aligned to the aspirations of this LTCP and should be revised accordingly.	Comment noted. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets/library/about/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com)
108	Chapter 3: Greater Cambridge	Related documents	Welcome the reference in the Plan to the emerging Local Plans for Cambridgeshire and South Cambridgeshire which seek to define the development needs for homes and jobs to 2041.	Noted
109	Chapter 3: Greater Cambridge	Bus	Support proposals for integrated travel hubs which combine multiple modes with park and ride to offer viable alternatives to the private car and can truly facilitate sustainable housing and employment growth.	Support noted
110	Chapter 3: Greater Cambridge	Specific scheme	LTCP does not accord with the current approach being undertaken by the GCP towards park and ride associated with C2C, which is instead pushing delivery of park and ride at Scotland Farm in respect of C2C east of Cambourne, in a location that offers an inferior and less connected alternative to that promoted by MGH at Land North of Cambourne.	The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets/library/about/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com)
111	Chapter 1	Highways	Supportive of the LTCP, views all existing projects and look forward to collaboration on projects within Cambridgeshire and all Highway matters relating to the Strategic Road Network	Support noted
112	Chapter 2: Our strategy	Cross border issues	Lincolnshire is not mentioned at all, Spalding is mentioned just once, and Lincoln and Boston are not mentioned at all. Other counties, cities and towns are mentioned.	Noted. Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
113	Chapter 3: Fenland	Cross border issues	The LTCP needs to clearly recognise how important transport connectivity between Peterborough and Fenland to South East Lincolnshire is to both areas. We are concerned that the current draft LTCP does not reflect the importance of connectivity to Lincolnshire and the 'on the ground' reality and functional economic geography, with South East Lincolnshire being one of the main trading partners for Peterborough and Fenland.	Noted. Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes
114	Chapter 3: Fenland	Cross border issues	The current draft Cambridgeshire and Peterborough LTCP focuses heavily on links to other areas within the sub-national transport body area in which CPCA sits (EHE) and also to Norfolk and Suffolk (Transport East), but this does not fully reflect the needs of Peterborough, Fenland and the areas they interact with in South East Lincolnshire. It is vital for CPCA and South East Lincolnshire to work together to ensure that the transport needs in this area informs all three sub-national transport plans.	Noted. Fenland and Peterborough local section to be updated to inc. importance of Lincolnshire as travel location to/from Fenland. Also proposed is more clear statement on partnership working with neighbouring authorities. Statement on neighbouring authorities priorities to be added too, without specific reference to schemes

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

136	Chapter 3: Greater Cambridge	Highways	It seems that there is generally a coordinated response to key areas of growth, including both employment and residential destinations. However, the Wellcome Genome Campus and its connectivity along the A1301 corridor and with the wider area, appears to be a significant omission from the current planned and emerging transport strategies and schemes. U&C and Wellcome are concerned about this oversight and the potential impact this could have on both the success of the Campus, its ability to achieve its ambitions in terms of sustainability and world class transport and on the wider movement network if WGC, as a key destination, is not embedded within the LTCP. We strongly consider that the status and importance of the WGC needs to be elevated and a more coordinated transport approach is required to ensure the Campus benefits from excellent connections if it is to continue to compete in the international arena.	Noted. The GCP have proposals for PT and AT schemes in this area and CCC/CPCA are discussing the possibility of the Royton to Granta Park study progressing to SOBC
137	Chapter 3: Hunts	Rail	U&C strongly believe planned growth to the east of St Neots represents a positive and sustainable strategic location which can benefit from potential connection into the proposed East-West Rail route to enable sustainable travel patterns. This could unlock additional growth in this location, supported by both existing and planned infrastructure. U&C therefore support the draft LTCP support of East West Rail from Cambridge to Oxford, including the potential for a new station south of St Neots at Tempsford.	Support noted
138	Chapter 3: Hunts	Highways	The Huntingdon area plan on page 89 would benefit from the labelling of the St Neots Strategic Expansion Location, which includes Wintringham.	Noted. Agreed - simple map addition
139	Chapter 3: Hunts	Specific scheme	The draft LTCP references the potential A141 improvements around Huntingdon (and linking to St Ives) on pages and 84, 86, 87. Whilst there has been a degree of uncertainty regarding this route which has hindered sustainable development, it is absolutely crucial that any interventions to key road corridors are not delivered at the expense of better walking, cycling and public transport connectivity, as highlighted on page 86. The intention to place a greater emphasis on how active travel modes can be supported in highway improvements (as specified on pages 84 and 85) is therefore strongly supported.	Support noted
