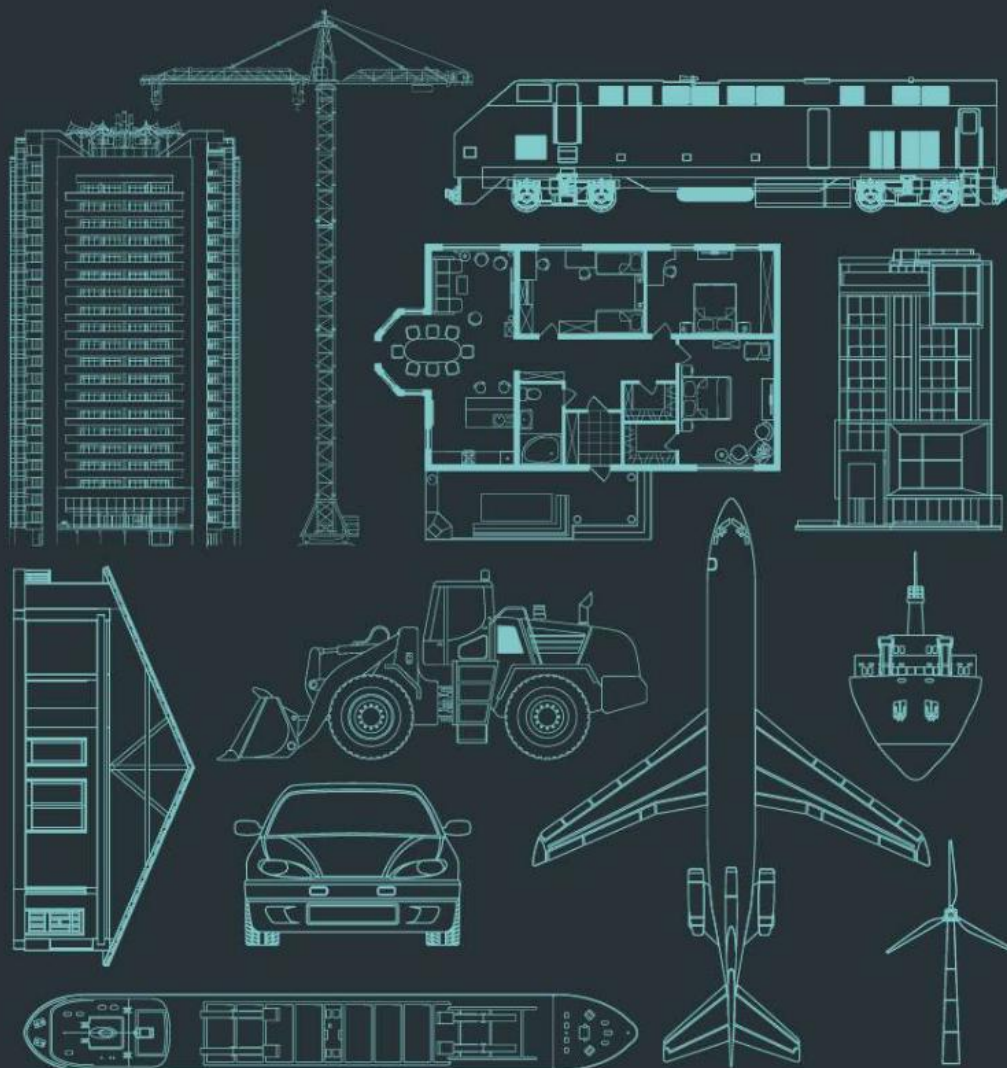


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## Feedback Analysis

### Local Transport & Connectivity Plan (LTCP)

Prepared for Cambridgeshire & Peterborough Combined Authority

December 2021

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# Executive Summary

The Cambridgeshire and Peterborough Combined Authority (the Combined Authority) are committed to engaging with the local community regarding the development of a new Local Transport and Connectivity Plan.

Residents and stakeholders were given the opportunity to give feedback regarding the emerging Local Transport and Connectivity Plan (LTCP) via a host of different channels. A website, freephone information line and project email address were available throughout the public engagement period for interested parties to receive further details and to provide feedback.

These channels will remain open, and will be used during the formal consultation, scheduled for January 2022.

The Combined Authority organised a four-week, public engagement that was open for comments on Monday 1<sup>st</sup> November until Sunday 28<sup>th</sup> November 2021. To allow for postal delays, this feedback analysis includes all hard copies of feedback received up to and including until 2<sup>nd</sup> December 2021.

The purpose of the four-week public engagement was to allow the local community the opportunity to comment about their priorities for transport within the region. Feedback received from this period will be used to shape the emerging plan before a formal consultation takes place – this is currently scheduled for January 2022.

During the public engagement, the Combined Authority received a total of 553 online feedback forms and 16 hard copy feedback forms, together with five emails.

The feedback form asked respondents to complete seven questions, in which participants had the opportunity in question six to select which region they wanted to provide feedback. Of the 569 feedback forms received, the following summary is provided:

- **96.2%** understood why the vision for transport needs to be updated.
- **57.4%** either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
- The most recurring comments, when asked what changes should be made to the transport vision, concerned; improving cycling and pedestrian links (83), the need to improve transport infrastructure (75), and a desire to provide new bus routes (72).
- **52.9%** strongly agreed or mostly agreed that the aims and objectives listed are the right transport priorities for the region.
- When asked about what aims and priorities needed to be included the top three issues related to: more ambitious net-zero targets (61), the need to provide a greater transport infrastructure (47), and a desire to ensure that the transport network is affordable (39).
- Regionally, bus routeing and frequency was ranked as the highest priority in five out of six regions, only Cambridge had a different top priority – reducing congestion in the city.
- Enabling communities and people access to opportunities was ranked as the highest priority (192), swiftly followed by the environment (187). These were the most important issues selected relating to how transport is also important in supporting other positive changes.

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

The Combined Authority are committed to engaging with the local community, and following the review of feedback received from the public engagement, will look to conduct a formal consultation on more detailed proposals for the revised Local Transport & Connectivity Plan in January 2022.

# 1. Introduction

## 1.1 The Local Transport & Connectivity Plan

- 1.1.1 The Cambridgeshire & Peterborough Combined Authority (the Combined Authority) is required by law to make and maintain a Local Transport Plan for the region.
- 1.1.2 The current Local Transport Plan was adopted in January 2020. Since then, significant changes have taken place, which have subsequently meant it is now in need of an overhaul.
- 1.1.3 The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. It is therefore essential that a new plan is in place that seeks to ensure transport is made better, faster, safer and more reliable.
- 1.1.4 The Combined Authority has incorporated the word 'connectivity' in the name of the plan, due to how the internet has changed the way people travel. For example, many more people work or learn from home. There is more online shopping, and more leisure and entertainment is now offered digitally, resulting in fewer journeys. Others use their phones and other devices to buy tickets and check travel information on the go.
- 1.1.5 To provide people with an early opportunity to have their say about transport within the region, the Combined Authority conducted a public engagement exercise in November 2021, to ensure that early feedback received is used to help shape the plan ahead of public consultation in January 2022.
- 1.1.6 This document summarises the feedback received from the four-week public engagement exercise held from the 1<sup>st</sup> November – 28<sup>th</sup> November 2021.
- 1.1.7 In order to assist with the public engagement, the Combined Authority appointed BECG, a specialist communications consultancy, to form part of its wider project team for the development of the LTCP.
- 1.1.8 All feedback received is accounted for and represented within this document.

## 2. Summary of Engagement

### 2.1 Overview

#### 2.1.1 The engagement period primarily sought views on:

- The vision and priorities of the LTCP; and
- The most important transport issues and priorities across the region

2.1.2 Members of the public were able to provide their feedback, about their priorities for the LTCP between **Monday 1<sup>st</sup> November – Sunday 28<sup>th</sup> November 2021**.

2.1.3 All feedback submitted as part of the engagement period will be considered in the development of the LTCP.

### 2.2 Engagement methods

2.2.1 Respondents were able to provide their feedback through a number of different channels. A dedicated LTCP public engagement website was established ([www.yourltcp.co.uk](http://www.yourltcp.co.uk)), which included an online feedback form.

2.2.2 A hard-copy brochure containing all of the information on the website, alongside a hard-copy feedback form, was also available on request and at the deposit locations listed in Section 2.5.

2.2.3 Stakeholders and members of the public could also provide feedback via a dedicated project email address ([contact@your-ltcp.co.uk](mailto:contact@your-ltcp.co.uk)).

2.2.4 A freephone information line (0808 258 3225) was also in operation Monday-Friday, 9am-5:30pm for individuals to discuss the available information, request hard copies of materials and provide their feedback.

### 2.3 Awareness raising and Social Media

2.3.1 Our social media and digital advertising campaign were designed to invite users to take part in the survey, presenting adverts to a variety of audience via a targeted campaign.

2.3.2 The messages were designed to invite users via presenting local visuals and contextually relevant adverts, as well as using issue led adverts to provoke a response. As key part to the campaign was data review and analysis, to ensure we take account of what worked and what didn't for the upcoming consultation period.

## 2.4 Website

- 2.4.1 A website was set up, that provided further information about the LTCP, and detailed how the community could have their say about transport within the region. The website is hosted at: [www.yourltcp.co.uk](http://www.yourltcp.co.uk)



*The homepage of the LTCP website*

- 2.4.2 The website includes information on:

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

- 2.4.3 The website was viewed by approximately **3,836 individuals** and feedback provided by **353 respondents between Monday 1<sup>st</sup> November and Sunday 28<sup>th</sup> November 2021.**

## 2.5 Deposit locations

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

Deposit Location	Address	Opening Hours
Peterborough Central Library	Broadway, Peterborough, PE1 1RX	Monday to Friday – 10.00am – 4.00pm  Saturday – 10.00am – 2.00pm  Sunday – Closed.

Aldi Foodstore – Huntingdon	4 Edison Bell Way, Huntingdon, PE29 3HG	Monday to Saturday – 8.00am – 10.00pm  Sunday – 10.00am – 4.00pm
The Co-operative Food – Sawston	29-31 High Street, Sawston, Cambridge, CB22 3BG	Monday to Saturday – 7.00am – 10.00pm  Sunday – 10.00am – 4.00pm
Cambridge Central Library	7 Lion Yard, Cambridge CB2 3QD	Monday to Friday – 9.30am – 6.00pm (open until 7.00pm on a Wednesday).  Saturday – 10.00am – 6.00pm  Sunday – 12.00pm – 4.00pm
Ely Library	6 The Cloisters, Ely, CB7 4ZH	Monday – 9.30am – 1.00pm  Tuesday to Friday – 9.30am – 5.00pm (open until 7.00pm on a Thursday).  Saturday – 9.30am – 4.00pm  Sunday – Closed.
Wisbech Library	Ely Place, Wisbech PE13 1EU	Monday – 9.30am – 1.00pm  Tuesday to Friday – 9.30am – 5.00pm (open until 7.00pm on a Tuesday).  Saturday – 9.30am – 4.00pm  Sunday – Closed.





**Peterborough Central Library**



**Aldi – Huntingdon**



**Co-op - Sawston**



**Wisbech Library**

***Examples of materials displayed at the Deposit Locations***

- 2.5.2 Copies of the engagement brochure, feedback form and pre-paid envelopes were made available at each of these locations, for members of the public to gain further information, and to provide feedback.
- 2.5.3 The project team regularly liaised with each deposit location, and arranged for materials to be replenished where necessary. In the event, no locations required materials to be replenished during the engagement period.

## **2.6 Project email address**

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



## 2.7 Post-paid and 0800 comment facility

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

## 2.8 Stakeholder engagement

- 2.8.1 Throughout the engagement period there have been a several rounds of engagement with Leaders and/or Portfolio Holders across the Combined Authority area. There has also been further engagement with internal stakeholders including the LTCP Working Group and the Greater Cambridge Partnership.
- 2.8.2 A briefing event was held on 19<sup>th</sup> November for stakeholders from the business, education and healthcare communities from across the region. The event included a high-level summary of the proposed LTCP, Q&A and two breakout sessions. The first breakout session explored the challenges associated with the development and implementation of the LTCP, and the second, the opportunities that the Plan could provide. A summary of the feedback received from this event can be found in Appendices.
- 2.8.3 23 stakeholders attended the event, that included:
- Paul Milner, Head of Planning, University of Cambridge
  - Dr Andy Williams, VP Cambridge Strategy, AstraZeneca
  - Rebecca Stephens, Cityfibre
  - Mike Herd, Michael Herd Consulting
  - Mario Caccamo, CEO, NIAB
  - Richard Grisenthwaite, UK Lead, Arm
  - Sian Nash, Chief Operating Officer, Wellcome Sanger Institute
  - Alex Plant, Director, Anglia Water
  - Jane Paterson-Todd, CEO, Cambridge Ahead
  - Dan Thorp, Director, Cambridge Ahead
  - Emma Wood, Consultant, Cambridge Science Park
  - Claire Ruskin, Executive Director, Cambridge Network
  - Richard Holdaway, East of England, Institute of Directors
  - Helena Coe, Policy Manager, Confederation of British Industry
  - Lauren Dovey, Federation of Small Businesses
  - Harvey Bibby, Ely & East Cambs, Cambridgeshire Chamber of Commerce
  - John Gordon, Partner, Arcadis
  - Caroline Foster, Senior Development Manager, Urban & Civic
  - Rebecca Britton, Regional Director, Urban & Civic

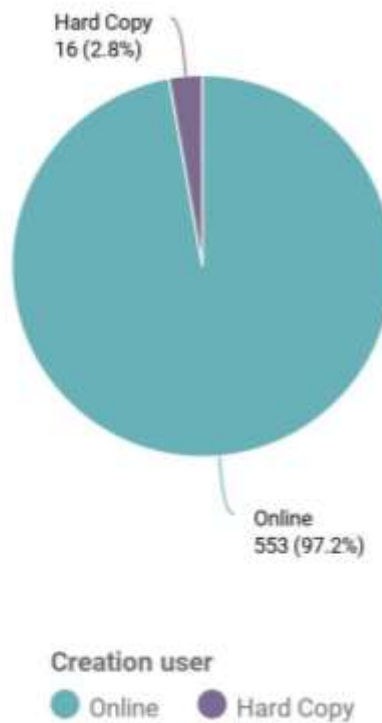
- Rachel Nicholls, Principal, Peterborough Regional College
- Martin Lawrence – Director, Metalwork
- Elliot Page, Cambridge East Transport Strategy, Marshall Group
- Olga Feidman, Transport Lead, Arcadis

2.8.4 Following the Stakeholder Briefing, follow up meetings were hosted with:

- Rachel Northfield, Head of Estates, and Katherine Smith, Head of Sustainability, at Cambridge University Hospitals on 2<sup>nd</sup> December 2021.
- Cambridge Biomedical Campus Travel and Transport Group on 7<sup>th</sup> December 2021.

