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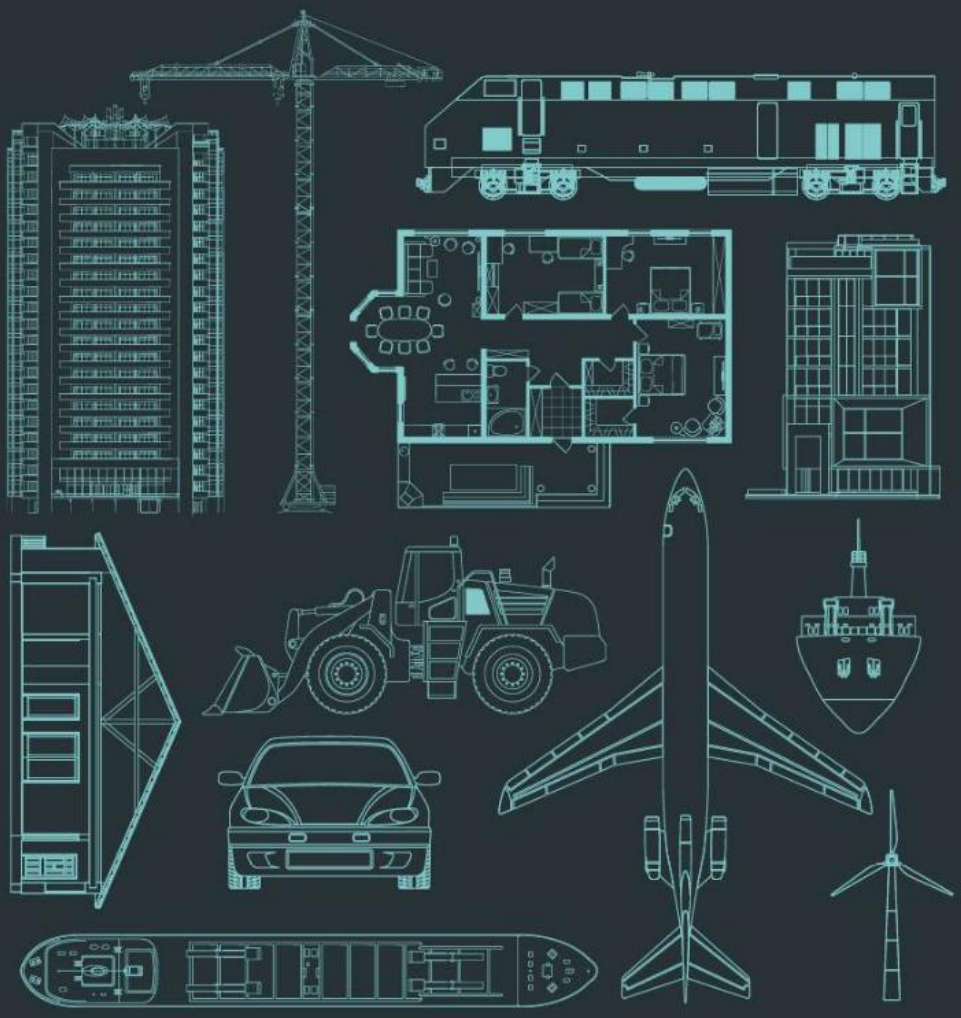

Consultation Report

Local Transport & Connectivity Plan (LTCP)

Prepared for Cambridgeshire & Peterborough Combined Authority

November 2022

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Executive Summary

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

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

Key findings from this initial engagement period included the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Introduction

1.1 The Local Transport & Connectivity Plan

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

1.1.2 The current Local Transport Plan was adopted in January 2020. Since then, significant changes have taken place, which have subsequently meant it is now in need of an overhaul.

1.1.3 The Local Transport and Connectivity Plan (LTCP) is the Combined Authority's long-term strategy to improve transport in Cambridgeshire and Peterborough. It is therefore essential that a new plan is in place that seeks to ensure transport is made better, faster, safer and more reliable.

1.1.4 The Combined Authority has incorporated the word 'connectivity' in the name of the plan, due to how the internet has changed the way people travel. For example, many more people work or learn from home. There is more online shopping, and more leisure and entertainment is now offered digitally, resulting in fewer journeys. Others use their phones and other devices to buy tickets and check travel information on the go.

1.1.5 To provide people with an early opportunity to have their say about transport within the region, the Combined Authority conducted a public engagement exercise in November 2021, to ensure that early feedback received is used to help shape the plan ahead of the public consultation.

1.1.6 This document summarises the feedback received from the 12-week public engagement exercise held from the Thursday 12th May until Thursday 4th August 2022.

1.1.7 In order to assist with the public engagement, the Combined Authority appointed BECG, a specialist communications consultancy, to form part of its wider project team for the development of the LTCP. The Combined Authority also appointed Infrastructure Matters (IM), a bespoke consultancy, to assist with the engagement of a range of institutions, organisations other groups across the region with the aim of generating a variety of feedback.

1.1.8 All feedback received is accounted for and represented within this document.

1.2 Initial engagement period (November 2021)

1.2.1 In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport were, including better public transport, cycling, and walking, pollution and air quality, and protecting the environment. The public could also talk about specific transport issues.

1.2.2 A total of 569 feedback form were submitted during this consultation period.

1.2.3 Key findings from this initial engagement period included the following:

- 97% of the public understood why a new vision for transport was needed.
- 57% of the public either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
- Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.

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

1.1.1 Members of the public were able to provide their feedback, about their priorities for the LTCP.

1.1.2 The project team also organised an LTCP Stakeholder Briefing with the Mayor and a range of stakeholders in the region to highlight the early key objectives and vision of the LTCP and to get their feedback on proposals to help inform the full draft document.

1.1.3 All feedback submitted as part of this engagement will continue to be considered in the development of the LTCP.

2. Summary of Engagement

2.1 Formal engagement period

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

2.2 Engagement methods

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

2.2.2 A hard-copy brochure containing all of the information on the website, alongside a hard-copy feedback form, was also available on request via the post, and at the deposit locations listed in Section **2.7**.

2.2.3 Stakeholders and members of the public could also provide feedback or ask questions via a dedicated project email address (**contact@your-ltcp.co.uk**).

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

2.3 Awareness raising and social media

2.3.1 During the initial four-week consultation period, a social media campaign was run to provide insight into the efficacy of various methods, to ensure we take account of what worked and what didn't for the upcoming consultation period.