140	Chapter 3: Hunts	Shared Mobility	From a broader perspective, the draft LTCP should therefore further consider the potential for strategic scale sustainable transport linkages, including potential for bus or priority mass transit options to St Ives and Cambridge from Alconbury Weald.	Noted. Use wording in Hunts LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf - pg138
141	Chapter 3: Hunts	Related documents	The reference on page 83 to Huntingdonshire's Local Plan (and that development will be focussed in four spatial planning areas) should additionally note that sustainable growth in Huntingdon is also focussed on two Strategic Expansion Locations, at Alconbury Weald and St Neots East.	No change required. Current explanation is sufficient (checked with HDC).
142	Chapter 3: Hunts	Rail	The draft LTCP reference on page 84 to a new rail station at Alconbury (Weald) is supported. As a sustainable form of transport, the draft LTCP should advocate more strongly for the new railway station, and the benefits this potential modal shift would provide, including within the 'Alconbury' section on page 87.	Support noted - USE WORDING IN HUNTS LP - https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf pg138
143	Chapter 3: Hunts	Rail	The Huntingdon area plan on page 89 would be improved by illustrating the route of the East Coast railway line. Furthermore, the potential new Alconbury Railway Station should be illustrated on the east side of Alconbury Weald development rather than as currently illustrated on the A1 Road. To further aid clarity, the Alconbury Weald development should be more accurately labelled (the position of the text is currently shown to the west of the A1).	Agree addition of ECML is useful. AGREE THAT SHOWING ECML IS FINE AND DO INDICATIVE BLOB FOR STATION ON MAP
144	Chapter 5: Monitoring and performance	Goals	The CA should consider more metrics to measure productivity that tie into their strategic objectives, eg no of residential dwellings within the region that fall within a 30 minute sustainable commute to an employment hub, or the number of public transport routes that improve journey to home, education, employment, and leisure to within 30 mins.	This is tied to Local Plan and planning issues. Local strategies will consider such data.
145	Chapter 1	Health	The draft plan does not go into detail as to how it is going to achieve a public transport network that will promote 'social inclusion' via the four factors highlighted, 'available, accessible, affordable and appropriate'. In particular 'affordability and 'appropriateness' should consider are not fully considered.	The LTCP is setting the vision and policy direction for PT and includes a number of 'major' PT schemes. The local strategies and the BSIP will tackle specific issues such as accessibility for specific places. The CPCA is also investigating ways in which the bus and PT network can be better delivered, through frameworks and investigating the viability of funding the network in a different way
146	Chapter 1	EV and alternate fuels	The plan needs to be more specific to actively encourage non fossil fuel (electric, hydrogen) solutions in transport.	noted. alternative fuels inc. EV to be promoted further in LTCP child doc
147	General	Interchange	The new transport network needs to be considered holistically so that conflicts between alternative modes of transport are eliminated as best as possible	noted.
148	Chapter 1	Connectivity	Promotes idea of 15-min city and broadening out to consider how this could work in more rural settings. Key to unlocking this is mapping of amenities to population centres and applying a catchment principle to provide policy direction shown gaps in connectivity.	additional discussion on rural areas and connectivity to and within them is being made, both in main strategy and in local sections
149	Chapter 2: Our strategy	Freight	Acknowledgement in the draft LTCP that the potential the rail network has for greater freight movements is noted, however suggest going further by transitioning the vast majority of freight movements from currently congested roads to underutilised railways.	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested approach needs significant central government support to facilitate.
150	Chapter 2: Our strategy	Freight	The 'secure freight consolidation centres' identified could be located on the rail network	Comment noted. It is recognised that the LTCP needs a stronger reference to freight movements. The suggested approach needs significant central government support to facilitate.
151	Chapter 3: Fenland	Rail	Suggest considering extending the Wisbech Rail link to King's Lynn, creating an alternative to the A47	Noted. LTCP supports Wisbech rail link but details on its specifics are not for the LTCP.
152	Chapter 3: Fenland	Connectivity	Market town connectivity will be improved so that parts of our region are not left out from future opportunities. We need to do this by considering viable 15-minute communities or neighbourhood hubs	Noted. LTCP supports 20 min neighbourhoods
153	Chapter 2: Our strategy	DRT	DRT has a big role to play in the future, interlinking with 15-minute communities to provide greater connectivity outside of these areas.	Noted and agreed. Covered in LTCP
154	General	Wider policy areas	Strong governance needs to be applied, together with policy around how new developments are delivered.	Noted however this is something which should be addressed by the local plan
155	Chapter 1	Connectivity	Digital connectivity should be available to all, including those in more rural areas within our region	Noted. Digital policy to follow
156	Chapter 2: Our strategy	Freight	Freight movement should be transitioned away from the road network thus reducing emissions	Noted. LTCP to be improved on freight and HGV.
157	Chapter 1	Environment	Biodiversity measures should be considered holistically across the region and linked to a 'green vision' for the region as a whole.	Noted.