### 3. Summary of Respondents

#### 3.1 Online vs. hard copy



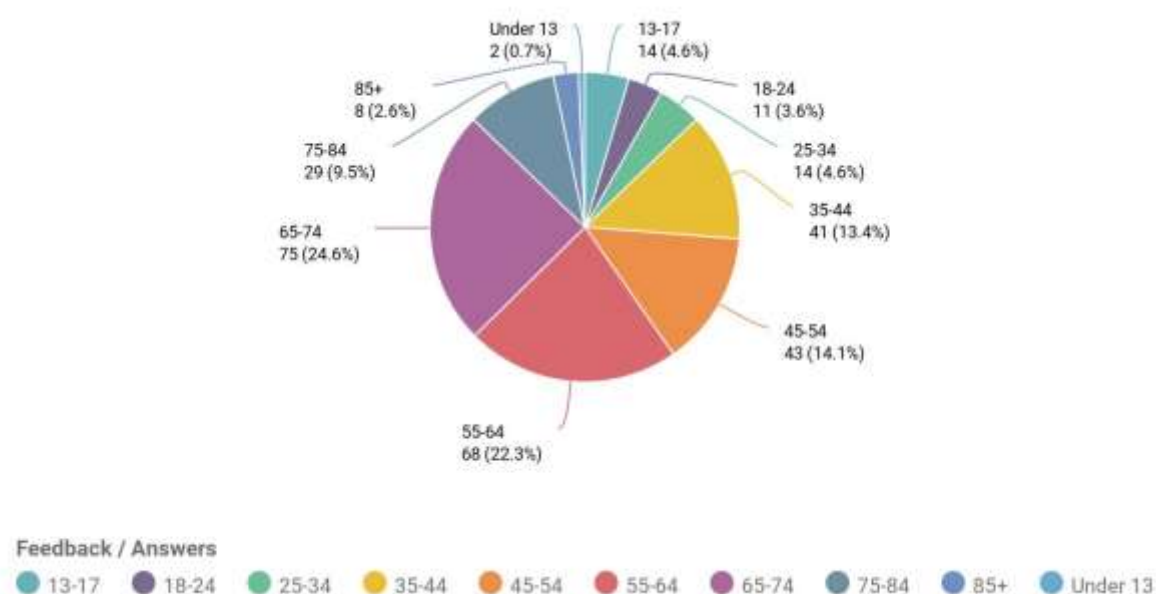
- 3.1.1 A total of 553 (97.2%) online feedback forms were submitted via the website, with a further 16 (2.8%) hard copy feedback forms had been received.

## 3.2 Locations



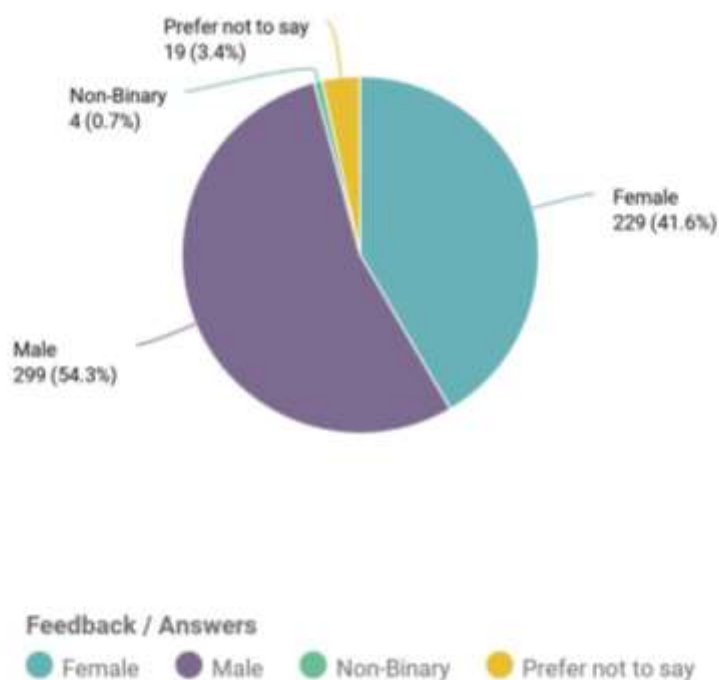
- 3.2.1 As shown on the map above, a total of 100 respondents provided their location. Of these, whilst there is a good range of responses from across the region, the majority of responses have been provided by those living in Cambridge, South Cambridgeshire and Huntingdonshire.
- 3.2.2 Notably, Ramsey has the highest number of feedback submissions aside from the city of Cambridge, indicating that awareness has spread well in this area in comparison to other market towns.

### 3.3 Age ranges



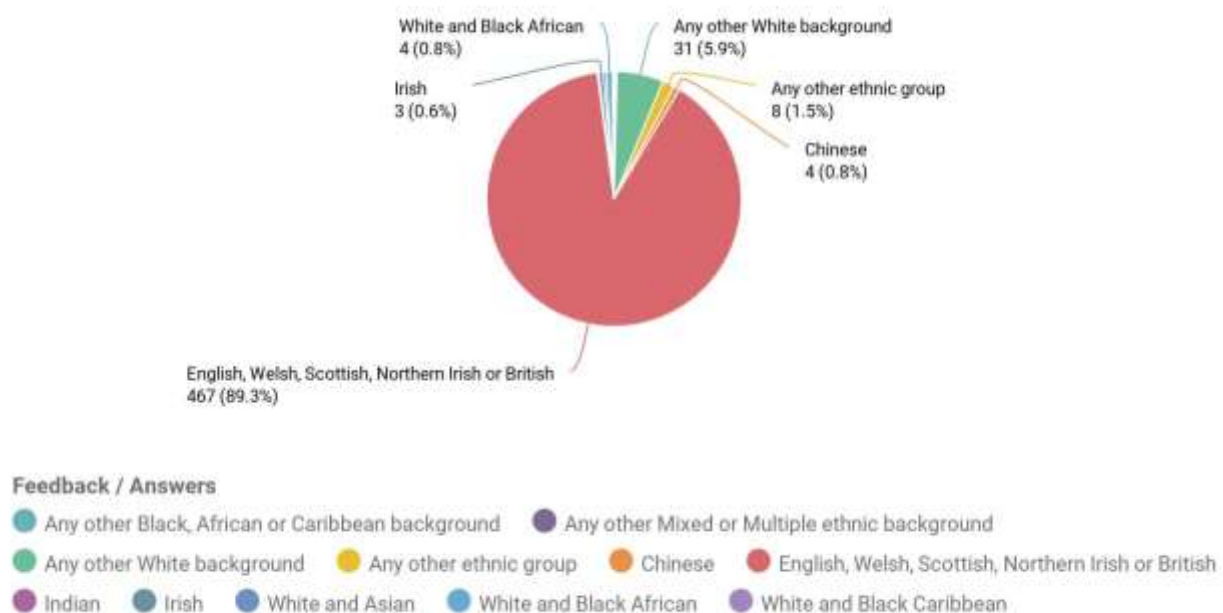
- 3.3.1 305 respondents provided their age group. Of these, the 65-74 age group have been the most likely to provide feedback at 24.6%. This is closely followed by the 55-64 age group (22.3%).

### 3.4 Gender



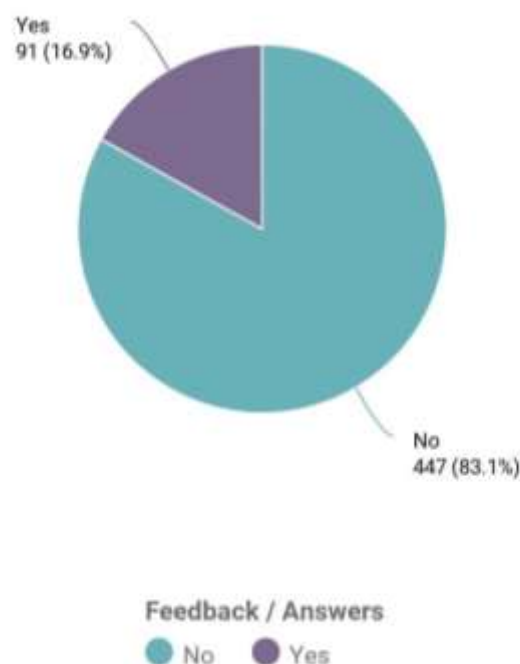
- 3.4.1 Overall, 551 of the 569 respondents have provided an answer as to their gender. 54.3% of forms have been submitted by males, 41.6% by females, whilst 3.4% preferred not to disclose their gender identity, with 0.7% identifying as non-binary.

### 3.5 Ethnicity



- 3.5.1 The majority of respondents to date have been from British backgrounds (89.3%), with a further 5.9% from other White backgrounds. The remaining responses (totalling 4.2%) have been provided by a mix of those from Chinese, Indian, Irish, White and Asian, White and Black African, and White and Black Caribbean backgrounds.

### 3.6 Disability



- 3.6.1 Overall, 91 respondents (16.9%) have identified as having a disability, with the remaining 83.1% noting that they do not have a disability.

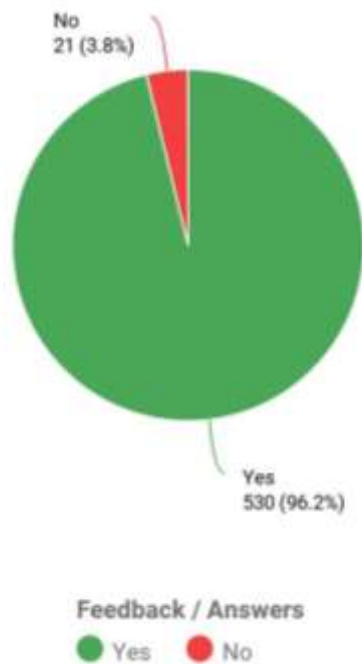


## 4. Summary of Public Feedback

### 4.1 Summary of feedback forms

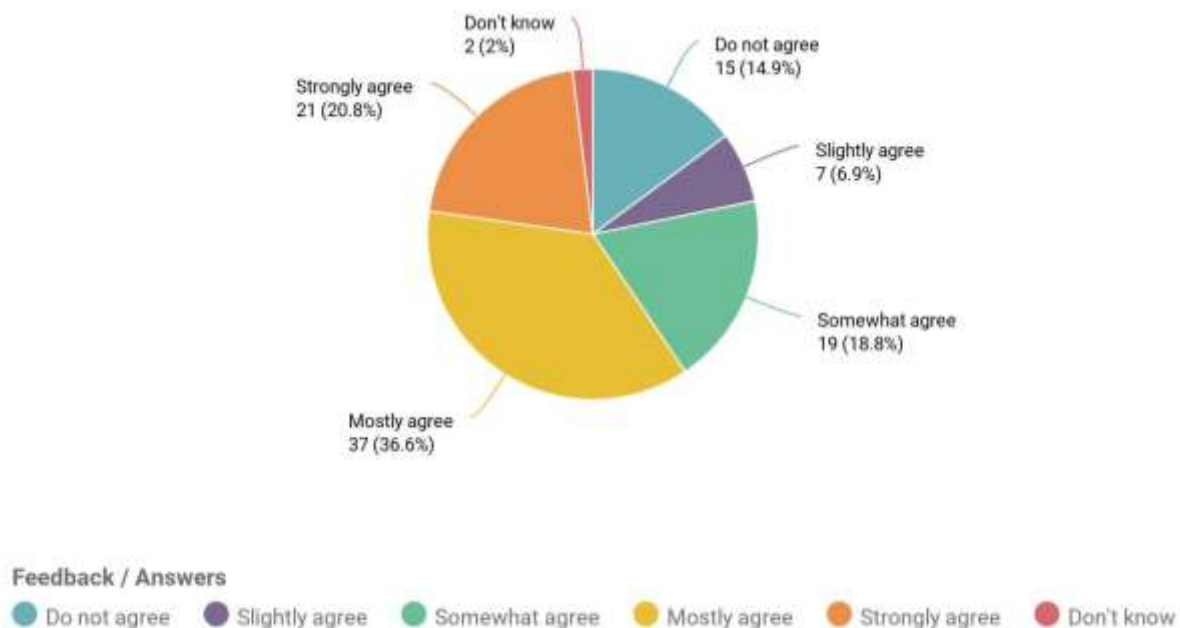
- 4.1.1 The following analysis covers the data and responses received up to (and including) Monday 29<sup>th</sup> November 2021.
- 4.1.2 A total of 569 feedback forms were received by the online deadline of Sunday 28<sup>th</sup> November, and the postal deadline of Thursday 2<sup>nd</sup> December 2021.
- 4.1.3 Responses were recorded for each of the seven questions asked, and the data is presented within this report along with the issues that were raised by respondents.