2.3.2 Insights from this initial period enable us to launch a successful social media and digital advertising campaign, designed to invite users to take part in the survey and attend the in-person events, presenting adverts to a variety of audience via a targeted campaign.

2.3.3 The messages were designed to invite users via presenting local visuals and contextually relevant adverts, as well as using issue led adverts to provoke a response.

2.3.4 The consultation was also advertised throughout the Combined Authority area at 800 real time bus stop displays.

2.3.5 Several press releases were issued before and during the consultation period to inform more people about the consultation and the various ways to take part. Hundreds of people also signed up to a mailing list from November 2021 onwards, to be kept informed of the development of the LTCP. They were contacted to invite them to take part in the consultation.

2.4 Newspaper advertisement

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

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

2.4.3 The adverts appeared in the following publications:

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

HAVE YOUR SAY ON OUR TRANSPORT FUTURE

Cambridgeshire & Peterborough Local Transport and Connectivity Plan

LTCP Local Transport & Connectivity Plan — CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

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

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

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

WHAT IS THE LTCP?

The LTCP is the Combined Authority's long-term strategy to improve transport in the region.

The plan will make our transport better, faster and more reliable. It will address the big issues like climate change, pollution, inequality and public health.

HAVE YOUR SAY

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

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

CONSULTATION EVENTS

Venue & Address	Date	Time
March Community Centre, 34 Station Road, March PE15 8LE	Friday 20 May 2022	14.00 – 18.00
Priory Centre, Priory Lane, Saint Neots PE19 2BH	Tuesday 24 May 2022	12.00 – 18.00
Lion Yard Shopping Centre, St Tibbs Row, Cambridge CB2 3ET	Wednesday 25 May 2022	11.00 – 17.00
St John the Baptist Church, Church Street, Cathedral Square, Peterborough PE1 1XB	Tuesday 31 May 2022	14.00 – 19.00
Ramsey Community Centre, 14-18 Stocking Fen Road, Ramsey, PE26 2UR	Wednesday 1 June 2022	14.00 – 19.00
Queen Mary Centre, Queens Road, Wisbech PE13 2PE	Tuesday 14 June 2022	15.00 – 19.00
The Lighthouse Centre, 13 Lynn Road, Ely, CB7 4EG	Thursday 23 June 2022	12.00 – 17.00
Cambourne Church Centre, Jeavons Lane, Great Cambourne CB23 6AF	Saturday 25 June 2022	14.00 – 18.00
Queensgate Shopping Centre, Long Causeway, Peterborough PE1 1NT	Saturday 2 July 2022	10.00 – 15.00
Huntingdon Town Hall, 53 High Street, Huntingdon PE29 3AQ	Tuesday 5 July 2022	14.00 – 19.00
The Grafton Centre, 6 Grafton Centre, Cambridge CB1 1PS	Wednesday 6 July 2022	12.00 – 18.00
Spicers Pavilion, Spicers Sports Field, Cambridge Road, Sawston, Cambridge CB22 3DG	Thursday 14 July 2022	14.00 – 18.00
St. Andrew's Church, Fountain Lane, Soham, Ely CB7 5ED	Friday 15 July 2022	14.00 – 18.00

ANY QUESTIONS?

You can contact us via: Website **yourltcp.co.uk** Email **contact@** 1 of 1 **YOUR LTCP** (no stamp required)

An example of a newspaper advert

2.5 Public consultation events

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

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

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

St. Andrew's Church, Soham

The Lion Yard, Cambridge

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

2.6 Website

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

The homepage of the LTCP website

2.6.2 The website includes information on:

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

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

2.7 Deposit locations

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

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

Co-op Sawston

Wisbech Library

Peterborough Central Library

Aldi – Huntingdon

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

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

2.8 Project email address

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

2.9 Post-paid and 0800 comment facility

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

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

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

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

2.10 Stakeholder engagement

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

2.10.2 The LTCP team also had **10** separate one-to-one briefings with individual organisations, carefully selected to ensure that the region's diverse range of organisations located in rural and urban areas referenced above were represented. These 30-minute briefings gave the LTCP team a chance to give each stakeholder a detailed overview of the draft LTCP and allowed them to ask questions.

2.10.3 In July, the LTCP team arranged two virtual business briefings to provide organisations with a detailed overview of the draft LTCP and included a dedicated Q&A session at the end for questions. Nearly **40** organisations from across Cambridgeshire & Peterborough attended, representing sectors including secondary and higher education, healthcare, life sciences, agriculture, construction, and representative and campaign groups.

2.10.4 The LTCP team also attended several pre-scheduled meetings with representative bodies across business, transport and healthcare to amplify the consultation message amongst a wider set of organisations.

2.10.5 During the consultation period, stakeholders commented on the draft LTCP. Some of the key themes and questions were as follows:

- How will transport projects get prioritised in the final LTCP?
- The current public transport provision and link to the region's ability to attract talent.
- Inclusion of education & skills is essential within the final LTCP.
- Bus service improvements are required.
- LTCP and link to funding.
- Has freight, logistics, and last mile deliveries been fully considered in the LTCP?
- The need for an even greater emphasis on active travel.
- Combined Authority and net zero carbon?
- Expanded digital capabilities are needed to enhance the region's competitiveness.
- The final LTCP should be more explicitly linked to boosting the region's economic growth and productivity.
- Expanding electric vehicle charging provision is needed to reduce the region's carbon emissions.