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

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

203	Chapter 1	Vision	East Cambridgeshire District Council supports the draft Local Transport and Connectivity Plan (LTCP) vision, and the aims and objectives presented.	Support noted. No change to plan.
204	Chapter 1	Vision	The Council welcomes the inclusion of a specific reference to rural areas in the vision, but would like to understand the vision for transport in Cambridgeshire and Peterborough over the short, medium and long term. What will the transport network look like in 5 years, 20 years and 50 years?	The delivery plan will detail future proposals and reference to EC Transport Strategy, to be delivered for local schemes. Also add section child documents, local strategies and their role.
205	Chapter 1	Environment	ECDC supports the objectives relating to climate change, carbon emissions and energy reduction and protecting and enhancing the environment. The District Council has declared a Climate Emergency and providing alternatives to the private car is essential to improve air quality and achieving our carbon neutral goals.	Support noted. No change to plan.
206	Chapter 3: East Cambs	Partnership	The Council welcomes the inclusion of 'connectivity' in the Plan as it recognises the environmental and social benefits of being able to work from home and access services online. The Council is keen to work with the CPCA to deliver improved broadband coverage and speeds in East Cambridgeshire and to improve and mobile phone reception across the district.	Support noted. New partnership paragraph/section in plan to be added
207	Chapter 3: East Cambs	Active Travel	Would welcome reference being made to ECDC's own Cycling and Walking Routes Strategy. A list of priority routes has already been identified and feasibility studies already undertaken. This information will be used to seek funding from external sources to enable delivery of the schemes.	Agree. Amend plan to reflect this strategy in local section as well as reference in potential new section in overall strategy on partnership working/related documents
208	Chapter 3: East Cambs	Active Travel	Due to the nature of the roads and the traffic using them, freeing up road space for active travel schemes is challenging and whilst the draft LTCP refers to the fact that within East Cambridgeshire it will be difficult to adhere to government guidelines, it would be useful if information about how this could be overcome was also included in the document. The District has lost out on funding from previous active travel funding rounds so it is essential that this is addressed.	Amendments will be made to tighten up in main strategy regarding rural areas not missing out just because they are rural. This will tie into active travel more strongly. Rural accessibility will be strengthened in the document
209	Chapter 3: East Cambs	Partnership	Would welcome working with the CPCA and other partners on issues such as safe crossings as an integral part of a cycle/walking project, disrepair on existing paths, promotion of existing routes, and funding opportunities.	Support noted. New partnership paragraph/section in plan to be added. Please also refer to CCC district transport strategies and action plan
210	Chapter 3: East Cambs	Bus	Highlights the issues with bus services in East Cambs. They are not direct or convenient due to long journey times and do not provide a viable alternative to the private car. Some communities have no bus service at all. Low population density and longer distances to travel make practical and commercially sustainable public transport difficult in rural areas.	Agree. BSP looks to address this. No change to plan.
211	Chapter 3: East Cambs	Bus	Funding for bus services continues to be reduced and this has led to services in East Cambridgeshire being withdrawn or reduced so that the areas, days and times of operation do not meet the needs of residents. The Council requests urgent financial support from the CPCA for this service. Also keen to understand how the CPCA will address the issue of providing ongoing revenue funding for bus services, particularly rural services which typically require the greatest level of subsidy, if franchising won't provide this. The Council believes it is important to get the balance of subsidised bus fares and subsidised routes correct. Subsidising rural routes must be a priority and must not be forfeited in favour of subsidising fares for additional groups of people – the effect of this would be to see more and more people travelling for free or at low cost in the urban centres.	Comment noted. The BSIP will take the aims of the LTCP and add detail on bus networks. Any CPCA funding will be subject to the business planning cycle. CPCA looking at long term viability for buses and bus frameworks. No change.
212	Chapter 3: East Cambs	Bus	East Cambridgeshire District Council is seeking funding from the Cambridgeshire and Peterborough Combined Authority to trial new bus services identified in its 'New Bus Service Proposals for East Cambridgeshire' Prospectus to allow them to become established and viable. These services will also need support in terms of promotion, information provision, ticketing and infrastructure to increase their viability.	Noted. Any CPCA funding will be subject to the business planning cycle. CPCA looking at long term viability for buses and bus frameworks.
213	Chapter 3: East Cambs	Partnership	The LTCP should include a commitment to work with local authorities and other stakeholders to improve rail connectivity and services across the area.	Comment noted. New partnership paragraph/section in plan to be added
214	Chapter 3: East Cambs	Rail	Support the Ely area capacity enhancement (EACE) programme proposals to upgrade the railway to allow more trains to run through Ely as long as it includes a road solution at Queen Adelaide. Oppose any measures that restrict traffic flow across the level crossings in Queen Adelaide to the detriment of residents and local businesses until alternative solutions are put in place. Accessibility must be retained for MMBs and it is vital that the EACE scheme delivers sufficient additional capacity to meet future demand by delivering train paths to cater for services above and beyond the outstanding franchise commitments.	Support noted. Will look to strengthen text in document to reflect concerns that rail industry do not fully take account of local growth plans.
215	Chapter 3: East Cambs	Rail	The Council will support the CPCA and other stakeholders in lobbying DfT to ensure the EACE project goes ahead.	Support noted. No change to plan.
216	Chapter 3: East Cambs	Rail	The Council would like to see the LTCP promote the importance of the Queen Adelaide Road Improvement Scheme whilst maximising the rail connectivity network for the district and wider area.	LTCP local section to include as part of the EACE improvements it will be necessary to address the local concerns along Queen Adelaide
217	Chapter 3: East Cambs	Rail	The Council welcomes the commitment in the draft LTCP to doubling the track all the way to Soham, which would increase capacity for both freight and passenger services and enable a second platform at Soham Station to become operational and an hourly service to run from Ipswich to Peterborough, and to reinstating the Snailwell loop, which would provide a direct service between Ely, Soham, Newmarket and Cambridge, bringing further benefits to passenger and freight services.	Support noted. No change to plan.
218	Chapter 3: East Cambs	Rail	East Cambridgeshire District Council supports the East West Rail Link eastern section proposals and supports the southern approach because of the benefits it will bring to residents in our district.	Support noted. No change to plan.
219	Chapter 3: East Cambs	Active Travel	Any major improvements to roads and junctions proposed in the LTCP should seek to make better provision for pedestrians, cyclists and equestrians.	Agreed we will strengthen wording around this in overall strategy.
220	Chapter 3: East Cambs	Specific scheme	For the residents and businesses of East Cambridgeshire, dualing the A10 all the way to the BP garage at Ely and improving the junctions along it is an absolute priority. The Preliminary Strategic Outline Business Case work, undertaken by Matt Macdonald in 2018, suggested building a new road to the North West of Ely, which would divert non-local traffic away from the two Ely roundabouts. The Council requests that the Combined Authority investigates this proposal fully before making any decisions about preferred route options. How the A10 is dealt with at the A14 junction also must be considered.	Noted. An issue for the business case work rather than any change to the plan
221	Chapter 3: East Cambs	Specific scheme	The Council supports the provision of infrastructure for active travel that will tie into existing routes and the planned additions, which will provide a continuous route from Cambridge to Ely. We urge the Combined Authority to ensure that the proposed segregated cycle route from Cambridge to Ely is an off-road cycle path and that separate provision for pedestrians and cyclists is provided, not a shared-use path, as set out in the Preliminary Strategic Outline Business Case. Protection for active travel users like cyclists, walkers, and horse riders and safe crossing points at these junctions is essential. Keen to understand provision at the A10 BP roundabout.	Agreed we will strengthen wording around this in overall strategy.
222	Chapter 3: East Cambs	Partnership	The Council welcomes the reference to working with Suffolk County Council regarding the A14/A142 junction in the LTCP document. The LTCP should commit to assess demand and options for an upgrade to junction 38, including an all-movements junction to facilitate freight and help remove HGVs from unsuitable roads.	Support noted. New partnership paragraph/section in plan to be added
223	Chapter 3: East Cambs	Highways	The Council supports the reclassification of the A1323 (A1421) to a B road as it would provide a number of key advantages and opportunities for the East Cambs villages of Haddenham, Stretham, Wicken and Wilburton.	Support noted. No change to plan
224	Chapter 3: East Cambs	Highways	An A142 capacity and safety improvements scheme to deliver local capacity and safety improvements on the A142 between Newmarket and Chatteris is referred to in both the current LTP and the draft Plan. This project should be progressed urgently as capacity is limiting both housing and economic growth in the district.	Noted. No change to plan.