**Q1: Do you understand why the vision for transport needs to be updated?**



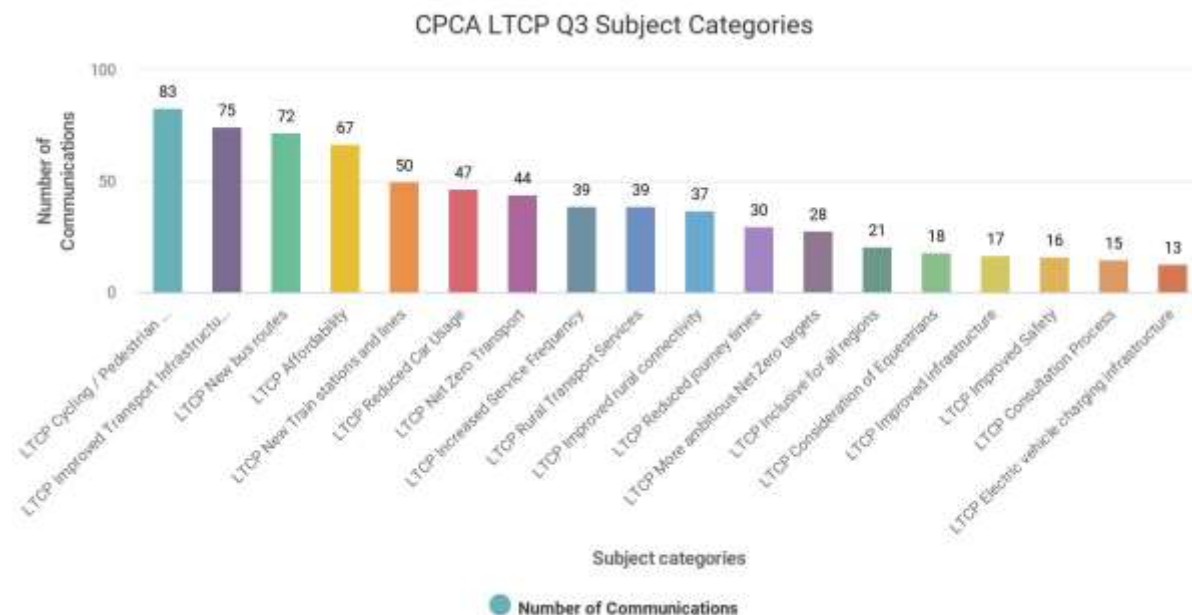
- 4.1.4 Overall, 530 feedback forms (96.2%) answered 'Yes' to the first question, confirming that they understood the reasons why the Combined Authority is producing an updated Local Transport and Connectivity Plan.
- 4.1.5 21 feedback forms (3.8%) answered 'No' to this question. This first question did not ask respondents to provide further comments. An additional 18 feedback forms did not provide an answer to this question.

## Q2: How strongly do you believe the updated vision is the right future for transport in the region?



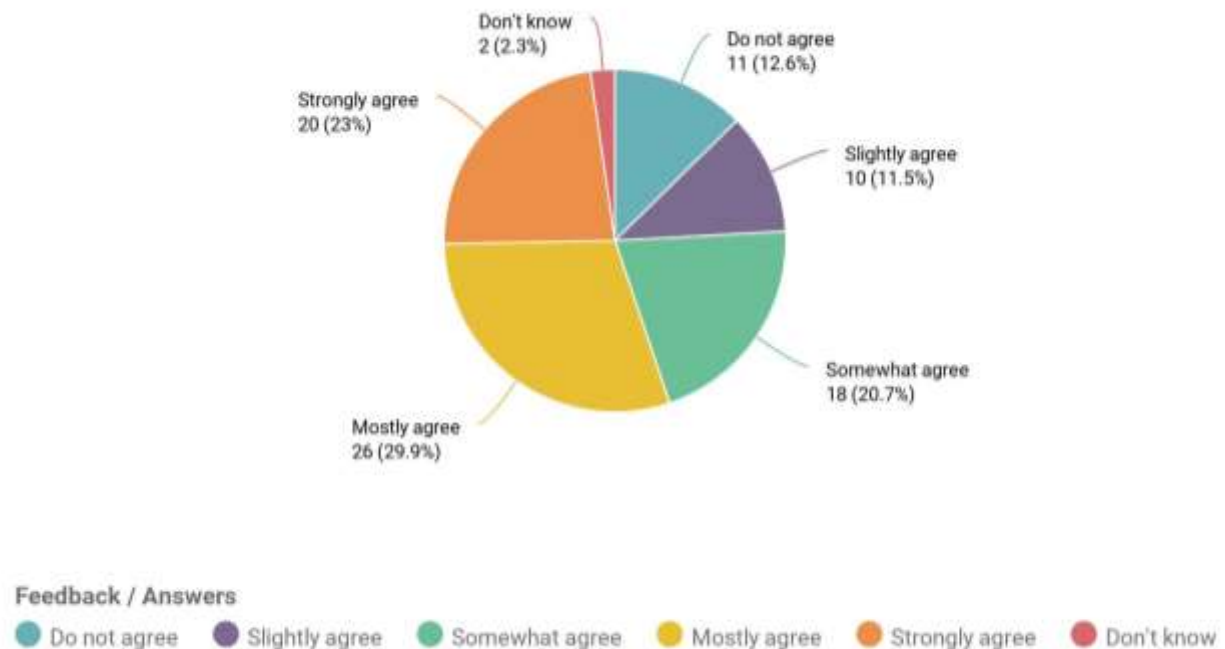
- 4.1.6 Of the responses received, 57.4% strongly agreed or mostly agreed with the vision set out by the Combined Authority, with a further 18.8% who somewhat agreed, together with a further 6.9% who selected slightly agree.
- 4.1.7 14.9% of responses did not agree with the vision laid out by the Combined Authority, with a further 2% of responses selecting that they did not know.
- 4.1.8 Overall, this question was answered by 103 respondents, equating to 18.1% of feedback submissions. During the engagement period, the question was changed to select one of these options, as initially the feedback form did not clearly state which end of the 1-5 scale represented support or opposition to the vision respectively.
- 4.1.9 After addressing this halfway through the engagement period, this question received a total of 89 responses in the last two weeks of the engagement period, where within the first two weeks, this question was only answered 14 times.
- 4.1.10 Many of the freeform comments across the feedback form noted that it was very difficult to disagree with the vision, and that the real test of success would be the implementation of the plan and whether it was able to address the day-to-day transport issues that are faced across the region. This helps to explain the lower response rate to this question in comparison to others across the feedback form.

### Q3: Would you make any changes to the transport vision? If so, what and why?



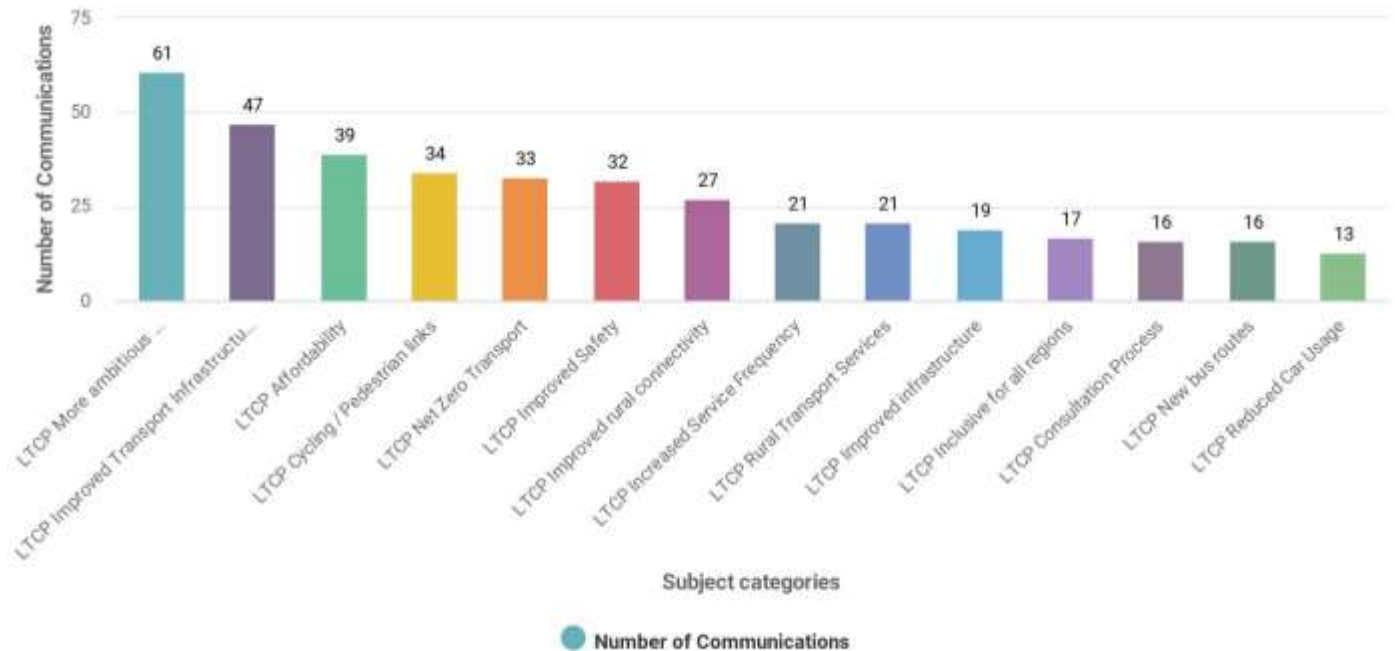
- 4.1.11 To analyse the freeform text responses provided to Question 3, BECG has grouped the responses into categories according to the themes mentioned. The graph above shows all themes/categories that were mentioned in at least 10 responses.
- 4.1.12 The most frequently raised issue was a desire to see improvements to cycling and pedestrian routes across the region, with 83 mentions. A need to improve transport infrastructure across the region was also mentioned 75 times, with the need to provide new bus routes mentioned 72 times. The need to ensure that public transport is kept affordable was raised in 67 responses.
- 4.1.13 The need to improve the railway network, with further stations and new lines was mentioned in 50 responses, with the need to reduce car journeys, and the desire to provide net-zero transport options being raised in 47 and 44 responses respectively.

#### Q4: How strongly do you believe the aims and objectives are the right transport priorities?



- 4.1.14 Of the 89 responses received to Question 4, 52.9% of respondents either strongly agreed or mostly agreed that the Combined Authority's aims and objectives for transport are correct.
- 4.1.15 Of the remainder, 20.7% somewhat agreed, with 11.5% of responses that slightly agreed. A further 12.6% of responses did not agree that the aims and objectives are the right transport priorities, with 2.3% of feedback to this question selecting that they did not know.
- 4.1.16 As per Question 2, very few responses were received to this question within the first two weeks of the public engagement. This is likely a result of the feedback form not clearly stating which end of the 1-5 scale represented support or opposition to the aims and objectives respectively.
- 4.1.17 To address this, BECG updated the online feedback form to clarify this, which has seen an additional 76 feedback responses to this question within the last two weeks of the public engagement.
- 4.1.18 Many of the freeform comments across the feedback form noted that it was very difficult to disagree with the aims and objectives, and that the real test of success would be the implementation of the plan and whether it was able to address the day-to-day transport issues that are faced across the region. This helps to explain the lower response rate to this question in comparison to others across the feedback form.

**Q5: Do you have anything else to say about the aims and priorities? What have we missed?**



4.1.19 The most frequent comment on the aims and priorities of the LTCP was a desire to see the Combined Authority adopt more ambitious Net Zero targets, which was cited by 61 respondents.

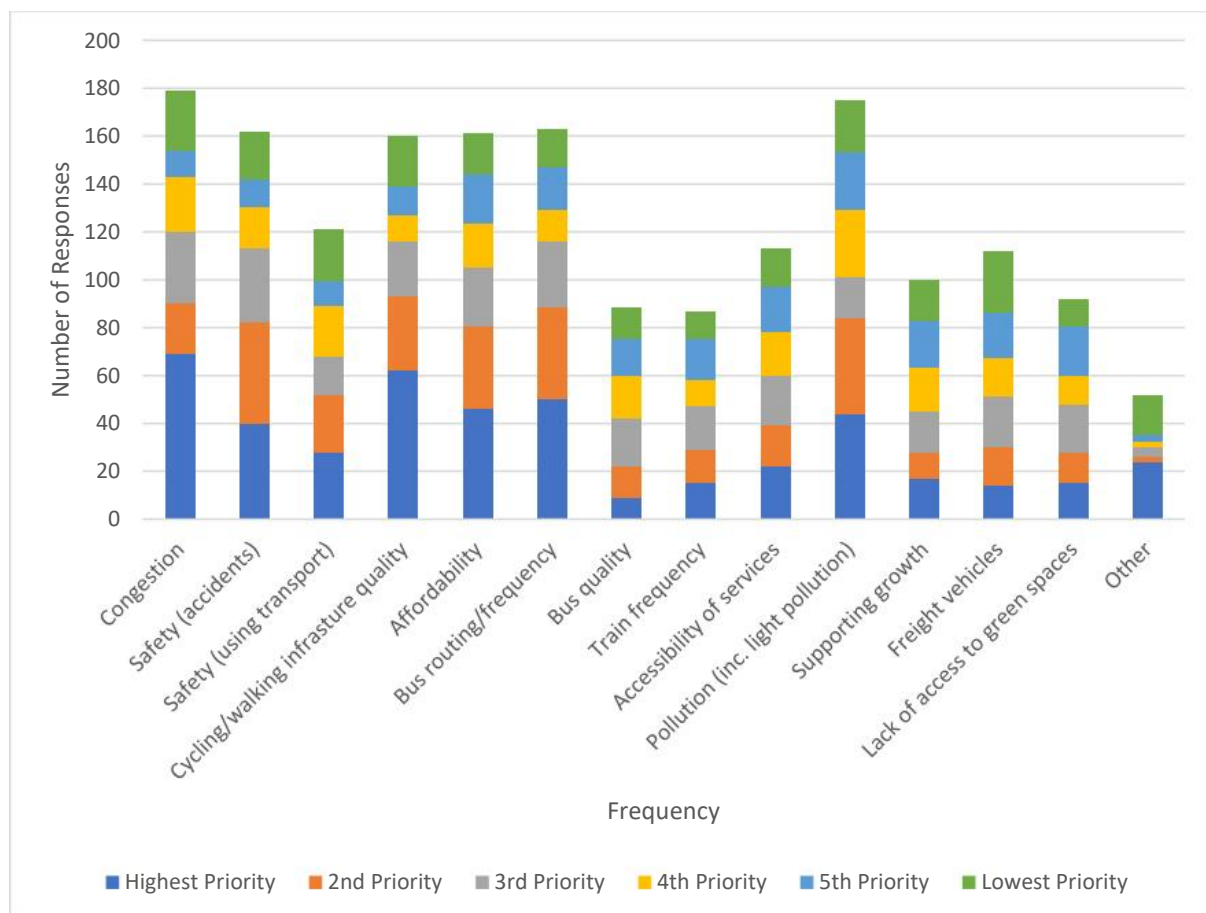
4.1.20 Other topics that individuals felt should be addressed in the aims and priorities of the plan included improving transport infrastructure across the region, ensuring that transport is affordable, improved cycling and pedestrian links, a desire to provide net-zero transport, as well as improving safety on public transport – all of which were cited in at least 30 responses.