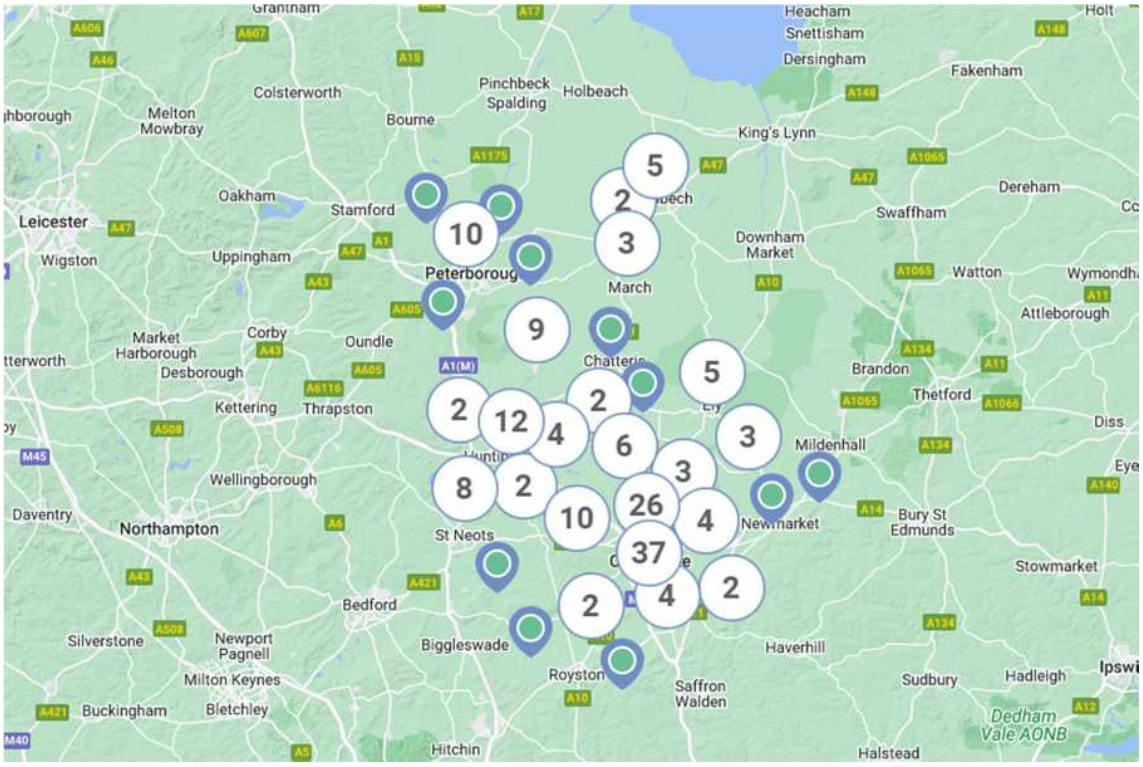
2.10.6 By 4th August, the LTCP team had received written submissions from **48** organisations, providing an important representation of the views from organisations within Cambridgeshire & Peterborough.

3. Summary of Respondents

3.1 Method of responses

3.1.1 During the consultation period, the vast majority of respondents chose to respond via the online feedback form, with 826 of the 928 total responses being submitted this way, while the remainder were either posted or scanned and emailed to the project email address.

3.2 Location of respondents



An illustrative map depicting the location of respondents

3.2.1 As shown 180 respondents provided us with their location. Of these, there is a good range of responses from across the region, despite the fact that the majority of responses have been provided by those living in Cambridge, Peterborough, and Huntingdonshire. This also included 4 responses from London.

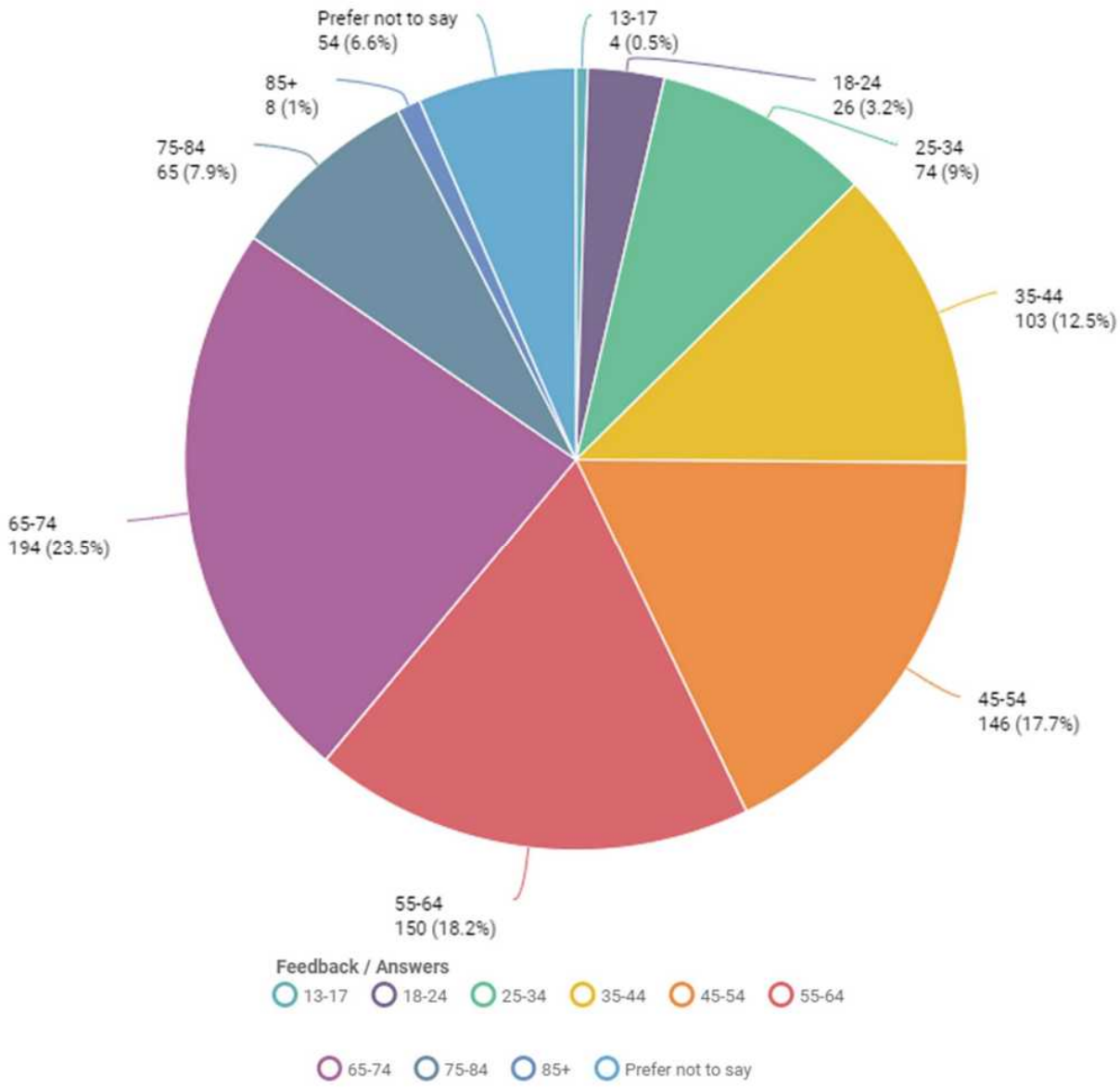
3.2.2 Outside of the larger urban areas Ramsey had the highest proportion of feedback submissions, highlighting an enhanced level of awareness in this town. This is consistent with the initial, four-week consultation period.