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

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

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

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

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

334	Chapter 1	Highways	The draft plan introduces the concept of "travel demand management" (TDM), but explicitly states that "No specific TDM schemes are in the draft LTCP"	Noted. Where these are not already identified in the major schemes section of the plan, the child documents (inc. local strategies, BSIP) and the delivery plan to follow the LTCP will aim to specify schemes and interventions which will deliver the LTCP goals and objectives.
335	Chapter 1	Goals	Target of reducing car miles driven by 15%, as recommended by the CPCC is only "supported" by this plan. It is not actually a target. Development of TDM needs to start now due to the years it takes to implement.	Noted. The LTCP is clear that it supports the 15% target and is working with partners in order to achieve this
336	General	Partnership	A new social contract has to be struck now in order to achieve the scale of change required. CPCA need to lead on this	Noted.
337	Chapter 2: Our strategy	Evidence	Policies also create strategic justification for projects, business cases and funding	Noted.
338	Chapter 2: Our strategy	Related documents	Policies underpin planning requirements in development management	Noted.
339	Chapter 2: Our strategy	Objectives	Policies are therefore most important part of the LTCP	Noted.
340	Chapter 2: Our strategy	Objectives	The draft plan contains no specific policies, just some policy themes. As such, it is not yet an LTP within the meaning of the Local Transport Act 2000 - 108 (1)	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
341	General	Policies	This therefore means that the draft LTCP is not ready for public consultation, and a further full public consultation on the policies will be required before the LTCP may be adopted. Two good references for policies to include in the Cambridgeshire and Peterborough LTCP are the draft Oxfordshire LTCP (January 2022) and the Hertfordshire Local Transport Plan, adopted in 2018	Any new policies will form part of a child doc to the LTCP and therefore be subject to a separate consultation. The suite of documents includes policies, such as the digital policy that has been developed. The LTCP will align with the revised LTP guidance (mapping will be undertaken and evidence provided). Current suite of policies remain as previously agreed and adopted - any changes or new policies will be appropriately consulted on
342	Chapter 2: Our strategy	Demand management	The draft LTCP remains entirely noncommittal on travel demand management. The caveats set out on LTCP pages 43-44 constitute a fail-safe recipe for inaction	Travel demand management measures will be assessed and considered on a local basis, as per what is appropriate. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
343	Chapter 1	Bus	Shifting incentives from driving to active travel, public and shared transport must be a central objective of the Plan to achieve reductions in carbon emissions, air pollution, deaths and injuries in urban areas, and delays to buses	Noted.
344	Chapter 2: Our strategy	Evidence	Numerous suggestions for how TDM can be achieved/complemented made	Noted
345	Chapter 3: Greater Cambridge	Related documents	Attempting to introduce a congestion charge in Cambridge (or Peterborough) is politically and practically risky. It may be wiser to wait until the government introduces a national road user charge to replace fuel duty, and ensure that local authorities are able to apply and receive a local premium to fund local public transport. This approach avoids the local authority having to cover the capital investment, and costs of administering and enforcing charge collection. In the meantime, other demand management tools can be applied gradually to reduce traffic and increase revenues to the local authorities to invest in local public transport	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com).
346	Chapter 3: Greater Cambridge	Specific scheme	Within the Greater Cambridge region, the draft LTCP defers unquestioningly to the Greater Cambridge Partnership (GCP) programme plus East West Rail, Cambridge South station, relocating Waterbeach station, the A428 upgrade west of Cambourne, and the A10 upgrade north of Cambridge. These are often outdated ideas.	The CPCA does not operate in isolation and the LTCP needs to reflect the reality of other plans and schemes that are being delivered by other bodies in the area. No change to plan.
347	Chapter 3: Greater Cambridge	Highways	The A10 upgrade retains an aspiration to increase road capacity, but this is now couched in the vaguest possible language: "investment to improve journey time reliability for drivers and freight movements"	Comment noted. No change to plan
348	Chapter 3: Greater Cambridge	Vision	Ideas lack vision for Greater Cambridge.	The GCP's Making Connections consultation makes a once-in-a-generation package of measures to develop a comprehensive bus network and tackle congestion in the city through a congestion charge and overhauling bus services and fares. Further detail can be found at https://www.greatercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
349	Chapter 3: Greater Cambridge	Suggested scheme	Numerous suggestions for interventions in Greater Cambridge are made.	N/A
350	Chapter 3: Greater Cambridge	Suggested scheme	Re-route buses through Cambridge to create capacity for more buses whilst creating a more people-friendly space in the city centre (more detail on Smarter Cambridge Transport Website)	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
351	Chapter 3: Greater Cambridge	Suggested scheme	Flat-rate single fares to use any local (all stops) services, with free interchanging, irrespective of bus operator	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
352	Chapter 3: Greater Cambridge	Suggested scheme	50% discount on all rail and bus services within Cambridgeshire and Peterborough for all residents aged under 18, job-seeking or registered disabled	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
353	Chapter 3: Greater Cambridge	Suggested scheme	24-hour helpline to arrange free transport (by DRT bus or taxi) if a bus service is cancelled or delayed for more than an hour, and the next service is not due for over an hour.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
354	Chapter 3: Greater Cambridge	Suggested scheme	Express (inter-urban, limited-stop) bus services available between all towns and large villages in the region, running every day and at least every 20 minutes between 7am and 7pm.	Noted. The GCP are considering a number of measures for Gtr Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.greatercambridge.org.uk/assets-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council > Committees > Greater Cambridge Partnership Executive Board (cms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.