## Q6: What are the most important transport problems and opportunities in the region?

- 4.1.21 Question 6 asked respondents to rank the most important transport problems and opportunities in any of the six regions of the Combined Authority. The feedback form asked for a maximum of six topics to selected, out of a possible 15 problems / opportunities listed.
- 4.1.22 Respondents were given the opportunity to comment upon six local council areas (Cambridge, South Cambridgeshire, East Cambridgeshire, Fenland, Huntingdonshire and Peterborough), in which respondents could provide their views on as many or as few regions as they'd felt necessary.
- 4.1.23 Therefore, a breakdown of each of the most important transport problems and opportunities for each region, has been summarised below.

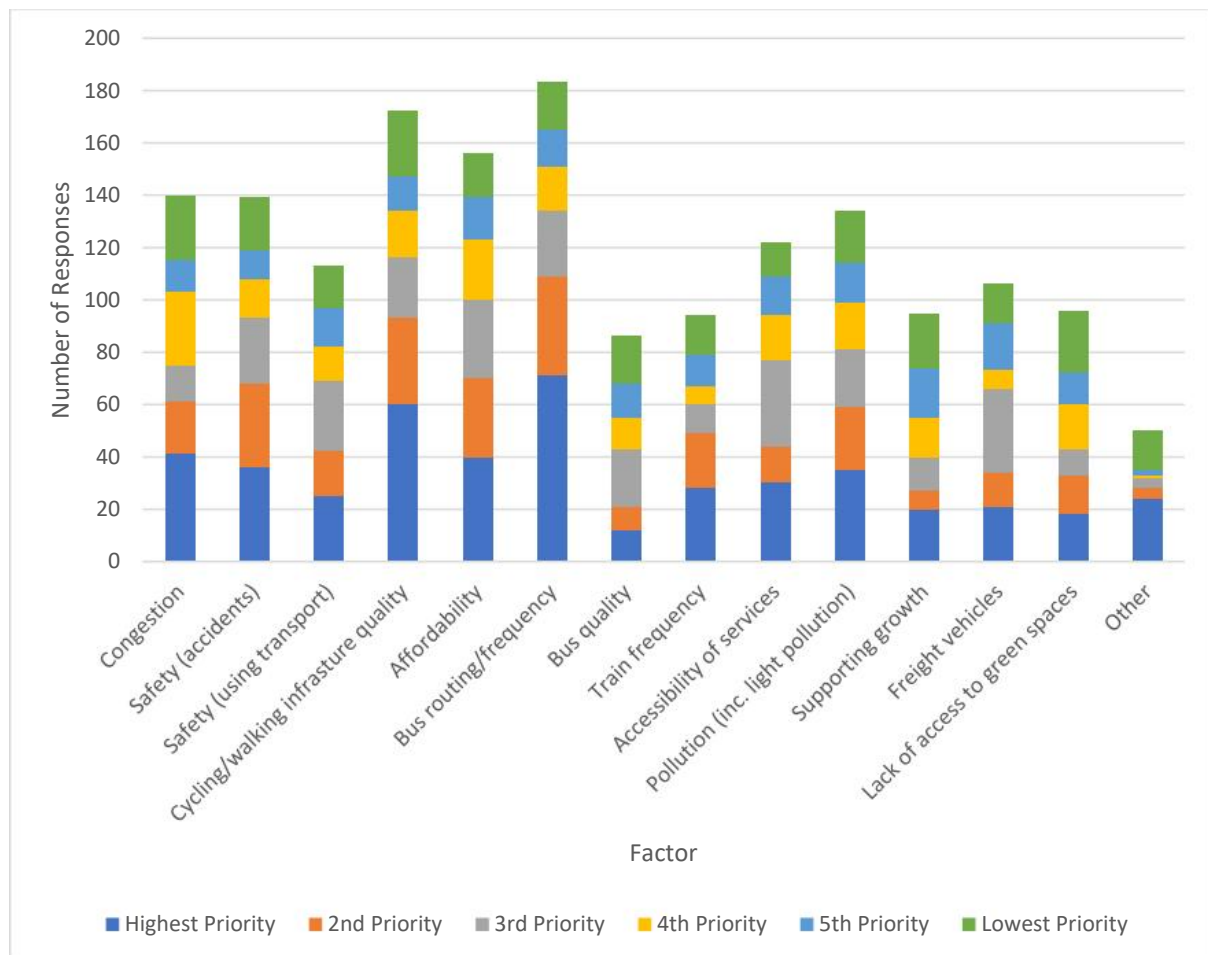
### Cambridge



- 4.1.24 Overall, respondents believed that congestion, and improving cycling and walking infrastructure were the biggest problems and opportunities within Cambridge, with 69 and 62 respondents ranking these issues as the highest priority respectively.
- 4.1.25 Other factors, that were selected as the highest priority included improving bus routing and frequency, that was selected by 50 respondents. Other issues that were selected as the highest priority by more than 40 respondents included: pollution, safety relating to accidents, and affordability of public transport within Cambridge.

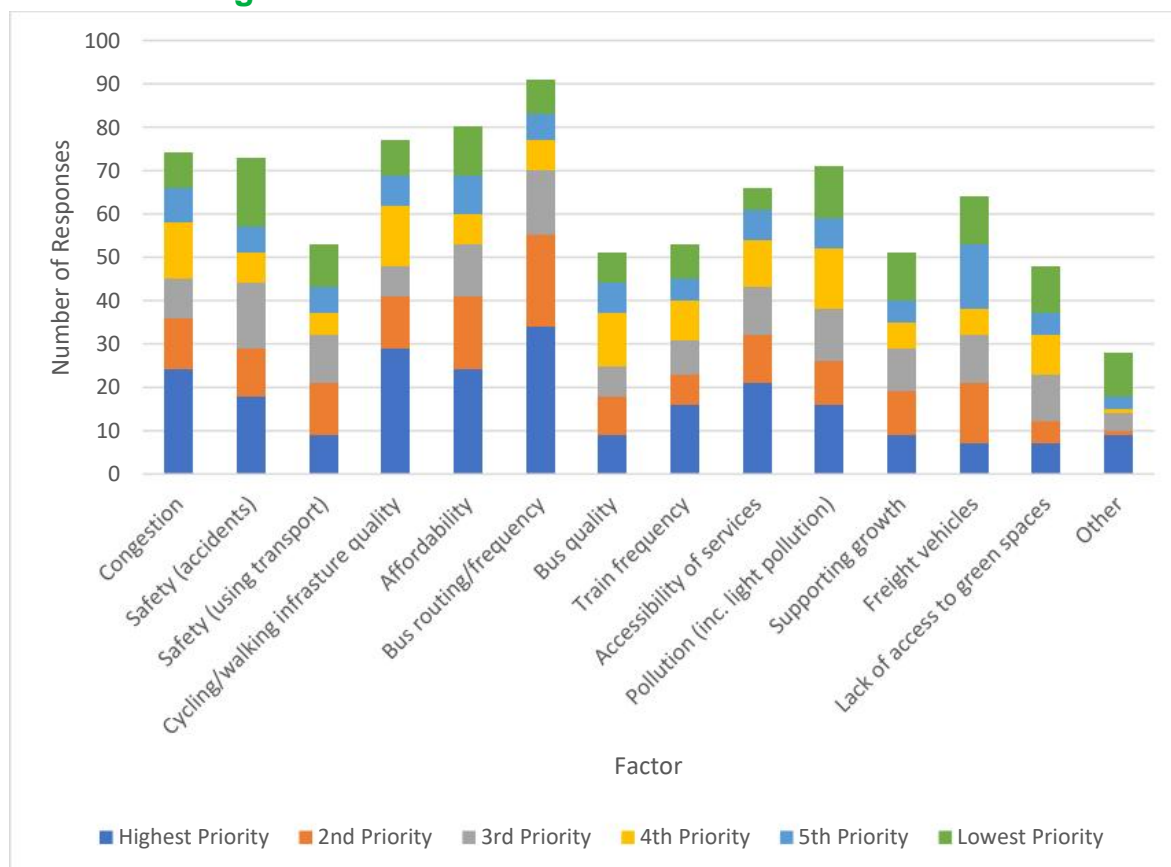
- 4.1.26 Despite receiving fewer 'first preference' votes than other categories, pollution was the second most picked topic overall, just behind congestion.
- 4.1.27 At the other end of the scale, bus quality, freight vehicles, train frequency and lack of access to green spaces were the four topics selected least frequently.

## South Cambridgeshire



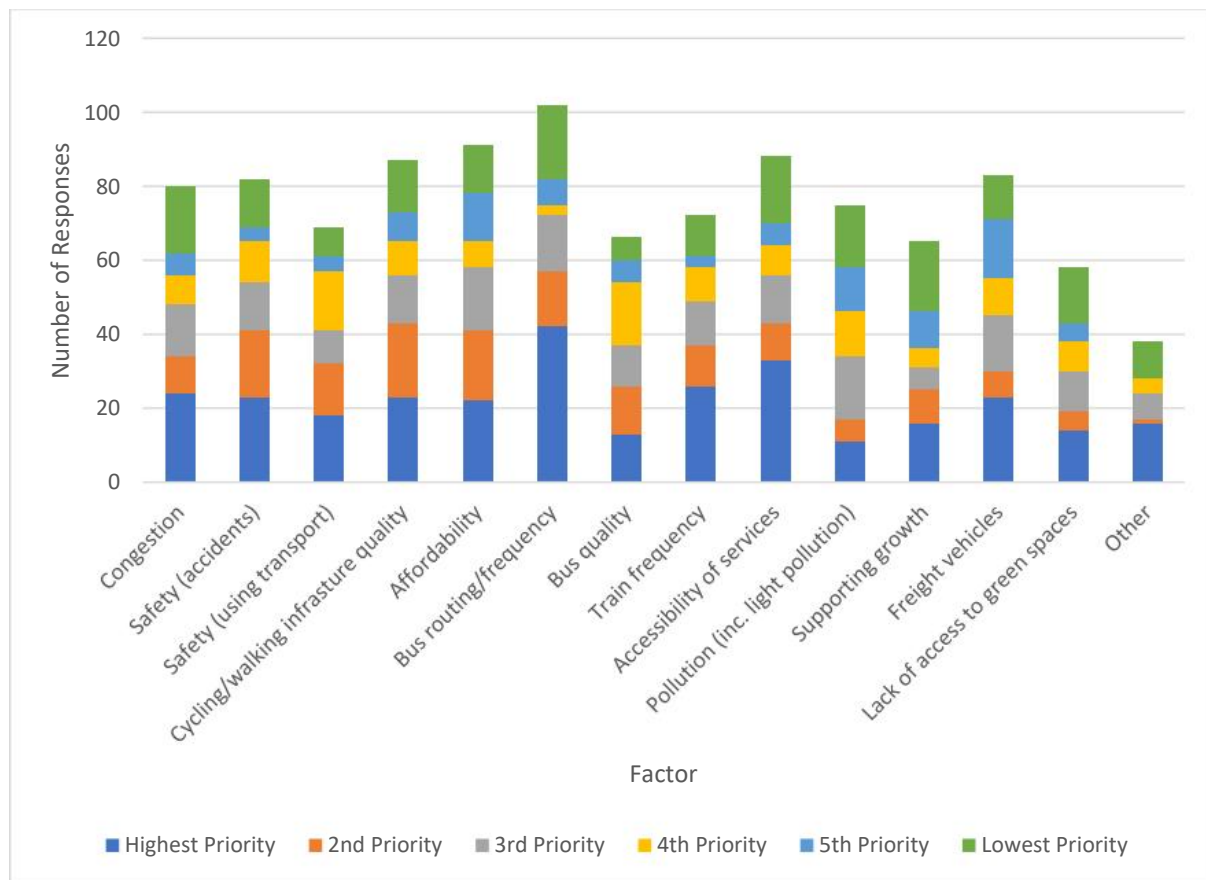
- 4.1.28 As shown in the graph above, bus routing and frequency was the largest issue/opportunity area for those living, working and travelling in/through South Cambridgeshire, receiving both the largest number of overall votes, and the most-selected top priority with 71 people ranking it as such.
- 4.1.29 Other factors cited as being of high importance related to cycling and walking infrastructure (60), together with congestion and affordability of public transport, that were selected as the highest priority by over 40 respondents.
- 4.1.30 Despite bus routing and frequency being a top priority, bus quality was considered less of a concern, alongside lack of access to green spaces and supporting growth.