3.3 Age ranges of respondents

3.3.1 824 respondents provided their age group. Of these, the 65-74 age group have been the most likely to provide feedback at 23.5%. This was followed by the 55-64 age group (18.2%), and the 45-54 age group (17.7%).

3.3.2 This remains broadly consistent with the consultation conducted in 2021 and highlights that those who responded to this consultation tend to older age groups.

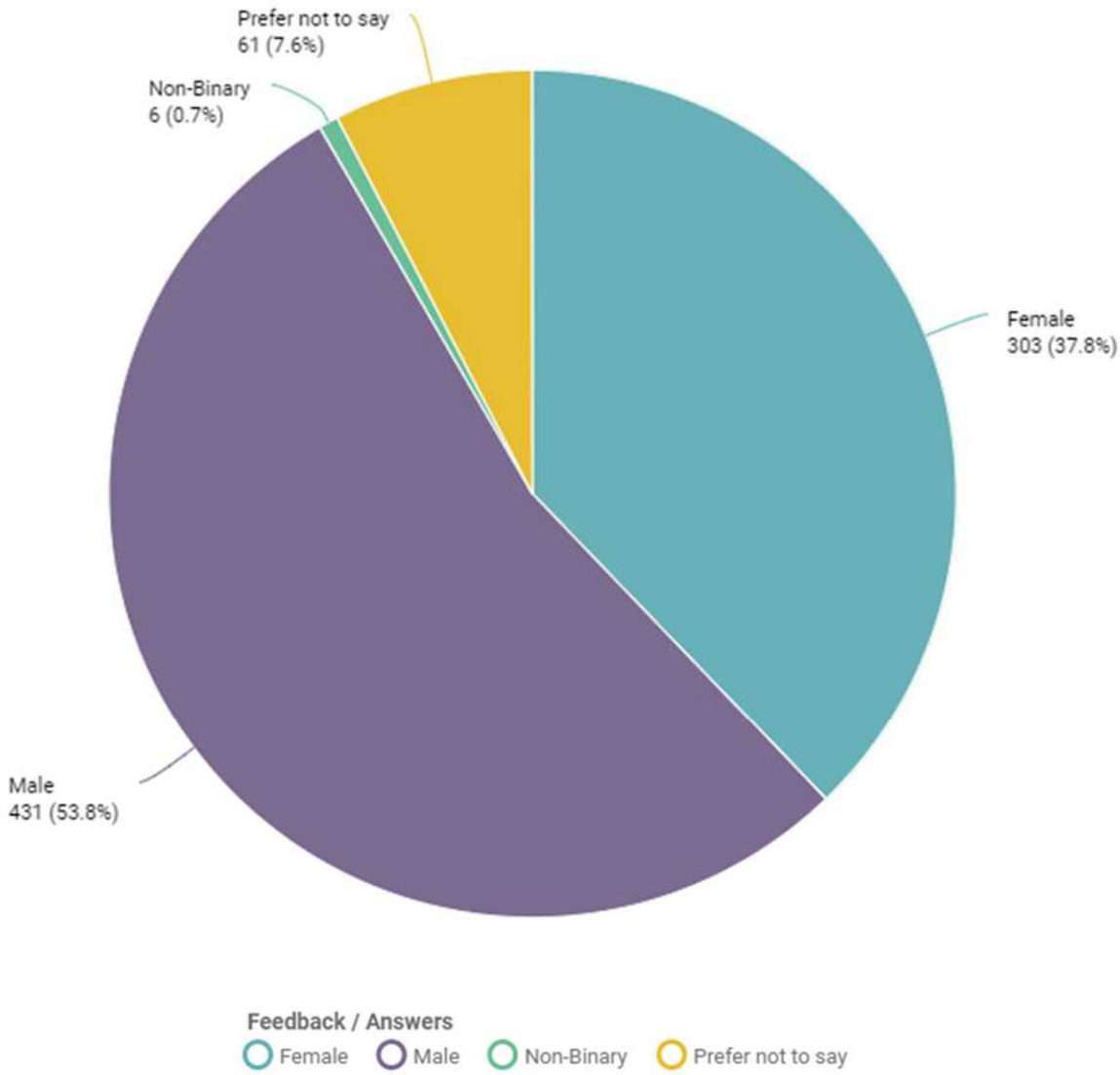
3.3.3 Efforts were made by the Combined Authority to improve the age balance in respondents through a targeted social media campaign.