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

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

389	Chapter 1	Evidence	There is no mention of induced demand in the draft LTCP, yet it is fundamental to a full understanding of transport demand and how it can be met sustainably, and without limiting people's economic opportunities or businesses' productivity	Noted.
390	Chapter 2: Our strategy	Climate	Investment in road capacity undermines investment in active travel, public transport, shared transport and digital connectivity. It increases car dependency, discriminating against those who cannot drive or cannot afford to own a car. And it increases carbon emissions, air pollution and ecological damage.	Noted. LTCP has a hierarchy of modes with car/road building below more sustainable modes, but must also recognise that in some cases road capacity improvements or safety interventions are still required. Where this is the case, providing for more sustainable modes alongside these is prioritised.
391	Chapter 1	Vision	Strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. Suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
392	Chapter 2: Our strategy	Evidence	Suggest that consideration of impacts may be more nuanced than currently presented. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge car traffic is now at pre-pandemic levels.	Noted. Will add a section early on our strategy section talking about Covid-19 impacts
393	Chapter 2: Our strategy	Goals	Support the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region.	Support noted.
394	Chapter 3: Greater Cambridge	Specific scheme	Supportive of all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support the inclusion of forthcoming proposals following the GCP Making Connections consultation.	Support noted. No change to plan needed.
395	Chapter 3: Greater Cambridge	Related documents	Strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP. Within this, we also strongly welcome the support for policy measures such as trip budgets where considered appropriate.	Support noted. No change to plan needed.
396	Chapter 3: Greater Cambridge	Bus	Welcome the proposals to transform the Greater Cambridge bus network, but strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support this.	Comment noted. Agree that reference should be made to need for bus depot provision in appropriate place tba.
397	Chapter 1	EV and alternate fuels	Suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area. Strong links must be made between the deliverables of the LTCP and work to develop a Local Area Energy Plan for Cambridgeshire, which will need to consider electrification of transport and the additional grid infrastructure requirements to support this.	Comment noted. Add wording on this in an appropriate place and ensure link to Local Area Energy Plan for Cambridgeshire is included.
398	Chapter 2: Our strategy	Objectives	We note that the policies are structured by the objectives, but the performance framework is structured to measure delivery of the goals. We support the intention of these various elements but suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.	Noted. Our strategy section to be revisited and re-structured where appropriate
399	Chapter 2: Our strategy	Objectives	Note that the National Industrial Strategy referred to here no longer exists. This has been transitioned to the UK's 'Plan for Growth'. We note England's Economic Heartland's Regional Transport Strategy, and suggest that this LTCP section references that document.	Noted. amend as appropriate
400	Chapter 1	Vision	Support the content of the proposed vision which encompasses a broader range of issues than the adopted LTP. On specific wording points, we would suggest that the phrasing regarding the natural environment is amended to read "protect and enhance our environment", noting Cambridgeshire and Peterborough's doubling nature ambition, and Greater Cambridge's 20% Biodiversity Net Gain aims. We would also suggest removing "very" from the phrase "very rural areas" so as to encompass the full range of locations including better connected rural areas.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
401	Chapter 1	Goals	Support the goals referenced. Under productivity or connectivity we would suggest that reference should be made to modal shift and potentially also to reducing congestion as key priorities for the LTCP. Under health, we would suggest adding reference to active travel.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
402	Chapter 1	Objectives	Support the comprehensive objectives including the addition of digital connectivity. We'd suggest that there is an opportunity to quantify the natural environment objective, potentially via referencing the doubling nature ambition in a similar way to the climate objective referring to net zero emissions by 2050.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required to these.
403	Chapter 1	Evidence	We support recognition of the key social, environmental and economic issues raised by the LTCP's evidence base.	Support noted
404	Chapter 1	Freight	Support this guiding principle, especially use of trip budgets and focus on freight.	Support noted
405	Chapter 1	Bus	Support the aspirations of the Bus Service Improvement Plan. We would highlight that the location of bus depots and layover facilities are important for productivity.	Noted and agreed. To be added in our strategy section
406	Chapter 1	Connectivity	Support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities. We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.	Noted. Each local section to get a section focussing on rural issues with PT and AT
407	Chapter 1	Health	We support the content on health. We would note that additional reference could be made to: <ul style="list-style-type: none"> initiatives for adults to bring them back to cycling as well as encourage their children building greater links with schools to promote benefits to pupils of walking and cycling and forming healthy habits/behaviours early the safety of walking routes, which needs to be addressed to encourage use by all users. The Cambridgeshire and Peterborough Health and Wellbeing Strategy 2020-24, and the emerging Active Travel Strategy 	Noted. References to key docs to be added
408	Chapter 2: Our strategy	Related documents	Support the approach to integrating spatial and transport planning and intention to prepare Transport Strategy for Cambridge and South Cambridgeshire.	Support noted
409	Chapter 2: Our strategy	Safety	Support content on safety.	Support noted
410	Chapter 2: Our strategy	Climate	Support: <ul style="list-style-type: none"> the intention to consider embedded carbon within transport scheme assessment the reference to the Cambridge City Council Air Quality Action Plan (AQAP) 2018-23, which will be reviewed in 2022/23. A reference to compliance with future AQAP should be included in the final LTCP. We welcome the LTCP's support for the key actions identified in the AQAP. 	Support noted
411	Chapter 2: Our strategy	Connectivity	Following current content regarding the Intelligent City Platform, we would ask that the following wording is added: "In addition the Smart Cambridge programme has been using real time public transport data to provide clear information for travellers across the County through both an app-based interface and travel screens, helping to provide real time information to travellers and local authorities about the functioning of the transport network".	Noted. Agreed.