## East Cambridgeshire



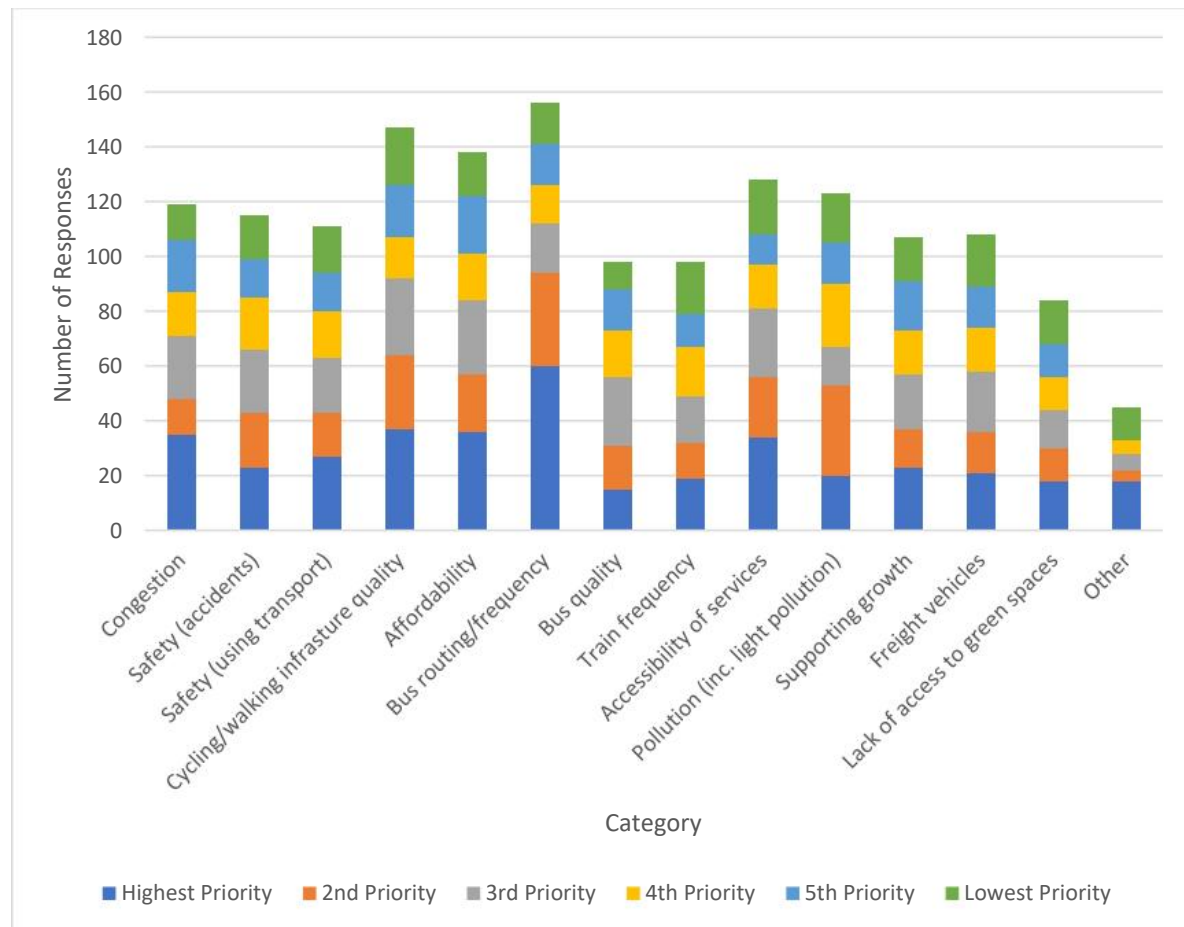
- 4.1.31 In East Cambridgeshire, bus routing/frequency (34), together with cycling and pedestrian infrastructure (29) were the highest rank issues selected by respondents.
- 4.1.32 Other factors that received over 20 votes, included congestion, affordability of public transport, and accessibility of services.
- 4.1.33 Affordability was also the second most selected topic overall, behind bus routing/frequency, despite receiving fewer 'first preference' votes than cycling and pedestrian infrastructure.
- 4.1.34 Lack of green spaces together with freight vehicles was the least-selected option, together with bus quality, which was also among the lower priorities for those travelling in the district.

## Fenland



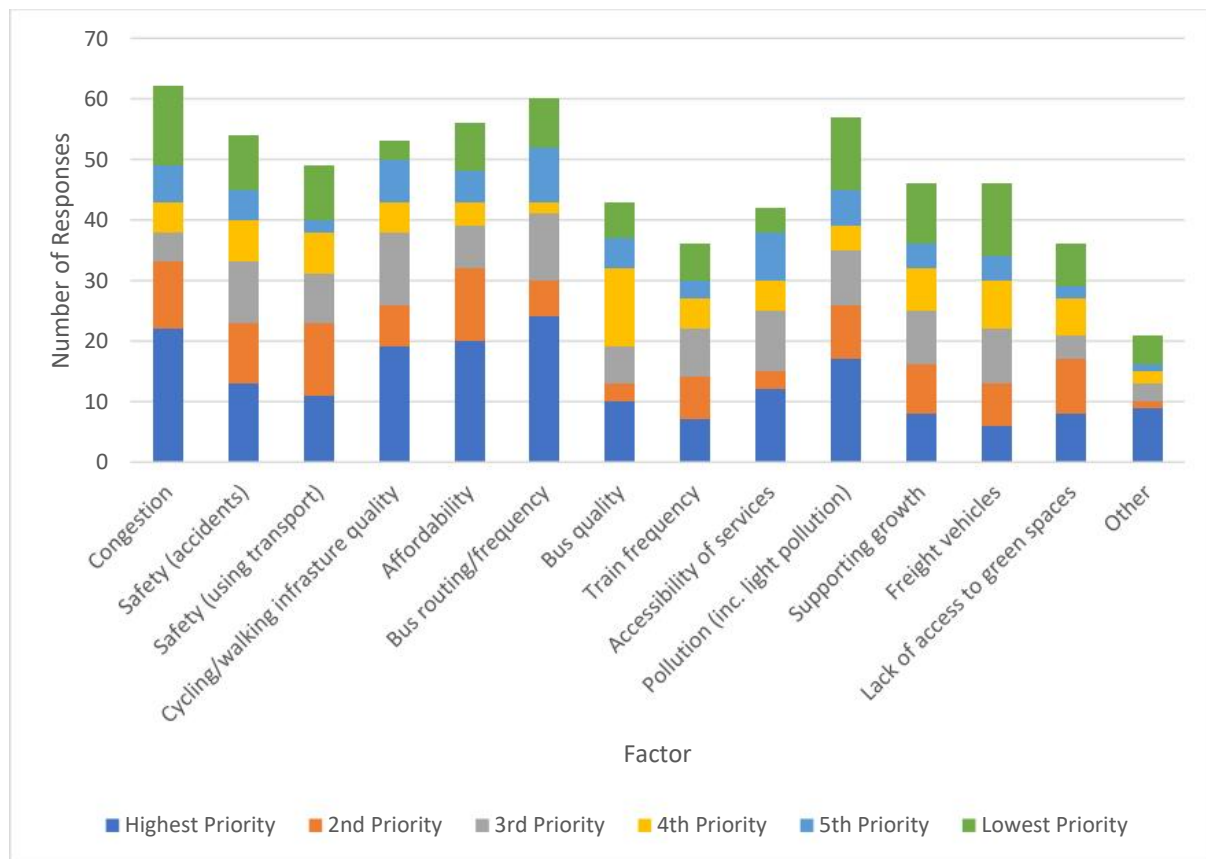
- 4.1.35 102 respondents selected bus routing/frequency as one of their top six priorities, with 42 picking it as their highest priority, making it the most selected issue by both of these metrics.
- 4.1.36 The accessibility of services was selected by 33 respondents as the highest priority, with congestion, improving safety relating to accidents, improving cycling and walking infrastructure, the affordability of public transport, as well as train frequency and freight vehicles, that were all selected as the highest priority by more than 20 respondents.
- 4.1.37 Pollution concerns was chosen to be the 'first preference' by the fewest number of respondents, together with bus quality and lack of access to green spaces.
- 4.1.38 Despite this, pollution was the eighth most selected option overall, receiving a sizeable number of second to sixth 'preference' votes.

## Huntingdonshire



- 4.1.39 As the graph indicates, only two issues (bus quality and train frequency) were selected by less than a hundred respondents overall, with over 100 individuals selecting each of them as a priority for improving transport in Huntingdonshire.
- 4.1.40 The most commonly selected highest priority concerned bus routing and frequency, that was selected by 60 respondents. Other issues that were selected as the highest priority more than 30 times concerned affordability of public transport, congestion, accessibility of services.
- 4.1.41 As per some other regions, bus quality and lack of access to green spaces, were lowest priorities together with train frequency.

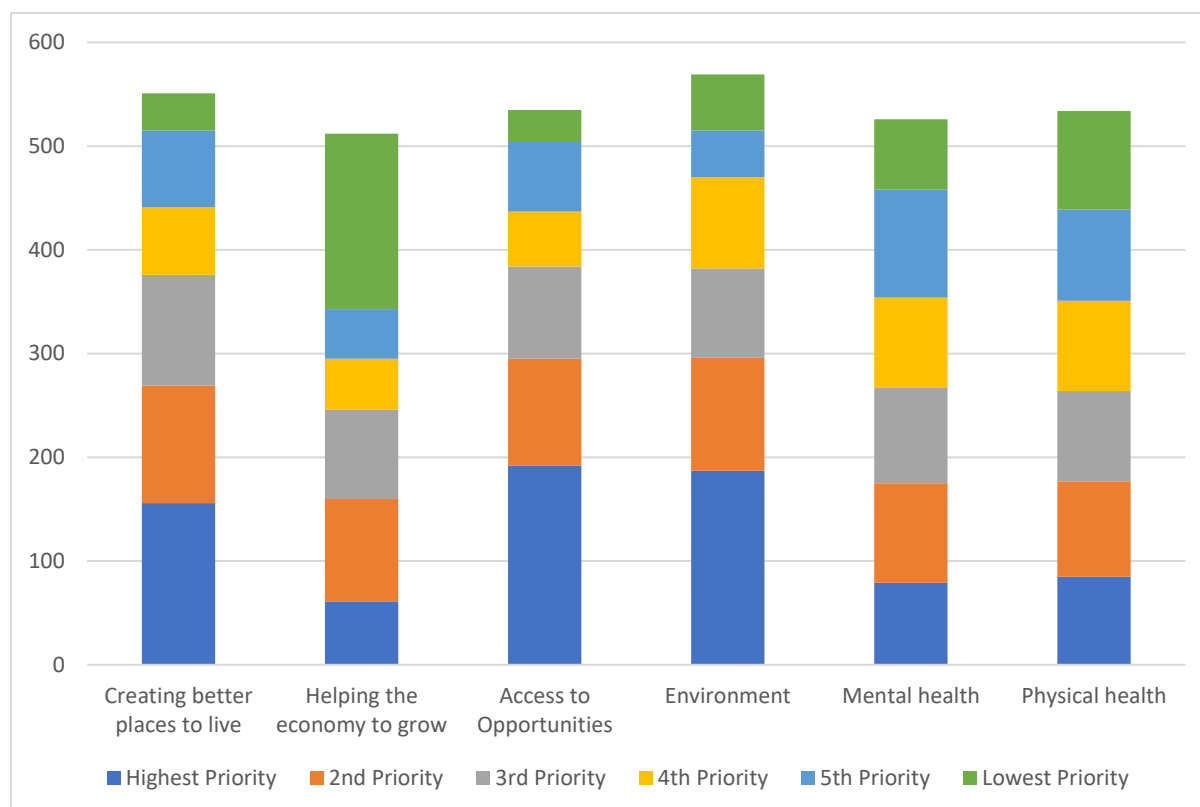
## Peterborough



- 4.1.42 In line with some of the other regions, bus routing and frequency was the highest rank priority, and was selected by 24 respondents. Other recurring issues included congestion and the affordability of public transport, which were both selected by more than 20 respondents.
- 4.1.43 Whilst still the least frequently selected, lack of access to green spaces was picked by a higher percentage of individuals in Peterborough region compared to other regions.
- 4.1.44 As may be expected given its more urban makeup, congestion was the highest selected issue, despite not being ranked as the highest priority issue overall. Pollution was considered a higher factor than in the more rural regions and was the third most frequently selected category.



**Q7: As well moving people around, transport is also important in supporting other positive changes. Please rank the following in order of importance (1 = most important, 6 = least important). You may wish to allocate the same rank to some that you deem equally important.**



- 4.1.45 Question 7 asked respondents to rank the six categories given in order of priority.
- 4.1.46 Despite being able to select as many or as few options as they wished, most respondents chose to rank all six categories in order of priority, with each one selected by between 569 and 512 times.
- 4.1.47 Enabling communities & people to access opportunities to improve their life chances was seen as the highest priority by the largest number of people, with 192 selections as the 'highest priority'.
- 4.1.48 Improving the environment followed closely as the next most selected highest priority with 187 selections, followed by creating better places to live which was chosen by 156 people as their 'highest priority'.
- 4.1.49 There was then a substantial gap, with helping the economy grow, mental and physical health all selected by between 61-85 respondents as their 'highest priority'. Of these three options, helping the economy to grow was selected as the lowest priority by the most individuals (61), followed by mental health (79) and physical health (85).