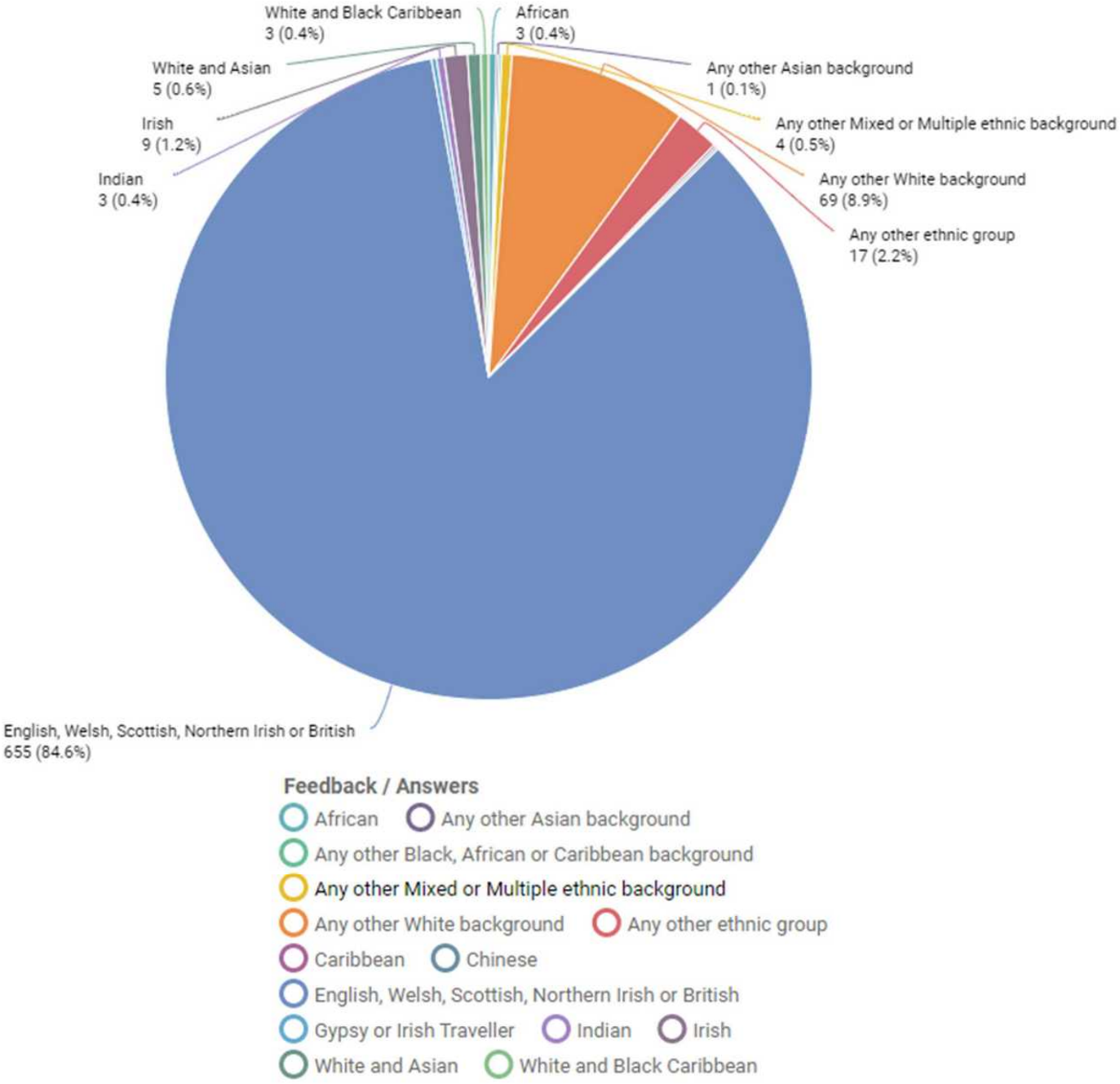
3.4 Gender of respondents

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

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

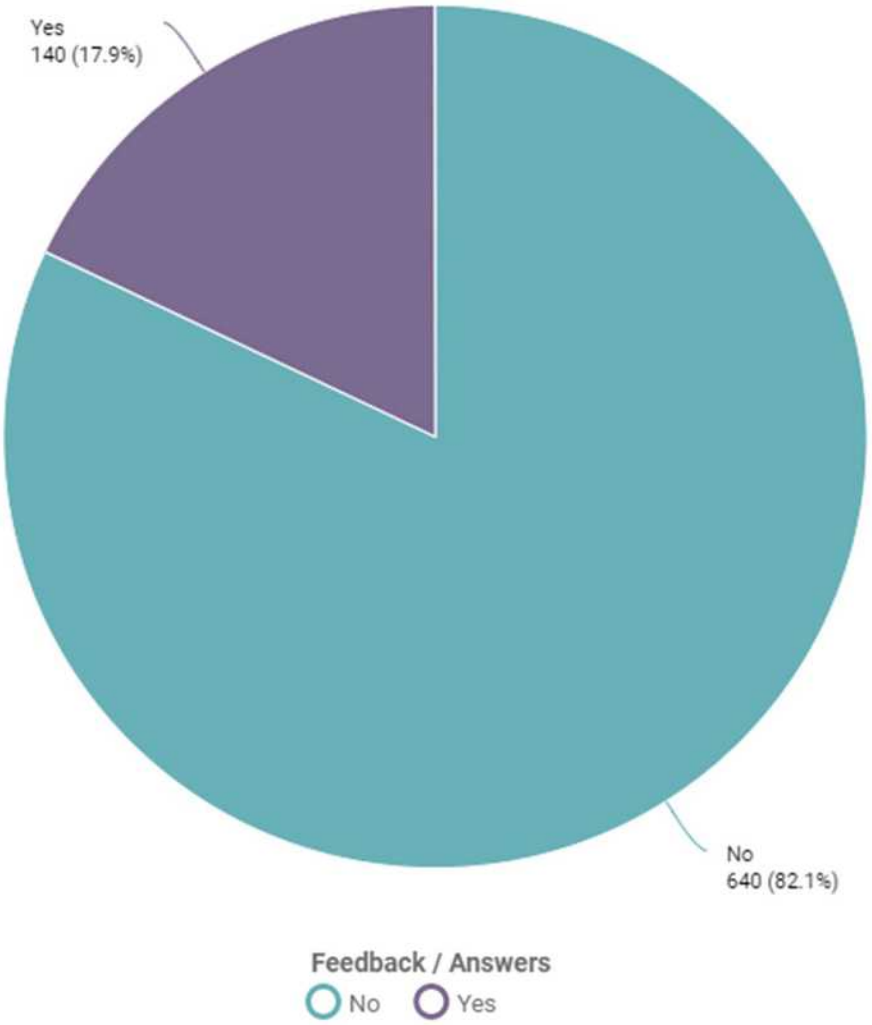


3.5 Ethnicity of respondents



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

3.7 Disability of respondents



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

4. Summary of Public Feedback

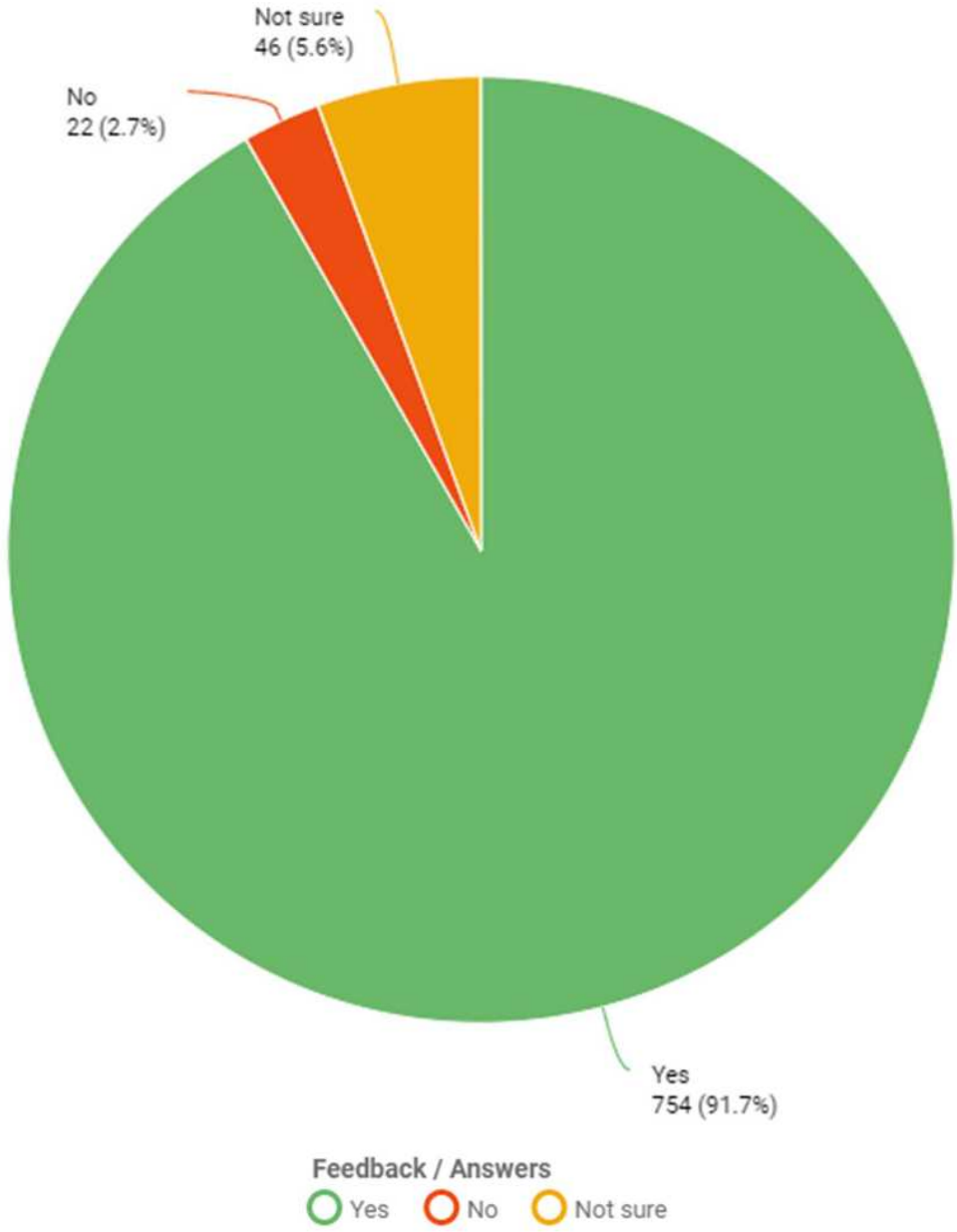
4.1 Summary of feedback forms