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

429	Chapter 3: Greater Cambridge	Rail	<p>o6chemes not currently referenced:</p> <p>•We'd suggest that CCF's Whiteford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram</p> <p>•We'd suggest that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Catchment Capacity Area work and other related rail proposals.</p>	Noted and agreed. Amend text as per suggestion
430	Chapter 3: Greater Cambridge	Related documents	Would welcome the opportunity to discuss the potential alignment of LTCP and GCP measures, and beyond that to share understanding and intelligence as the LTCP is rolled out so that we can evidence impact collectively.	Noted
431	Chapter 2: Our strategy	Rail	Note that Cambourne to Cambridge Public Transport Scheme is assessed in the HRA for the draft LTCP as a scheme that is new to the LTCP (ie not included in the LTP 2020). We note that this is incorrect: page 51 of the HRA accompanying the LTP 2020 identified Cambridge to Cambourne and St Neots.	Noted. Change
432	Chapter 1	Goals	Keen to see the plan expanded further – with a long term vision with steps supporting plans toward 2050.	Noted.
433	Chapter 1	Goals	There could be strengthening of the specificity of the goals described within the plan – each being clear about the deliverables which will address the sustainability agenda.	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
434	Chapter 1	Goals	Given the climate emergency, the high level goal of net zero by 2050, is welcomed, however consider it needs to be further defined and developed.	Linked to the work of WSP on the 15% reduction in car mileage and reflects the aspirations of our constituent Councils
435	Chapter 1	Goals	CUH would also be pleased to see other areas considered, such as: <ul style="list-style-type: none"> Green and blue infrastructure in delivering environmental resilience and social value. Circular economy to reduce waste and enable efficient use of resources Renewable energy generation and grid capacity investments to deliver decarbonisation of transport and the wider built environment. Accessibility (time/distance) of services and facilities 	Noted. Comments taken on board but the vision, goals and objectives have been consulted upon twice now and no major issues identified. No change required.
436	Chapter 1	Evidence	Concerns as to how the proposed 15% reduction in miles driven is to be delivered in the short term and would challenge to ask if this target is sufficient.	Concern noted.
437	Chapter 2: Our strategy	Active Travel	The updated LTCP makes mention of increasing active travel and public transport, however the Trust would be keen to see targets made which are robust enough to deliver the step change required to realise a future transformative transport system.	Noted. Each area within the LTCP will have different specific targets/achievements. Probably not for the LTCP to state overall targets for each mode due to this
438	Chapter 2: Our strategy	Active Travel	Active travel in the region should continue to build on the investment we have seen in recent years. Cambridge and the surrounding area should be an exemplar cycling city, not just in the UK but globally. To achieve this we must continue to be ambitious and expand the existing high levels of cycling both within the city, supporting safer cross city cycling, and out across the rest of the county. Enabling safe cycling routes on roads and between villages and market towns which would further support multimodal journeys.	Noted. The Active Travel strategy and the LCWIP will look to promote active travel across the region.
439	Chapter 2: Our strategy	Active Travel	Consideration should also be made to the increased and growing usage of cargo cycles and other larger non-motorised transport.	Noted. Micromobility policy being developed.
440	Chapter 2: Our strategy	Micromobility	New micro mobility technologies are growing in popularity and offer the opportunity to significantly lengthen the distance many are willing to travel by bicycle. CUH is already seeing this uptake growing on campus, but consider that further appropriate infrastructure is required and developed to support future growth. Micro mobility users have similar concerns to those found in active travel modes - such as road safety, lighting and security. We strongly emphasise this need and support for the forthcoming Cambridge County Council Active Travel Strategy, which needs to be bold in grasping this opportunity and would be keen to see that reflected in the LTCP.	Noted. Micromobility policy being developed.
441	Chapter 2: Our strategy	Shared Mobility	Welcome the 20-minute neighbourhood thinking, but have concerns for a significant proportion of the population who do not live and work within close proximity to their place of work. Would be of value for the LTCP to create a strategic map identifying key living and employment sites in order to consider how sustainable transportation can most effectively link them up. In this we would encourage the development of multimodal travel hubs and a mass transit system in order to make 20-minute neighbourhoods a reality.	Noted. Major schemes map included will show how all proposed schemes are to link up. Local Plans for each district will plot key employment and residential areas/development.
442	Chapter 2: Our strategy	Rail	The removal of the Cambridge Autonomous Metro (CAM), without a significant alternative solution to the population growth and related travel is significant concern to CUH and the wider CBC. We need a clear picture of what the anticipated growth in trips and also what the gap in provision will be in order to inform delivery across the region as a whole. The draft document goes some way to articulate this but it is not explicit enough to respond to the magnitude of change required. Whilst the LTCP recognises the significant economic and population growth, and the need to ensure that this growth is sustainable, it is currently lacking in robust evidence to show where the supply and demand of travel and transport will meet this over a longer period (such as to 2050).	Noted. LTCP will in time include a raft of updated local strategies, which will be linked to the key growth aspirations in the Local Plans. These will form part of the evidence base for these and will include detail on economic and population growth and how this can be accommodated.
443	Chapter 2: Our strategy	Bus	The LTCP sets out a plan for providing for greater public transport and active travel but does not provide the detail on how the supply of energy needed to decarbonise motorised travel (including freight and delivery) is to be achieved. Further work is required to understand the full energy requirements for transport, moving beyond the installation of charging points. This should include specific reference to realistic plans and proposals for both meeting the decarbonisation demand and creating a more robust and renewably powered grid supply network.	Noted. Agreed. LTCP to be made clearer that work needs to be undertaken with regards grid capacity. WSP work looking into carbon impacts.
444	Chapter 1	Targets and Indicators	The strongest statement within the draft LTCP is the commitment to reduce motor vehicle miles by 15% by 2030, against a fixed 2019 baseline. However, this is not front and centre, only Greater Cambridge reference anything like the interventions required, and arguably they can't do much more of the heavy lifting, when a third of their residents already cycle five or more times a week. All other areas (Districts and PC) need to reference this 15% reduction commitment and start to explain what this will entail.	To be reflected within the whole of the document – all areas making a contribution. Outputs from the WSP work to be integrated into the strategic and local sections to demonstrate all are on the path and working with ATE etc on rural connectivity
445	Chapter 4: Policies	Related documents	LCWIPs are referenced, but there isn't enough on delivery or funding – the LTCP should give an indication of the pace, funds, and scale of change required.	LTCP references funding and delivery where this is known. Local strategies, delivery plan and the LCWIP will add some of the detail required
446	Chapter 2: Our strategy	Active Travel	Needs to be more of an acknowledgement that building to LTN1/20 compliance will need a complete rethink about how we design and build, road space reallocation away from motor vehicles needs to become the norm.	Noted. Sentence to acknowledge this to be added in relevant section where LTN1/20 first mentioned
447	Chapter 1	Active Travel	There is no mention of Gear Change – and the Central Government's ambition for half of all trips in our towns and cities to be made by foot or by bike in 2030. This should be acknowledged within the main narrative, as well as the Districts' area responses (especially outside of CCC and SDCB).	Noted. Agree this should be included in chapter 1
448	Chapter 1	Partnership	No mention of Active Travel England, who are going to have more and more influence during the timescale of the LTCP i.e., you need to explain how the landscape has changed since the last LTP, with specific regards to active travel, Transport Decarbonisation Plan, CWS2 etc.	Noted. Section on partnership working to be improved and agree ATE should be included as partner referenced along with LA partners, DfT, NR etc.
449	Chapter 2: Our strategy	Highways	In the preamble at the recent presentation, which a colleague of mine attended, it talked about the need for faster connections. In the overall text I cannot find this, but the idea of faster connections being essential is dangerous. It will be used as a justification for road building, which will lead to more traffic. The main text talks about the need for restraint so I don't know where the faster bit came from.	Noted.
450	Chapter 3: East Cambs	Related documents	There is a tension in the difference between the introductory text and the separate texts for each District. There seems no relation between the two. East Cambridgeshire talks about the road network and the A10 – no reference to the need to address the very low levels of cycling and walking in Ely, Soham, and the villages. Cambridge City looks a bit better, but still refers to roadbuilding.	Noted. Local section being updated.
451	Chapter 3: Peterborough	Specific scheme	Peterborough section is worrying and includes the statement that the new Fletton Quays bridge is for university access. Does that mean that they expect students to be living at Fletton Quays, because there is no onward route. Peterborough again talks about the need for more Parkway capacity to ease growth, it does not really mention the need to transform the way people travel.	Noted. Peterborough section being updated