## 4.2 Summary of email and telephone feedback

- 4.2.1 During the public engagement period, a total of five emails were received from local residents, who provided their feedback on the emerging LTCP. The following topics / issues were raised:

Theme	Frequency
Reservations against proposals for the South East Cambridge busway	2
The need to focus on rural areas, to improve rural transport and connectivity	2
Lack of car parking, particularly in city centres	1
Frequency of bus services needs to be improved	1
One respondent queried whether plans for CAM had been dropped	1

- 4.2.2 The project team did not receive any telephone calls from residents who provided their feedback on the LTCP. A handful of calls were received, which comprised general enquires for information or requests for hard copies of the engagement materials to be posted.

## 5. Summary of Stakeholder Feedback

### 5.1 Summary of stakeholder feedback

5.1.1 There were 18 long form responses to the engagement process, a summary of the responses can be found in Appendix. The following stakeholders provided feedback:

- East Cambridgeshire District Council
- Lode Parish Council
- Great Shelford Parish Council
- Coton Parish Council
- Ramsey Neighbourhood Trust
- University of Cambridge
- Hunts Waling and Cycling Group
- Rail Future East Anglia
- CPRE
- Cambridge Past, Present & Future
- Cambridge Connect
- Smarter Cambridge Transport
- Marshall Group Properties
- Metalcraft
- Cambridge Ahead
- Freight 21
- Cambridge Green Party
- Trumpington Residents' Association

## 6. Conclusions & Next Steps

### 6.1 Public consultation

- 6.1.1 Following the review of all feedback received during the public engagement, the Combined Authority will review all comments received and will use these to inform the development of the revised LTCP.
- 6.1.2 The revised LTCP will be presented at a consultation commencing in January 2022, which will include further details of the plan and demonstrate how feedback received from the initial round of engagement has influenced the plan.

## 7. Appendices

- Copy of engagement brochure
- Copy of feedback form
- Summary of breakout sessions at the LTCP Breakfast Briefing
- Summary of feedback received from organisations



Local Transport & Connectivity Plan



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY



# SHAPE THE FUTURE OF TRANSPORT IN YOUR AREA

Cambridgeshire & Peterborough  
Local Transport and Connectivity Plan

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Autumn 2021



# Welcome

We are developing a plan for better transport in Cambridgeshire & Peterborough and we want your views. However you travel, tell us what matters to you. What you say will make a difference to your transport future.

It's quick and easy to tell us what you think.

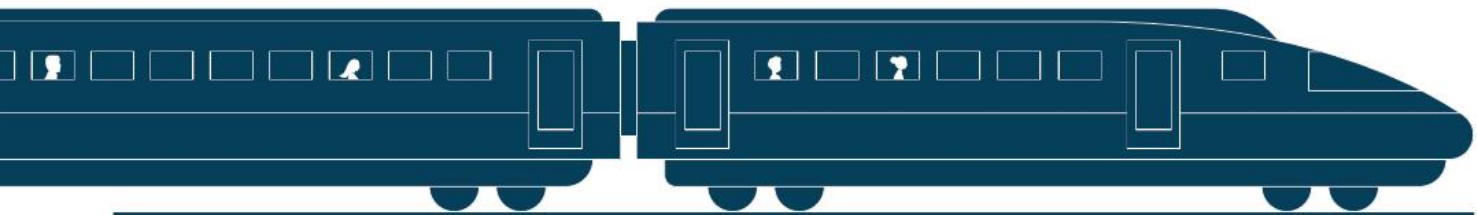
The Local Transport and Connectivity Plan will shape the future of transport in Cambridgeshire and Peterborough. Transport is vital to everyone's lives and that's why it is important people have their say.

Our planning is still at an early stage. We are first asking you what you think about the new transport vision and aims. We want to know about the transport issues in your area.

The Local Transport and Connectivity Plan will guide how this region answers big transport questions, including:

 Cutting carbon emissions	 More cycling and walking	 Reducing pollution	 Transport safety
 Better public transport	 Protecting the environment	 Tackling congestion	 Improving public health
 Sustaining growth	 Moving freight	 Reliable, convenient journeys	 Better digital connectivity

After this chance to have your say, we plan to have a follow-up consultation with the public early in 2022. Then, in Spring 2022, we aim to complete the new Local Transport and Connectivity Plan.



# About the Combined Authority

At the Cambridgeshire & Peterborough Combined Authority we work with local councils, the Business Board, local public services, Government departments and agencies, universities and businesses to grow the local and national economy.

As the Local Transport Authority for the region, we are responsible for making sure that people can get around the region as easily as possible. The Local Transport Plan plays a key role in this.

You can discover more about the Combined Authority at [www.cambridgeshirepeterborough-ca.gov.uk](http://www.cambridgeshirepeterborough-ca.gov.uk).

## Roles and Responsibilities



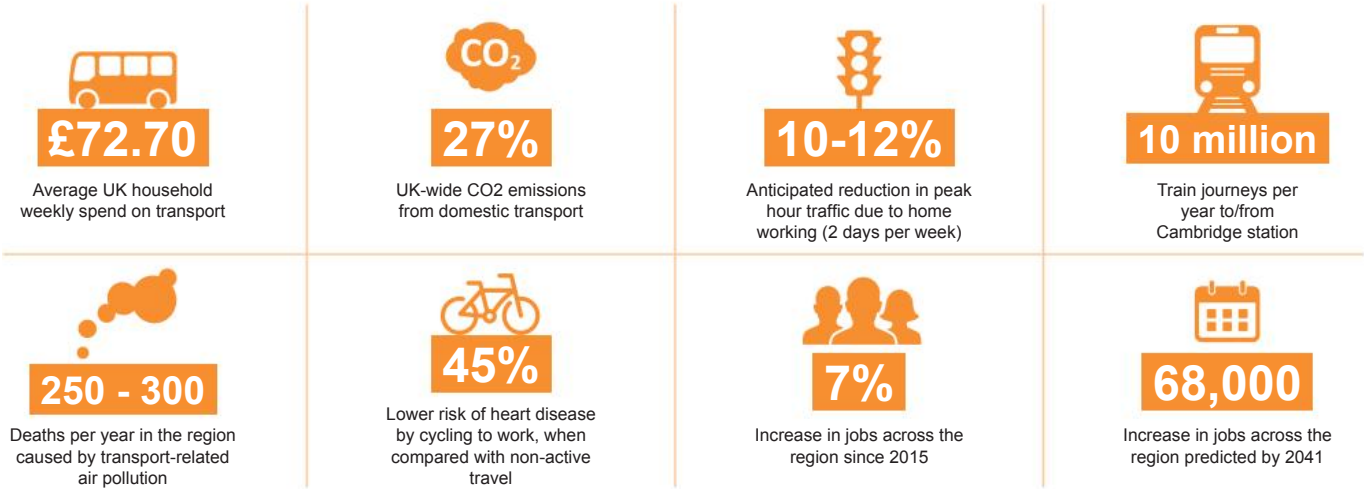
\* Peterborough City Council, Fenland District Council, East Cambridgeshire District Council, Huntingdonshire District Council, South Cambridgeshire District Council, Cambridge City Council

# What is the LTCP?

The Local Transport and Connectivity Plan (LTCP) is the Combined Authority’s long-term strategy to improve transport in Cambridgeshire & Peterborough.

The region’s transport system affects people’s quality of life and life chances, our environment and our economy. It brings our communities closer together, supports business and connects people to education, retail, leisure and work.

It is therefore essential we have a plan in place make our transport better, faster, safer and more reliable. It must help address the big issues like climate change, inequality, and public health.



## Why does the plan need to change?

The Cambridgeshire & Peterborough Combined Authority is required by law to make and maintain a Local Transport Plan for the region.

The first Local Transport Plan was put in place in early 2020. Since then, many changes have taken place which means it needs an overhaul.

We’ve included the word ‘connectivity’ in the name of the plan, because the internet has changed how we travel. For example, many more people work or learn from home. There is more online shopping and more leisure and entertainment is now offered digitally. It all means fewer journeys.

Others use their phones and other devices to buy tickets and check travel information on the go.

A new transport future is needed and that means we need to look again at the Local Transport Plan. Some of those big changes include:

- The election of Mayor Dr Nik Johnson, and his focus on the values of Compassion, Cooperation and Community
- The Cambridgeshire & Peterborough Independent Commission on Climate’s recommendations on how the region can decarbonise
- The Government’s new plans to cut carbon set out in: (a) Decarbonisation of Transport Plan and (b) The Ten Point Plan for a Green Industrial Revolution
- Covid-19 and the long-term effects on how we travel
- The Government’s new national cycling and walking policy
- Government plans to grow the OxCAM Arc – the region between Oxfordshire and Cambridgeshire & Peterborough.

The Local Transport and Connectivity Plan will take account of these changes, first in the form of an overall vision and set of priorities.

## How has the draft vision been developed?

As well as the big changes outlined around climate change and the impact of Covid-19, we have used regional data and had discussions with our partners, like our local councils.

As part of the process of setting out the vision, we have collected a range of evidence to identify the current situation, challenges and opportunities where transport will make a difference.

If you would like to read our more detailed evidence base, this can be found on our website at [www.yourltcp.co.uk](http://www.yourltcp.co.uk)

### Other projects and consultations

The Combined Authority is soon to consult on its plans to reform buses in the region, which could mean a new franchised bus system. More information on this will be available in the near future.

The Combined Authority is working with local partners in developing its Local Transport & Connectivity Plan.

The Greater Cambridge Partnership, which has funding from Government to improve transport in and around the city, is consulting on its City Access Strategy. To find out more, visit: <https://www.greatercambridge.org.uk/city-access>

The Greater Cambridge Partnership is also consulting on its Eastern Access transport project. To find out more, visit: <https://www.greatercambridge.org.uk/public-transport-schemes/cambridge-eastern-access>

Cambridge City Council and South Cambridgeshire District Council are both consulting on their joint Local Plan. To find out more, visit <https://consultations.greatercambridgeplanning.org/>






# Our Aims & Objectives


## The key aims and objectives

Supporting the vision are key aims and objectives which will guide our transport future. Again, we have set out what we think they could be, for your feedback.




### Productivity

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity




### Connectivity

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure




### Climate

Successfully and fairly reducing emissions to Net Zero by 2050




### Environment

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.



### Health

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.



### Safety

To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

# Our Vision

## What do you think about our vision?

The Local Transport and Connectivity plan needs a central vision to guide transport policies and projects. We have updated the vision to respond to the big changes affecting transport.

We are asking people what they think about the current draft vision and a set of supporting key aims and objectives. What people say will influence what the final vision looks like.

So far we think that the vision for the future of transport in Cambridgeshire & Peterborough should be:



**A transport network which secures a future in which the region and its people can thrive.**

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



# Our Areas of Focus

To support those key themes, aims and objectives, there are a number of things we can do to improve transport. Some examples are given below. We will look in more detail at some of these as we develop the Local Transport & Connectivity Plan further.

They include:



## Active Travel

- Cycle and walking routes
- Public Rights of Way and Bridleways
- Ebikes and escooters
- Interchange with public transport



## Freight

- Road and rail freight
- E-cargo bikes



## Digital Connectivity

- Internet (gigabit) expansion
- Home working
- Transport information (public transport times, journey planning, sat nav etc.)



## Public Transport

- Bus strategy
- Rail
- Demand responsive transport
- Park and ride



## Regional Connectivity

- Cross boundary transport network
- Access to airports
- England's Economic Heartland
- OxCam Arc



## Air Quality

- Zero emission vehicles
- Green Infrastructure
- Clean air / Zero emission zones



## Transport Safety

- Reducing safety risks
- Security and crime



## Healthy Places

- Low Traffic Neighbourhoods
- School streets – making the environment around schools safer
- Healthy streets



## Network Management

- Network Management Policy
- Demand Management – Highways
- Parking management



## Innovation

- Micro mobility (e.g. ebikes)
- Autonomous vehicles



# Key Challenges

The Local Transport and Connectivity Plan will look at big challenges linked to transport. You can share your own views on these in your feedback. Some of the main challenges are:



## Public Health

Good transport supports better health for people. The plan will look at ways transport can help make people healthier.

Cutting air pollution with cleaner transport will have huge benefits for people's heart health and breathing. Fewer car journeys, more public transport use and more cycling and walking will all help. Outdoor air pollution is estimated to cost 40,000 lives in the UK every year. Light pollution from artificial lighting is a widespread environmental challenge affecting Cambridgeshire and Peterborough. It can harm public health, the environment and the economy. Light pollution from transport must be reduced as much as possible.

More cycling and walking will make people more active. The UK has growing rates of obesity, heart disease and diabetes. A transport system which makes it easier and safer to walk or cycle to work, shops, schools and other places, will support people leading healthier lives.

Transport that better connects people with friends and family, hobbies, and other leisure also benefits people's mental health and wellbeing. People with dementia can be helped by having a supportive, safe and simple to use transport system.

Access to good jobs or training and education is also important for people's health. There is a clear link between good jobs and health. Transport can help improve public health by making society fairer, connecting people to more job opportunities, training and education.



## Climate Change

The plan will guide how Cambridgeshire and Peterborough can cut carbon emissions to net zero by 2050. The Combined Authority is also acting following the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate. Several of those recommendations are to reduce carbon emissions from transport and number of trips made by the private car.

With transport the main cause of greenhouse gases in our region, it is vital that we plan how to reduce emissions successfully and fairly.



## Nature and Environment

Protecting and making better our green spaces and improving nature can both be supported with a well-planned and good quality transport network.

Loss of habitats and plant and animal species continues. Without healthy ecosystems, public health also suffers. The Combined Authority wants to increase biodiversity in Cambridgeshire and Peterborough. That means finding ways in which transport can support greater numbers of different types of plants, insects, animals and other life in the region.

We are looking at how 'Green Communities', linked with good, clean transport, can boost nature and allow more people to enjoy the natural environment. More detail on this will follow in the final Local Transport and Connectivity Plan.