4.1.1 The following analysis covers the data and responses received up to (and including) Thursday 4th August 2022.

4.1.2 A total of 826 feedback forms were received by the online deadline of Thursday 4th August 2022, and the postal deadline of Monday 8th August 2022.

4.1.3 Responses were recorded for each of the nine questions asked, and the data is presented within this report along with the issues that were raised by respondents.

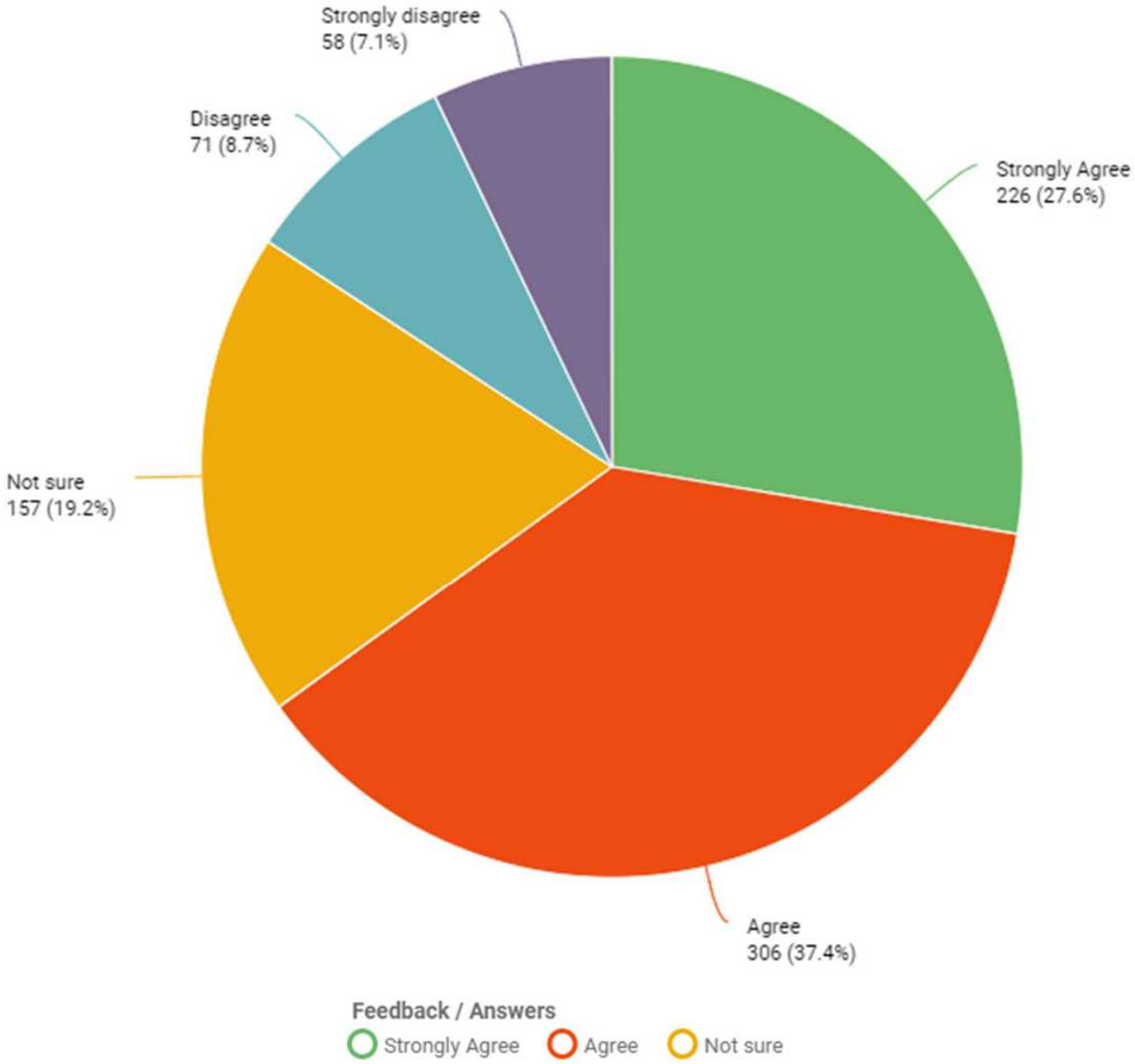
Q1: Do you understand why we are making a new Local Transport and Connectivity Plan (LTCP)?