452	Chapter 2: Our strategy	Bus	Generally, there is an acknowledgment about the difficulties for buses particularly in rural areas. If the Market Towns were transformed so that walking and cycling levels were high and it was hard to drive around that would bring a big boost to rural buses.	Noted. BSP looking into bus travel throughout region and local sections being updated to reflect rural bus issues
453	Chapter 2: Our strategy	Active Travel	The last mile and freight delivery is a big issue and should be based on local centres and cargo bikes. This means that the cycling infrastructure has to be really good and have good wide provision.	Noted. Section on freight being updated to include last mile
454	Chapter 1	Objectives	Overall the LTCP feels extremely unambitious and lacks innovation. The Goals and Objectives are nebulous statements without any real measures (Objectives at least should be SMART). Some of the goals feel either unachievable (zero fatalities or serious injuries – no detail behind what this really means) or unambitious (net zero by 2050 – which is 28 years away!). Reading the full document there is very little in the way of a tangible plan. The included strategies seem to move from a statistics view to a solution without an explanation on what or how the solution will solve an issue. In the main document there is a statement under the guiding principles that states "Integrating spatial planning and reducing the need to travel" – as a statement this seems to be contradictory to the LTCP goals and objectives.	Point of view noted. Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
455	Chapter 1	Bus	Fully support the aims and objectives of the LTCP. There are many schemes identified within the LTCP that will positively contribute towards meeting the objectives, but we believe there needs to be a stronger focus on improving public transport accessibility in more rural areas.	Support noted
456	Chapter 2: Our strategy	Specific scheme	A number of very detailed points are made relating to each objective as to why RAF Wyton should be brought forward as a development site.	Noted. This is a local plan issue.
457	Chapter 3: Peterborough	Climate	Peterborough City Council has set a target of getting the city to net zero carbon by 2030 (twenty years ahead of the national target of 2050) but there seems to be no recognition of this in the plan.	WSP work on carbon to cover this
458	Chapter 3: Peterborough	Objectives	There are some good aims and objectives in the early part of the plan and it states that in transport planning the needs of pedestrians, cyclists and public transport users should be given priority. Inclusion of this "Transport User Hierarchy" is welcome and it was a feature of several of Peterborough's local transport plans from 1998 onwards. We must also see a commitment to delivery of this policy. Too often in Peterborough in recent years we have seen large road building and road widening schemes, with just a small element of sustainable transport added on around the fringes. This needs to change and, as the city grows, the emphasis must be on encouraging walking, cycling and public transport and discouraging car travel.	Noted
459	Chapter 3: Peterborough	Goals	There is an aim stated in the plan to reduce car usage by 15% but little detail on how this will be achieved particularly in Peterborough, which is the largest and fastest growing city in the CPCA area.	Noted. LTCP will be updated to recognise that each area needs to reach 15% in its own appropriate timing. Delivery plan and local strategies will aid with adding detail as to how each area will hit its target. Acknowledge more work is required to assess how and when this target will be achieved. WSP work looking in to this too.
460	Chapter 3: Peterborough	Rail	The plan has no long term vision for Peterborough. With a population of 215,000, we should be planning now for medium to long term options like a tram or light rail system. The original blueprint for expansion of Peterborough, the Harcourt Report, in the mid 1960s contained an outline proposal for a tramway system in Peterborough but this was dropped from later proposals.	Noted. The LTCP has a vision for the entire CPCA area. The local strategies which form a suite of child documents under the umbrella of the LTCP will focus this vision for each specific area
461	Chapter 3: Peterborough	Rail	A tram or light rail system could also form the basis for a park and ride system, like that which operates in Nottingham. It is disappointing that the plan contains no proposals for any form of park and ride in Peterborough. Nor does it say much about how pricing and control of parking in the city centre could be used as a tool to encourage a modal shift away from car travel.	P&R not a priority for Peterborough. City Centre Transport Vision referred to in strategy sets out plans for future of City Centre.
462	Chapter 3: Peterborough	Rail	Would like to see track capacity increased to enable additional stations serving Peterborough to be built.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
463	Chapter 3: Peterborough	Rail	Would like to see increased frequencies on services between Peterborough and Leicester, Birmingham, Cambridge, Stansted Airport and Ipswich and Nottingham.	Noted. LTCP places high priority on rail travel and improving this going forward. CPCA committed to working with partners at NR to help deliver improvements regionally.
464	Chapter 3: Peterborough	Bus	Nothing is being proposed in the LTCP to improve Peterborough's dire public transport links into Northamptonshire. There is a rail link between Oakham and Corby which only has one train a day running on it at present. Greater usage of this link would have the potential to open up more journeys from Peterborough to Corby and/or Kettering and to other parts of Northamptonshire, Leicestershire etc.	Noted. Peterborough strategy already refers to connections to neighbouring authorities, no change made. Our strategy section being updated to commit to stronger partnership working and tackling cross border issues
465	Chapter 3: Peterborough	Bus	The Mayor's commitment to the principle of bus franchising is welcome but it needs to result in some delivery as soon as possible, so as to ensure that bus services work for local people and not for the profits of shareholders in large multi national bus companies. Stagecoach have steadfastly refused to integrate their ticketing with other local bus operators or to introduce electric and/or hybrid buses in Peterborough or to consider more orbital bus routes, so franchising is urgently needed to enable these things to happen. Would like to see consideration given to simple flat rate fares across the bus network so as to encourage an increase in bus usage: in the longer term I would favour fares free bus travel in urban areas.	Funding via the CPCA is subject to the CPCA's business planning cycle. As such, through this process the CPCA is looking at the long term viability for financing bus services and frameworks and is investigating various methods for improving the way buses are run and procured in the mayoral area. no change to plan required.
466	Chapter 3: Peterborough	Bus	I would like to see the plan address how people in rural parts of Peterborough are to be given better access to the bus network. This is partly about giving people in rural areas better access to Peterborough City Centre and the urban townships for shopping, leisure, medical facilities etc. but done imaginatively rural bus services could also be promoted to urban residents as a means of enabling them to get out into the countryside for walks and contact with nature etc.	Noted. This will be reflected in the updated local section
467	Chapter 3: Peterborough	Active Travel	We have lots of cycle lanes in parts of the city but they are poorly connected and maintained and cycle usage is abysmal compared to other parts of the county. The Council took Government funding (via the CPCA) for temporary cycle lanes but terminated the schemes when the money ran out, which has meant that future funding for cycling has been curtailed. One of the temporary lanes which was much needed and much used was the one over Crescent Bridge into the City Centre: this needs to be restored urgently and yet I do not see any reference to it in the LTCP.	Noted, this scheme is linked to the Peterborough Station Quarter which is referenced in the strategy. No change made
468	Chapter 3: Peterborough	Suggested scheme	There is no mention anywhere in the plan of the River Nene and its potential for use as a transport corridor for a variety of purposes.	Noted. Will make reference to the River Nene in the updated local section
469	Chapter 3: Peterborough	Climate	Most of the major projects proposed in the LTCP for Peterborough seem to be about road building and road widening which is precisely the opposite of what we should be doing in a climate emergency. We may have to build some new roads to serve new housing developments but these should be designed to encourage active travel and public transport usage.	Noted. LTCP has a user hierarchy and roads and car use is below more sustainable modes such as AT and PT. Where there is a need to improve road capacity, this will be included but with provision for other more sustainable modes at the forefront of design.
470	Chapter 1	Objectives	The vision, goals and objectives are welcomed, in particular the acknowledgement that the LTCP will need to enable new sustainable housing. The goals and objectives would be more robust if they included some form of measurable target, or reference as to how they could be met.	Support noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
471	Chapter 1	Bus	There is limited reference throughout the document to the Cambridgeshire Guided Busway, which is one of the county's greatest transport assets. It could be that the LTCP looks to maximise the guided busway by focusing development around it, which in turn would enable investment and improvement in its services.	Noted. The BSP is aiming to deal with improvements to the wider bus network. The LTCP will link modes and promote interchange where possible. Add section/sub section in main strategy to bring out interchange importance.
472	Chapter 1	Vision	Productivity - Education and training whilst mentioned within the document do not form part of the goals and objectives. Given the role of access to education and training for improving life chances it should be integrated within the objectives.	To be incorporated into the vision and within some of the underlying goals/objectives. Education [access to] is critical and needs to be stronger within the strategic section
473	Chapter 1	Environment	Environment – the Environmental goal is not explicit in its meaning and this should be expanded and enhanced to recognised: Use of and protection of natural resources, biodiversity as well as water quality and food resilience.	The vision, goals and objectives have been subject to two rounds of consultation. No major changes to these are considered required.
474	Chapter 1	Environment	Lanflet Group Limited (LGL) is ready to partner with the CA to deliver on the emerging Local Transport Connectivity Plan (LTCP) through advancing a world leading decarbonised mass transit system for the benefit of the City and Region's environment and the health of its residents.	Noted. No action required