## Safety

The best transport is also the safest. The plan will look at how we can avoid all harm, damage or loss from using transport of all kinds.

People may be less likely to use public transport or walk or cycle if they don't feel safe and secure. People may not want to take their bicycle to the train station if they think it might be stolen. Safety makes a big difference on people's travel choices.

We already work with partners like the police and fire service to reduce accidents on our roads, but we'll plan to do more.

Crime and fear of crime must also be reduced. That includes issues around personal safety as well as theft. The plan will look at ways to continuously cut crime and help make people feel safer when using transport.



## Covid-19

The Covid-19 pandemic saw major changes to how we travel. There was a lot more home working, more online shopping, people kept in touch with family on video calls and more leisure took place online. All this meant less use of cars, buses and trains. High streets were also quieter.

It is not yet clear what the long-term impacts will be. The Local Transport and Connectivity Plan includes the word 'connectivity' to recognise the importance of fast internet.

The plan will aim to adapt to any continuing trends following the pandemic.



## Economy and future growth

With more houses planned to be built and a growing economy, transport must keep up. The plan will look at how transport can support future growth.

Current forecasts for Cambridgeshire and Peterborough are for over 68,000 new jobs by 2041. Future growth will mean more people and businesses needing to use our transport network. New, innovative thinking is needed to transform transport to support recent and future growth.

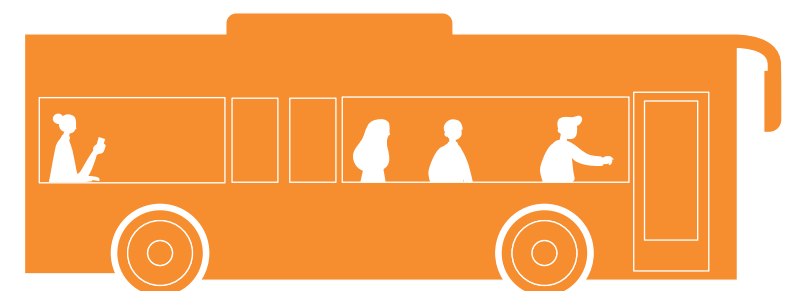
Improving productivity is seen as vital to the economy and creates higher wages. Congestion, slow journeys to work and lack of access to good jobs and education, all harm productivity, holding jobs and the economy back. A well-planned transport network therefore can help make people and the economy more productive.



## Connectivity

Cambridgeshire and Peterborough has a mix of cities, market towns and villages. Some parts are better connected with transport than others. Some suffer from lack of good public transport, congested or poor roads, and few cycling and walking options. A particular problem for people in some rural areas is not having access to a car or good public transport. Improving transport in areas which need it most will help make the region fairer and support local economies.

Moving goods and freight around also needs good planning, both in rural and urban places.



# Have Your Say

We want your views. However you travel, tell us what matters to you. What you say will make a difference to your transport future.

It's quick and easy to tell us what you think.

The easiest way to provide feedback is via our website at [www.yourltcp.co.uk](http://www.yourltcp.co.uk). You can access the website by scanning the QR code below.

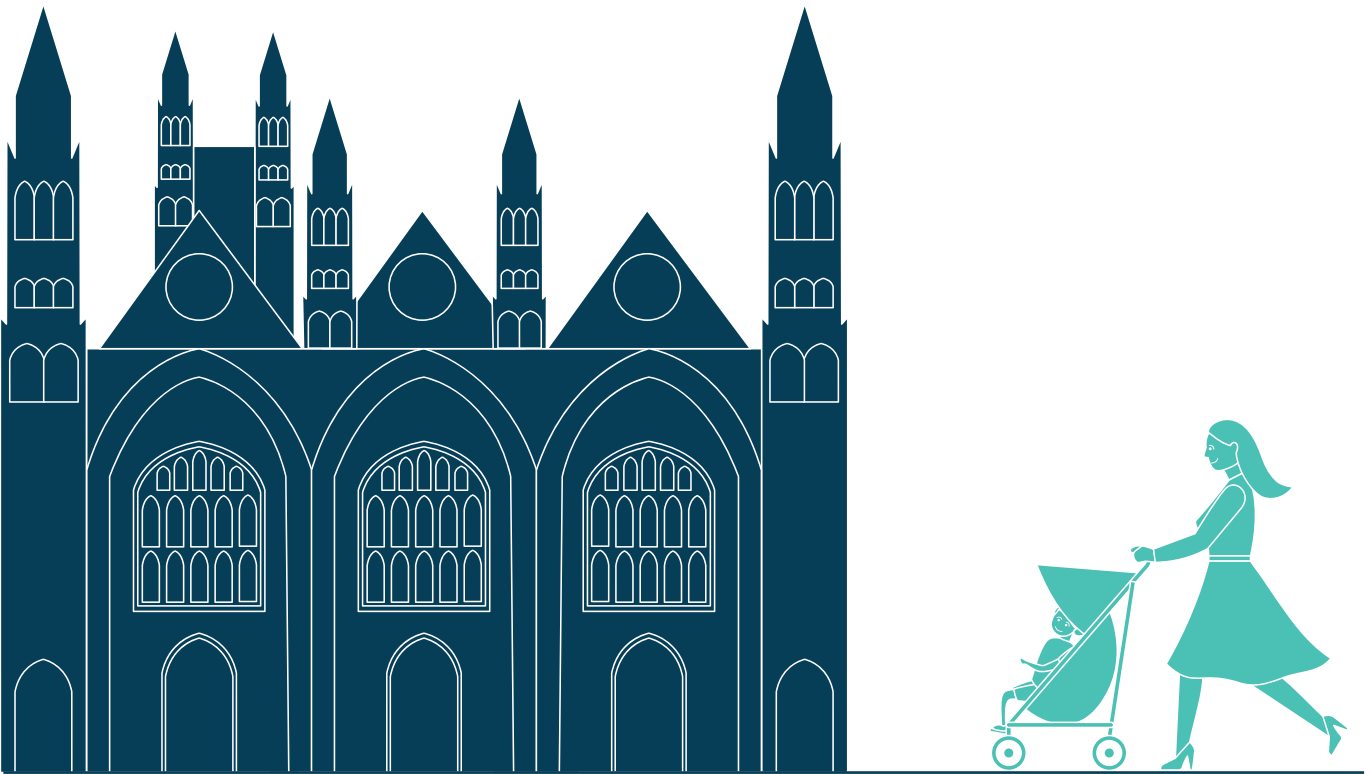


You can also complete a feedback form and post it back to us via our Freepost address (FREEPOST YOUR LTCP).

The deadline for feedback is **Sunday 28 November 2021**.

## Know someone without internet access?

If you, or someone you know, does not have internet access and would like a hard copy of the consultation materials posted to their address, please contact the project team on **0808 258 3225** who will be happy to assist.

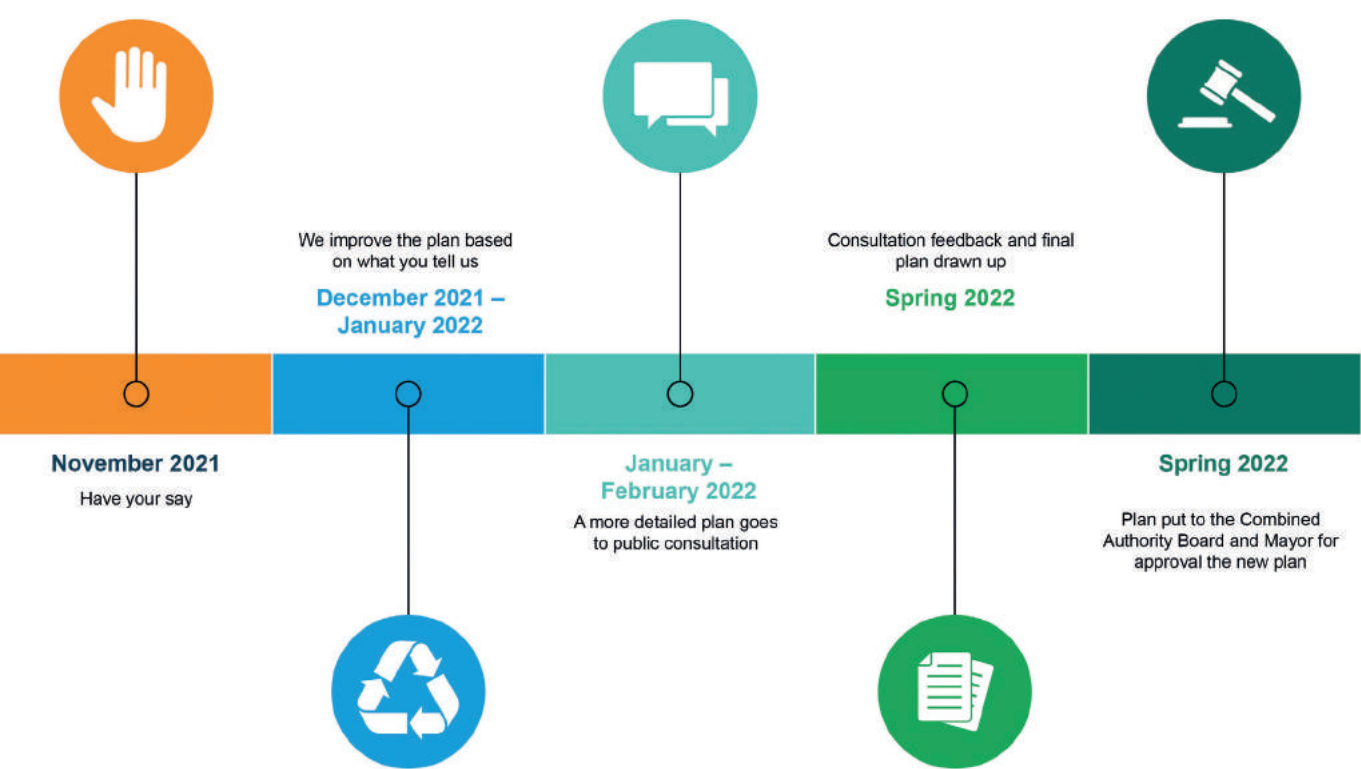


# Next Steps

In this four-week period from **Monday 1 November to Sunday 28 November 2021** your views will be used to improve our planning.

We'll then come back again in January to tell you how we have used your feedback. We will then ask you again to have your say on our more detailed plan for transport in a consultation.

Then finally we will produce the Local Transport and Connectivity Plan in Spring 2022.



## How we will make the vision a reality

The detail around how we will deliver the vision will be included in the full Local Transport and Connectivity Plan.

The plan will say which policies and specific projects will be required but will all link back to the overall vision and themes.

We also want to know if the plan is working and if it is successful. We propose to measure the Local Transport and Connectivity Plan via:

- |  |                                  |
|--|----------------------------------|
| • Transport emissions  | • Economic growth                |
| • Biodiversity   | • Digital network coverage       |
| • Walking and cycling trips  | • Journey times                  |
| • Public transport trips   | • Road maintenance condition     |
| • Number of killed and seriously injured in road traffic accidents | • Healthy Streets Check          |
| • Physical activity  | • Journey time reliability       |
| • Impacts of air pollution   | • Congestion                     |
| • Jobs and employment  | • Noise, air and light pollution |
|  | • Obesity                        |





## Contact Us

If you have any questions or require assistance, please contact a member of the team:



Freephone: **0808 258 3225**



Email: **contact@yourltcp.co.uk**



Freepost: **YOUR LTCP**

You can discover more and provide feedback at **[www.yourltcp.co.uk](http://www.yourltcp.co.uk)**.

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# FEEDBACK FORM

Cambridgeshire & Peterborough  
Local Transport and Connectivity Plan

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Autumn 2021



# We Want to Hear from You

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## Any Questions?

If you have any questions or require assistance, please contact a member of the team:

 Freephone: **0808 258 3225**

 Email: **contact@yourltcp.co.uk**

 Freepost: **YOUR LTCP**

You can discover more and provide feedback at [www.yourltcp.co.uk](http://www.yourltcp.co.uk).

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If you, or someone you know, does not have internet access and would like a hard copy of the consultation materials posted to their address, please contact the project team on **0808 258 3225**.



# Privacy Statement

By filling in this form, you are agreeing that BECG can hold and process your personal data in relation to this public engagement exercise. All information is not mandatory unless stated otherwise.

## The data we collect about you?:

- First Name (mandatory)
- Surname (mandatory)
- Address
- Postcode (mandatory)
- Email
- Age (by range) (mandatory)
- Gender (male, female, prefer not to say)
- Ethnicity (tick options provided)
- Are you limited by a health problem or disability (yes/no)

## How we use your data:

- BECG will only share your personal data with the project team for planning evaluation purposes only.
- Your identifiable, personal data will not be used for any other purposes without your consent.

## BECG and the project team will use your data to:

- Send you updates about the project (where you provide us with your contact details).
- Develop an Engagement Report (or similar document) about this public consultation that will be considered by the Combined Authority as part of the ongoing development of the LTCP.

If you provide us with your contact details, we might also contact you to ask more about the comments you've made.

## Who we are:

BECG acts on behalf of Cambridgeshire and Peterborough Combined Authority (CPCA) to run public consultation activities.

# About You

<b>First Name</b> <input type="text"/>	<b>Surname</b> <input type="text"/>
<b>Address</b> <input type="text"/>	
<b>Postcode</b> <input type="text"/>	<b>Email</b> <input type="text"/>

We hold all personal data in accordance with the retained EU law version of the General Data Protection Regulation (EU) 2016/679 (the "UK GDPR"), as it forms part of the law of England and Wales, Scotland, and Northern Ireland by virtue of section 3 of the European Union (Withdrawal) Act 2018, the Data Protection Act 2018, the Privacy and Electronic Communications Regulations 2003 as amended, and any successor legislation. Your personal data will not be transferred outside of the EU. You can see our full Privacy Statement, Data Protection Policy, Data Retention Policy and find out how to make a Subject Access Request at the following website address [becg.com/dp](http://becg.com/dp) or by contacting us on **01962 893 893** / [dataprotection@becg.com](mailto:dataprotection@becg.com).