4.1.4 Overall, 754 feedback forms (91.7%) answered 'Yes' to the first question, confirming that they understood why the Combined Authority is producing an updated Local Transport and Connectivity Plan.

4.1.5 22 responses (2.7%) answered 'No' to this question. This first question did not ask respondents to provide further comments. An additional 46 (5.6%) answered 'Not Sure' to this question, with a further four responses that did not provide an answer.

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



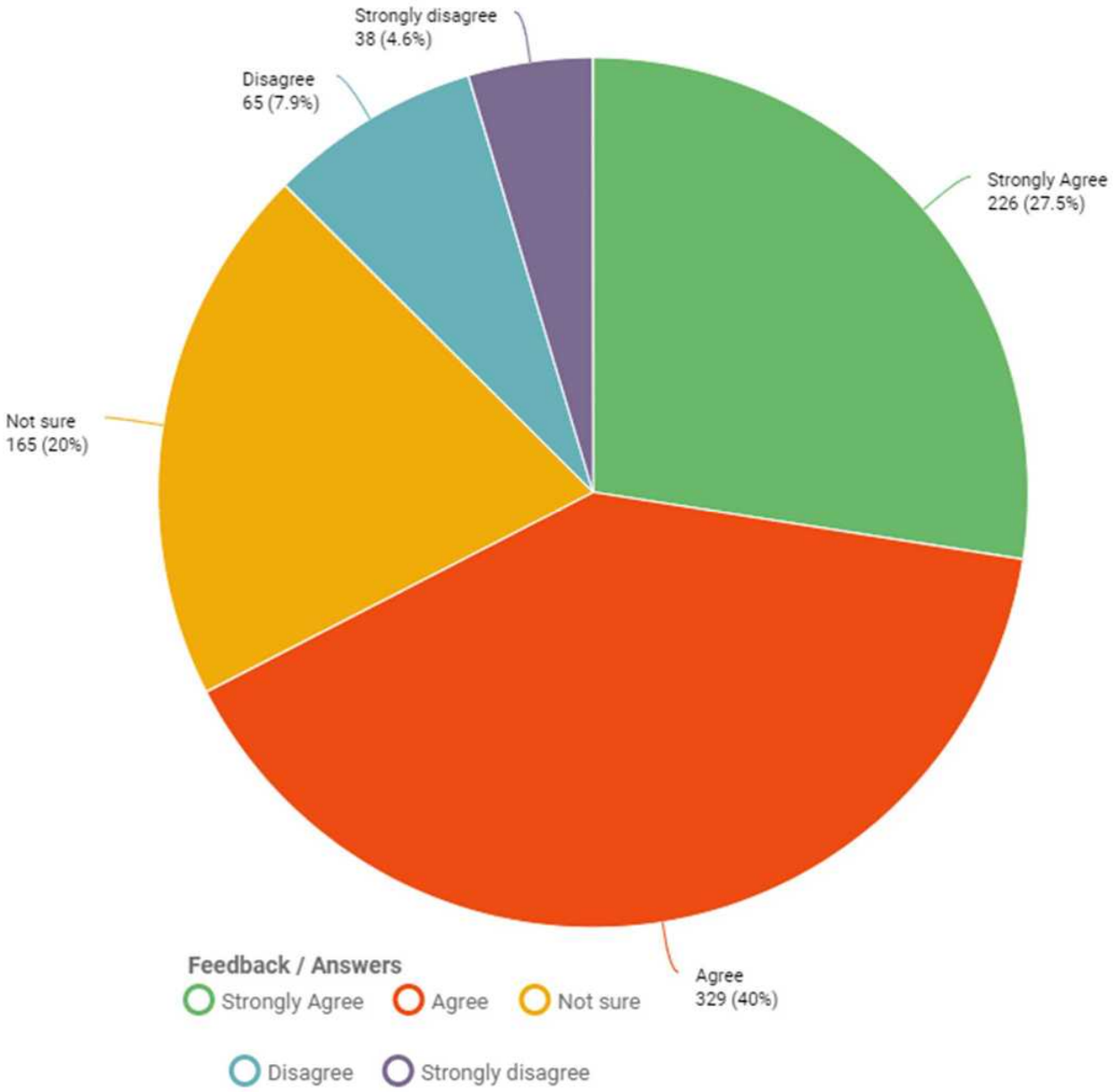
4.1.6 Of the responses received, [illegible] with the vision set out by the Combined Authority.