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

498	General	Active Travel	Many of those walking and cycling on Prow 76/24 - NCN11 south of Ely travel for utility, not leisure. Cambridgeshire declares active travel routes that they consider for leisure to be out of their remit. For example in the Cycling and Walking Infrastructure Plan (CWIP). Labeling routes for leisure is an arbitrary process. If routes are excluded from the LCWIP, funding is compromised. Therefore the LTCP reference to the Active Travel Strategy and other subsidiary documents such as the Active Travel Forum the Cycling and Walking Year job description (both need to be referenced in the LTCP) must specify that active travel for leisure is part of the remit.	Comment noted. Acknowledge need for greater consistency across documents.
499	Chapter 1	Bus	All buses need to be accessible for disabled people and the uber type of transport would greatly benefit disabled people in the cities	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
500	Chapter 2: Our strategy	Active Travel	There seems to be a distinct lack of understanding with how education affects the strategy. Lack of public transport and safe cycle / walking routes add a massive number of vehicles on the roads at peak times, causing congestion, reduction in air quality, does not promote healthy lifestyles etc. Additionally, there is a distinct lack of choice for parents and students on where they can be educated (due to no transport). This not only limits ambition and achievement but does not help fill skills gaps	Please refer to AT 24: Promoting active travel in the Cambridgeshire active travel strategy which addresses this point
501	Chapter 3: Greater Cambridge	Specific scheme	I do not agree with the proposed dualling of the A10. I can not see how this is compatible with a reduction in car use.	The A10 Ely to A14 Improvements Outline Business Case Study has begun with the initial stage aimed to revisit the existing short list of options to ensure compliance with recent changes to national policies and standards as well as local targets specially on active travel and decarbonisation. This process will consider both road-based and non-road-based (Carbon-led) improvements to establish a revised short list of options. The narrative within the document may need to be changed to reflect our position (emerging) - improvements to (and removal of the dualling phase)
502	Chapter 1	Climate	2050 is far beyond the life of this plan. Achieving decarbonisation milestones is far more important at this point in time than achieving net zero in 2050. The UK's statutory and international commitments are to reduce emissions relative to 1990 levels by:	Linked to previous answers - the WSP work demonstrates our commitment and alignment with national, regional and local policy - going over and above. Demonstrating a clear pathway (section will need to be updated following the outputs from the WSP work)
503	Chapter 1	Bus	In areas where public transport is reduced to one bus a day and alternative transport has been sought, how can you accurately determine public demand?	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
504	Chapter 2: Our strategy	Micromobility	We must make sure people on these electric scooters - Have SOME Knowledge of road use - I have seen terrible road sense - Just NO Sense! And No idea how to act on the road or pavement! If not - More people are going to be killed and injured	Noted. E-scooters are an emerging mode of transport which are not yet legal anywhere but on private land, unless part of an approved pilot scheme, where users must have a driver's license. Policy around this area is in its infancy and is emerging as the results of the pilot schemes are observed.
505	Chapter 3: Greater Cambridge	Suggested scheme	I am not opposed to the CSET, nor the CAM, but I do think a tram/very light rail option should be taken seriously as a longer term alternative to maintaining a bus fleet to serve far-flung locations across S. Cambs - though in the near term the CSET is most feasible.	Noted. The GCP are considering a number of measures for Greater Cambridge and the city centre area through its Making Connections consultation. The GCP is managed in accordance with the agreed assurance framework which can be found here: https://www.gretercambridge.org.uk/asset-library/About/Governance/Governance-Assurance-Framework-2022.pdf . Decisions on individual schemes are taken by the Executive Board of the GCP, these are recorded and can be found here: Council and committee meetings - Cambridgeshire County Council - Committees > Greater Cambridge Partnership Executive Board (gms.uk.com). For other areas in the county, the CPCA will be considering local schemes and interventions for each district through updated local strategies and a future delivery plan for the LTCP, which will be subject to their own consultation process and where suggestions for individual schemes can be made.
506	Chapter 3: Hunts	Bus	Great Grandden is not served with any regular public transport. My nearest stop, Crow Tree Street (ironically right outside CPCA Mayor Nik Johnson's house) has ONE bus a week. I repeat, ONE bus per week (to St Neots - and who on earth wants to go there?).	Please refer to the GCP's Making Connections package which will look to introduce a number of public transport improvements. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
507	Chapter 1	Targets and indicators	This is an ambitious target, which is necessary in order to provide a focus for improving public transport services.	Noted, no action required
508	Chapter 1	Goals	We have seen previous goals for motor traffic reduction (eg Cambridgeshire Local Transport Plan 2011-2031) unenforced and missed. The Transport Delivery Plans will summarise the projects over the lifetime of the LTCP	Noted, no action required
509	Chapter 5: Monitoring and performance	Targets and indicators	No mechanism appears to be in place to monitor vision, goals, objectives and ambitions. Metrics are needed in addition to the car miles driven by 15% and diesel vans and trucks to be excluded from urban centres by 2030. Near-term metrics would help avoid 'falling off a cliff' near the deadline for 2030 targets. We also recommend that the metrics for important aspects of travel be labelled as goals rather than ambitions. Ambition suggests lack of commitment.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
510	Chapter 5: Monitoring and performance	Targets and indicators	Besides car miles across the Combined Authority and diesel exclusion, SMART targets for cycling and walking in need to be added; the target needs to accommodate the differences between the settlements. For instance, each District would introduce local goals for all its urban centres by January 2024.	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
511	Chapter 2: Our strategy	Targets and indicators	Cannot see how you would achieve a 15% reduction in car mileage until the rest of the transport system is in place, but how long would this take?	Comment noted. It is acknowledged that further work is needed on the monitoring and performance section. Further work is being undertaken to ensure that a suite of indicators is developed that can be robustly monitored and are consistent across strategies.
512	Chapter 1	Goals	Need but to develop clearly mass transit proposal(s) for the area.	Noted. The GCP are considering a number of measures for Greater Cambridge and the city centre area through its Making Connections consultation. https://www.gretercambridge.org.uk/sustainable-transport-programme/city-access-programme/making-connections
513	Chapter 1	Goals	We should be seeking greater reductions	Noted. Unclear what is being referred to. No action required
514	General	Safety	Where is the provision for disabled drivers? I am severely disabled and find it very difficult to use public transport. I need my car to work and go shopping.	The overall strategy makes mention of accessibility, the document also states Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. Please also refer to the EQA document. Look to strengthen text on this issue.
515	Chapter 2: Our strategy	Targets and indicators	Ambitious objective now that many are wfh after covid. For some mileage is already much reduced, intrigued how you believe it will be cut further when main trips are for grocery shopping (all those bags on a bus and then walked home) and visiting friends who may be outside the county and not en route to a city/town	Comment noted. Data shows that the number of trips is back to pre-covid levels, please also refer to the Active Travel Strategy for Cambridgeshire which provides further details on how we aim to reduce car journeys.
516	Chapter 2: Our strategy	Targets and indicators	Target should be higher e.g. 20%	The vision, goals and objectives have been developed through ongoing dialogue with stakeholders and subject to two rounds of consultation. No major changes to these are considered required.
517	Chapter 3: East Cambs	Related documents	The referenced East Cambridgeshire Cycling and Walking Strategy includes prioritisation of links to public transport to enable buses and trains to replace the car as an alternative for longer journeys. However, its priority routes do not include any that link to the railway stations (Ely, Littleport and Soham). The Local Area Strategy must mention prioritisation of links. As an example, the Section 106 gateway commitment to link north Ely with the centre of Ely is under threat yet the Local Transport Strategy does not mention the 2014 North Ely Supplementary Planning Document (SPD) requirement to link north Ely with key destinations such as the City of Ely College, City Centre, Rail Station and Hospital and to link with the National Cycleway Route 11. This Strategy needs to mention the importance of such links and in particular, reference the SPD.	The LTCP is a strategic document and as such cannot detail every individual scheme. A review of the East Cambridgeshire Transport Strategy is due and is the most appropriate place for this level of detail. Review East Cambridgeshire local section of this plan to strengthen links where appropriate.
518	Chapter 3: East Cambs	Active Travel	The draft Local Transport Strategy Challenges states that high-quality walking and cycling infrastructure, particularly outside of Ely, is extremely limited. We assume that this statement is based only on perceived safety. From the perspective of improving the environment and benefitting most people, the greatest benefit would come from improving cycling in Ely.	Noted
519	Chapter 3: East Cambs	Active Travel	Within this rural district it has been and will continue to be difficult to adhere to the government's guidelines (LTN/120 [sic]) due to the nature of the infrastructure roads. There is no feature of the roads in East Cambridgeshire that is unique, so this comment is not appropriate in this section.	Comment noted. Review this section of the text and amend as appropriate.

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

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