# Equality Monitoring

Age

☐ Under 13 ☐ 13 - 17 ☐ 18 - 24 ☐ 25 - 34 ☐ 35 - 44 ☐ 45 - 54 ☐ 55 - 64 ☐ 65 - 74 ☐ 75 - 84 ☐ 85+

Gender

☐ Male ☐ Female ☐ Non-Binary ☐ Prefer not to say

Ethnicity

☐ English, Scottish, Welsh, Northern☐ Any other Black, African or Caribbean☐ Chinese☐ Any other Mixed of Multiple Ethnicities☐ Any other White background☐ White and Black Caribbean

☐ White and Black African☐ Irish☐ Arab☐ Any other Asian background☐ Indian☐ Pakistani

☐ Bangladeshi☐ White and Asian☐ Gypsy or Irish Traveller☐ Any other Ethic group☐ African☐ Caribbean

Are you limited by a health problem or disability?

☐ Yes ☐ No

A dark blue silhouette of a bus with white outlines. Inside the bus, there are white silhouettes of four passengers: a person sitting in the front, and three people standing towards the back. The bus has two large wheels and a door at the rear.

A dark blue silhouette of a high-speed train with white outlines. It has a long, aerodynamic body with several windows. Inside, there are white silhouettes of passengers sitting. The train has multiple sets of wheels and a door.

4

# Have Your Say

1. Do you understand why the vision for transport needs to be updated?

☐ Yes ☐ No

2. How strongly do you believe the updated vision is the right future for transport in the region?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Don't Know

3. Would you make any changes to the transport vision? If so, what and why?

4. How strongly do you believe the aims and objectives are the right transport priorities?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ Don't Know

5. Do you have anything else to say about the aims and priorities? What have we missed?

5

6. What are the most important transport problems and opportunities in the region? Please rank the following in order of importance (1 = most important, 6 = least important). You may wish to allocate the same rank to some that you deem equally important. Please only rank a maximum of 6 per location. You do not need to rank every location.

	Huntingdonshire	East Cambridgeshire	Fenland	Peterborough	Cambridge	South Cambridgeshire
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety, including the risk of being in a collision or accident	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wanting to feel safe when using the transport network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality and amount of the cycling and walking infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality and amount of the cycling and walking infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Affordability of public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Routing and frequency of buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of the buses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frequency of trains	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Difficult to access to jobs, education, healthcare and shops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harmful pollution, including carbon emissions and light pollution from transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Need to support new housing and economic growth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight vehicles on the wrong roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lack of access to green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other:

7. As well moving people around, transport is also important in supporting other positive changes. Please rank the following in order of importance (1 = most important, 6 = least important). You may wish to allocate the same rank to some that you deem equally important.

Creating better places to live	<input type="checkbox"/>
Helping the economy to grow	<input type="checkbox"/>
Enabling communities / people to access opportunities to improve their life chances	<input type="checkbox"/>
Environment	<input type="checkbox"/>
Mental health	<input type="checkbox"/>
Physical health	<input type="checkbox"/>

Thank you for your comments. These will be analysed and used to make the full Local Transport and Connectivity Plan. You can have your say again when we consult early in 2022.





## **Summary of breakout sessions at the LTCP Breakfast Briefing**

### **Challenges**

Key themes discussed:

- Carbon and environmental sustainability
- Delivering transport in a post pandemic world
- The need to reflect hybrid working together with physical and digital connectivity
- Integrating transport across a geographically diverse region
- Levelling up and uneven access to transport
- Factoring in the housing agenda
- More than one size fits all – travel to work; travel to learn; travel for health and travel for leisure
- The need to connect to Market towns, not just Cambridge
- The need to connect employment centres
- Quick wins vs long term transformational investment
- The challenge of delivery
- Active travel (incorporating health in transport)
- Gaining buy in for the LTCP to give it legitimacy.

### **Opportunities**

Key themes discussed:

- Linking the plan to net zero ambitions, the green economy and decarbonisation and the potential for related jobs and skills opportunities around greener transport.
- Providing a robust, flexible and reliable transport system that connects communities, facilitates growth and allows cross-border connectivity.
- Grasping and linking with the skills agenda, providing access to training and enhancing productivity.
- Bringing homes, jobs and growth to the region.
- Using technology and improved data to facilitate infrastructure and improve planning and decision making.
- Encouraging investment in the region from government and business, and capturing what the key 'hooks and levers' are which will make the strongest case possible for that investment.
- Decentralisation of the economy, spreading prosperity further across the region, not just in the city.
- The importance of quality of life, and that now more than ever, there is a focus on this as a key outcome and a key reason why places have good economies.
- A joined-up vision that links with the GCP.

## Summary of Summary of feedback received from organisations

Organisation	Summary of response
<b>Local Authorities</b>	
East Cambridgeshire District Council	<p>East Cambridgeshire District Council (ECDC) expressed support for the vision, aims and objectives presented in the LTCP as they align with work they are already undertaking.</p> <p>They did, however, query what the vision for transport in the region looks like in the short, medium and long term, and what the LTCP's major transport schemes are, given that CAM is not progressing.</p> <p>The Council identified several key transport problems and opportunities in East Cambridgeshire that they would like to see included within the LTCP. They also outlined several types of schemes that should be included across the board, from active travel to developing infrastructure for green vehicles.</p>
<b>Parish Councils</b>	
Lode Parish Council	<p>Lode PC highlighted the importance of an 'efficient, affordable and reliable bus service, that will take passengers to a hub at the Newmarket Road Park and Ride site from which they will then be able to travel to key parts of the city'. They also suggested that a significant issue at present is that buses in the area are expensive, inadequate, unreliable, infrequent and do not run on Sundays.</p> <p>In addition, the PC acknowledged that there will be an improvement in cycle and footpaths but raised concerns that this may not help elderly or disabled people given the rural location of Lode within the region.</p>
Great Shelford Parish Council	<p>Great Shelford PC's response outlined their objection to the current plans for Cambridge Southeast Transport (CSET) on the grounds that it is costly, environmentally damaging and does not provide the best outcomes for residents or communities.</p> <p>The PC raised concerns that the current proposal for CSET was influenced by transport factors that have now changed and that it was designed to be compliant with the CAM. Instead, the PC recommended a busway alongside the A1307 as a suitable alternative to the current CSET proposal.</p>
Coton Parish Council	<p>Coton PC advised that they support the principle of the LTCP and highlighted 'an urgent need to improve public transport.'</p> <p>The PC further stated that 'Interconnecting green energy buses and travel hubs should, if properly implemented, improve connectivity for rural communities without detriment to the environment.'</p> <p>Coton PC identified a need, nearer to Cambridge, for an emphasis on preserving green spaces and value for money, while outlining their concerns about the off-road Cambourne to Cambridge busway scheme promoted by the GCP.</p>
<b>Neighbourhood Forums/community organisations</b>	
Ramsey Neighbourhood Trust	<p>In response to the consultation, Ramsey Neighbourhood Trust referred the LTCP consultation to several documents that they had commissioned (The Campaign for Better Transport 2018, Ramsey Prospectus for Growth, and the 10-year Big Local Programme) and their contribution to a focus group on this topic in 2019, advising that they outline RNT's argument for why better transport connections and access is required in Ramsey.</p>
Trumpington Residents' Association	<p>Trumpington RA understood why the vision for transport should be updated and mostly agreed that the updated vision is the right future for transport in the region. They did, however, suggest that the LTCP should not simply 'support economic growth but take a more refined approach' to growth in which growth is supported by transport investment.</p>

	On the aims and objectives of the Plan, the RA advised that they mostly agreed with these but argued that a judgement on their likely benefit could not be made until the detail is provided.
<b>Educational</b>	
University of Cambridge	<p>The University expressed support for the approach, aims and objectives proposed for the LTCP.</p> <p>The University suggested that the vision should clearly state a partnership approach to planning (not just transport planning) across the region – including within the GCP – and recommended two key areas where the vision could be enhanced: integrated transport networks/systems and affordability of mobility, access and inclusion.</p> <p>They also advised that the LTCP needs to recognise that ‘one size doesn’t fit all and that all cities will have different needs to our rural communities’.</p> <p>Furthermore, they state that the Greater Cambridge region needs a solution that supports collaboration/innovation between districts, reflects the need to move and connect throughout the day and night and is truly streamlined, connecting all schemes as one system.</p>
<b>Special interest groups</b>	
Hunts Walking and Cycling Group	Hunts Walking and Cycling Group welcomed the refresh of the transport plan and said that they generally support the themes and priorities of the proposed LTCP, but suggested that the Plan is not ‘sufficiently ambitious in relation to meaningful increase of active travel and of use of public transport’.
Rail Future East Anglia	Rail Future made several recommendations for small language and presentational changes within the LTCP document and outlined the importance of multi-modal travel, suggesting that a new section to the Plan should be added which outlines the multi-modal strategy.
CPRE	<p>CPRE welcomed the Combined Authority initiative to review the LTCP and expressed support for all the objectives except for one: sustainable economic growth. They recommended that the Combined Authority takes full control of the planning and delivery of transport in the county and removes responsibilities from other bodies, particularly in Cambridge.</p> <p>CPRE identified that their top priority for the LTCP would be the delivery of an ‘integrated plan which provides the least climate change effects and an affordable, frequent, safe and comfortable public service’.</p>
Cambridge Past, Present and Future	<p>Cambridge Past, Present and Future requested several changes to the vision for the LTCP, including clarity on the use of the word ‘environment’ and where the LTCP sits within a national policy context: a bold and ambitious vision on the inclusion of de-carbonisation and net zero carbon future; and the inclusion of a 20% net increase in biodiversity from transport infrastructure.</p> <p>They suggested that two further aims should be reflected in the LTCP: an emphasis on heritage and landscape, and reducing the need to travel by improving digital connectivity.</p>
Cambridge Connect	<p>Cambridge Connect highlighted the need for an integrated transport strategy that addresses ‘the pressures of growth and climate change, and helps secure the health, welfare and environment and the economy for present and future generations.’</p> <p>Their response focused on their proposed light rail strategy for the greater Cambridge Area.</p>
Smarter Cambridge Transport	Smarter Cambridge Transport commented that important concepts within the proposed LTCP were ‘obfuscated with jargon’. They advised that the LTCP must: be uncompromising in its commitment to decarbonise local transport; channel demand to public, shared and active transport; shape and channel how

	<p>economic growth drives change to deliver outcomes; and be structured in a succinct way that clearly articulates 'the trade-offs that people need to consider'.</p> <p>SCT suggested that the success of the LTCP should be measured using metrics on at least an annual basis. They also recommended several schemes that they would like to see included within the revised Plan and provided comments on the existing LTCP.</p>
<b>Business and Business Representative Groups</b>	
Marshall Group Properties	Marshall Group outlined their support for the early aims of the LTCP, and the engagement they have had to date. The Group highlighted that the early aims align with their vision for the Cambridge East site that they are currently promoting and suggested that their site could 'play a hugely significant role in developing a truly transformational set of connections for the region which can link the already delivered, or committed, GCP schemes to one another'.
Metalcraft	<p>Metalcraft welcomed the review of local transport and outlined the importance of transport links and connectivity for their business.</p> <p>Metalcraft summarised the approach that their business is taking to provide the opportunity for local people to access vocational training through the development of a specialist business park in Chatteris. They suggested that the concept of a local market town developing specialist business parks could be 'pivotal' in reducing congestion in the North Cambridgeshire Fens and that rapid transport for the towns could be provided via light rail/tram on disused railway lines.</p>
Cambridge Ahead	<p>Cambridge Ahead welcomed the priorities put forward for the LTCP and made several proposals for consideration:</p> <ul style="list-style-type: none"> <li>• Including quality of life as an overarching aim of the LTCP</li> <li>• Greater Cambridge needs a transport system that allows it to compete with global levels of connectivity</li> <li>• The LTCP should go further to understand and respond to the changes underway in how people travel and connect in the post-pandemic era</li> <li>• The LTCP should go further to consider how transport in Cambridgeshire and Peterborough can be integrated to work seamlessly both in terms of physical and virtual integration</li> <li>• An explicit consideration of the LTCP should be that innovative local funding mechanisms will be required to deliver the ambitions of the Plan</li> <li>• A clear objective should be to reduce inequalities by connecting people with areas where jobs are being created</li> <li>• The LTCP should make a compelling case to National Government to argue for further devolved resources</li> <li>• The success of the LTCP relies on integration across the wider system – from master planning to energy supply.</li> </ul>
Freight 21	<p>Freight 21 would like to see freight included as a significant part of the 'transport mix' and advised that to do this the region's rail infrastructure would need to be designed to consider freight containers and other heavy materials.</p> <p>Freight 21 suggested that by creating a high-speed trunk line and using light rail to link with multi-modal freight passenger main lines, there will be an opportunity to remove long and medium haul freight trucks from the roads around Cambridge.</p>
<b>Others</b>	
Cambridge Green Party	<p>Cambridge Green Party explained that they only 'slightly agree' that the updated vision is the right future for transport in the region for two reasons:</p> <ul style="list-style-type: none"> <li>• They do not agree with the premise that the LTCP should be based on sustainable economic growth</li> <li>• They consider that the vision lacks the necessary ambition for the LTCP to address climate change in the necessary time scale</li> </ul>

	<p>The Party advised that they would not be commenting on the aims and objectives as they think a revision to the underlying principles of the vision is needed. They did, however, outline several areas that they believe should be key priorities of the LTCP, including transport that is accessible to those on low incomes and does not damage the environment or lead to loss of biodiversity.</p>
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