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

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

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

Goal 1 – Productivity

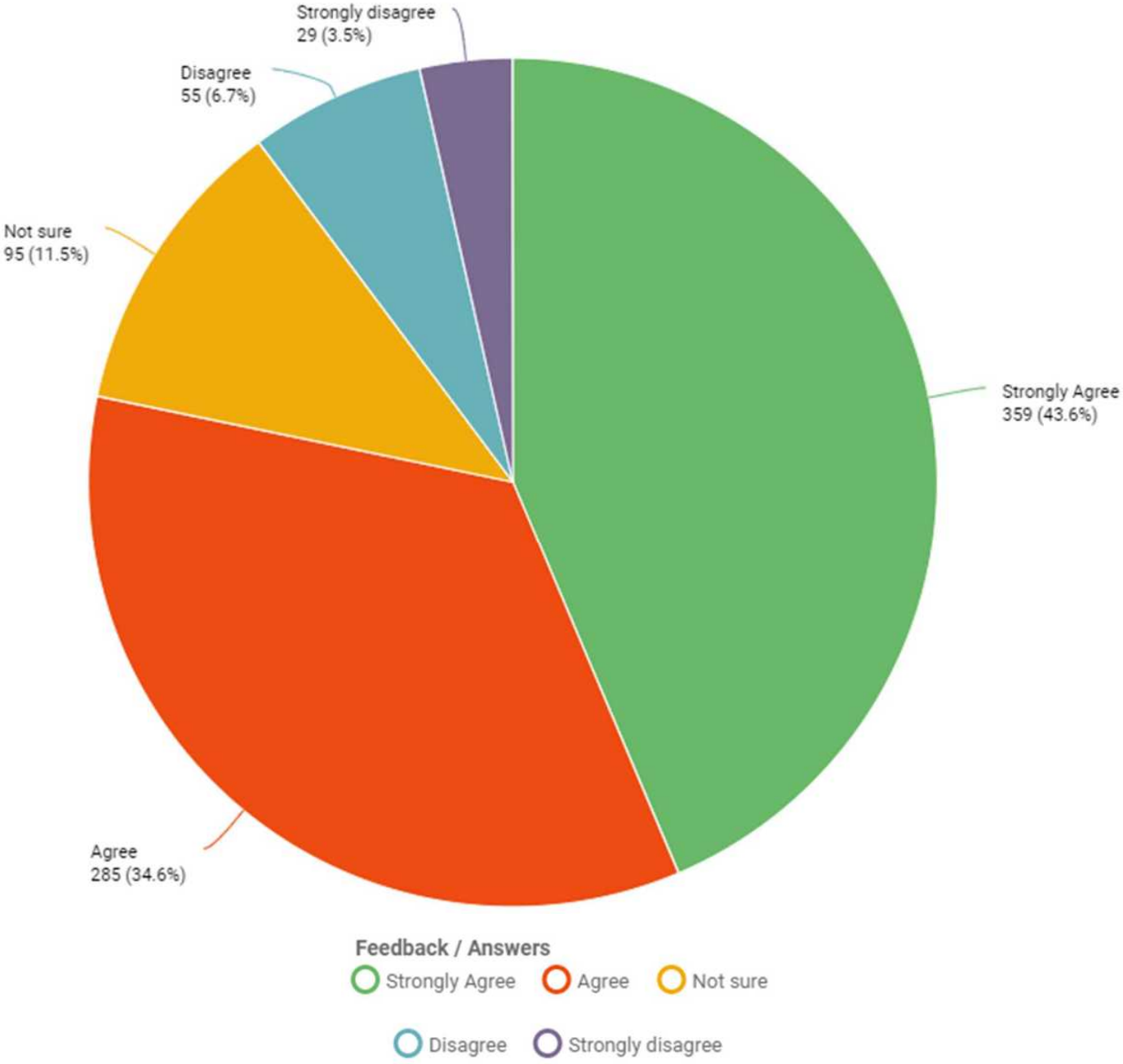


4.1.9 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that productivity should be a goal within the LTCP.

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

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

Goal 2 – Connectivity

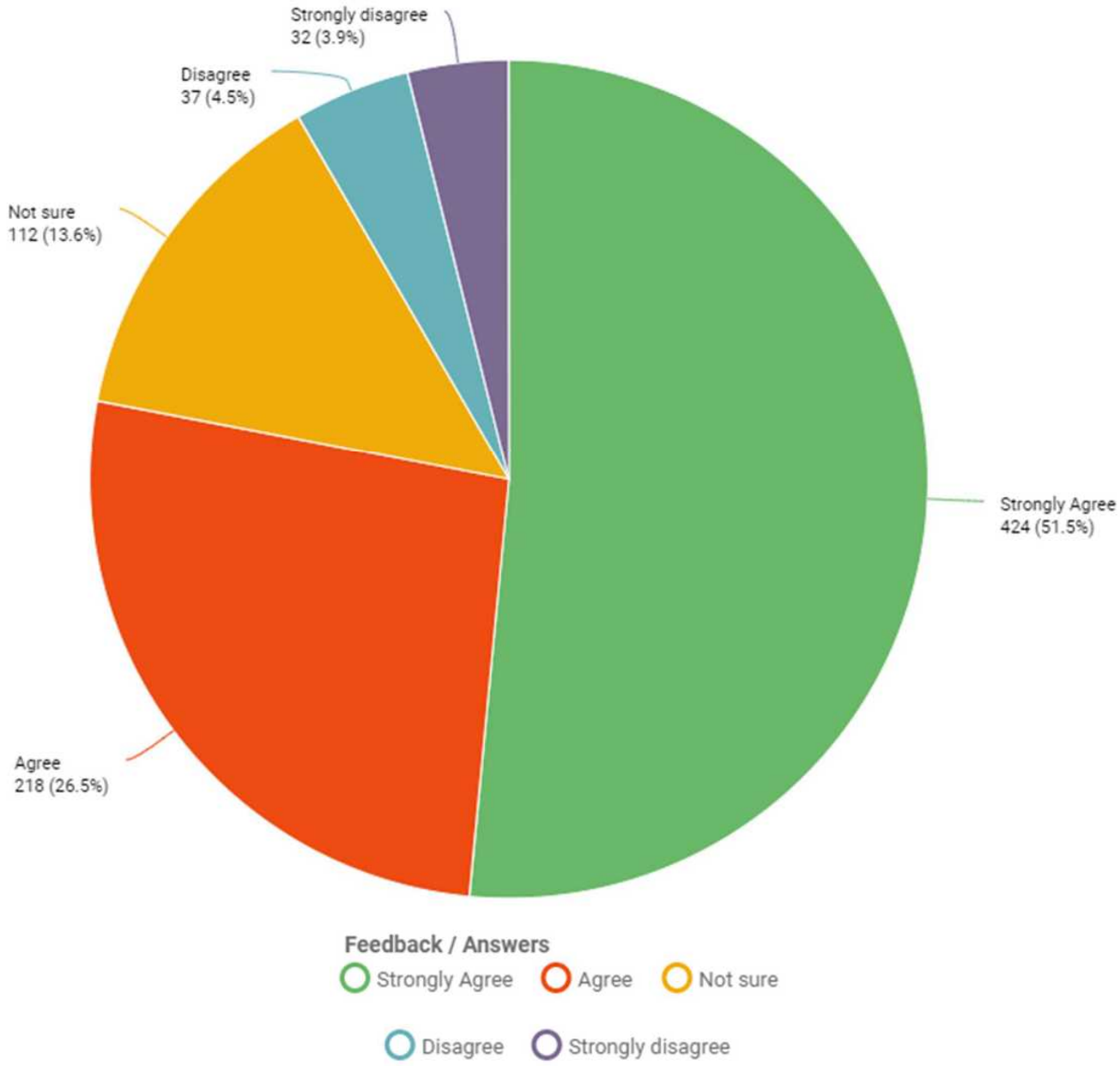


4.1.12 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that connectivity should be a goal within the LTCP.

4.1.13 78.2% of responses either strongly agreed or agreed that connectivity should be included as a goal within the LTCP.

4.1.14 A further 6.7% selected disagree, with 3.5% of responses who strongly disagreed. 11.5% of responses were unsure.

Goal 3 – Climate

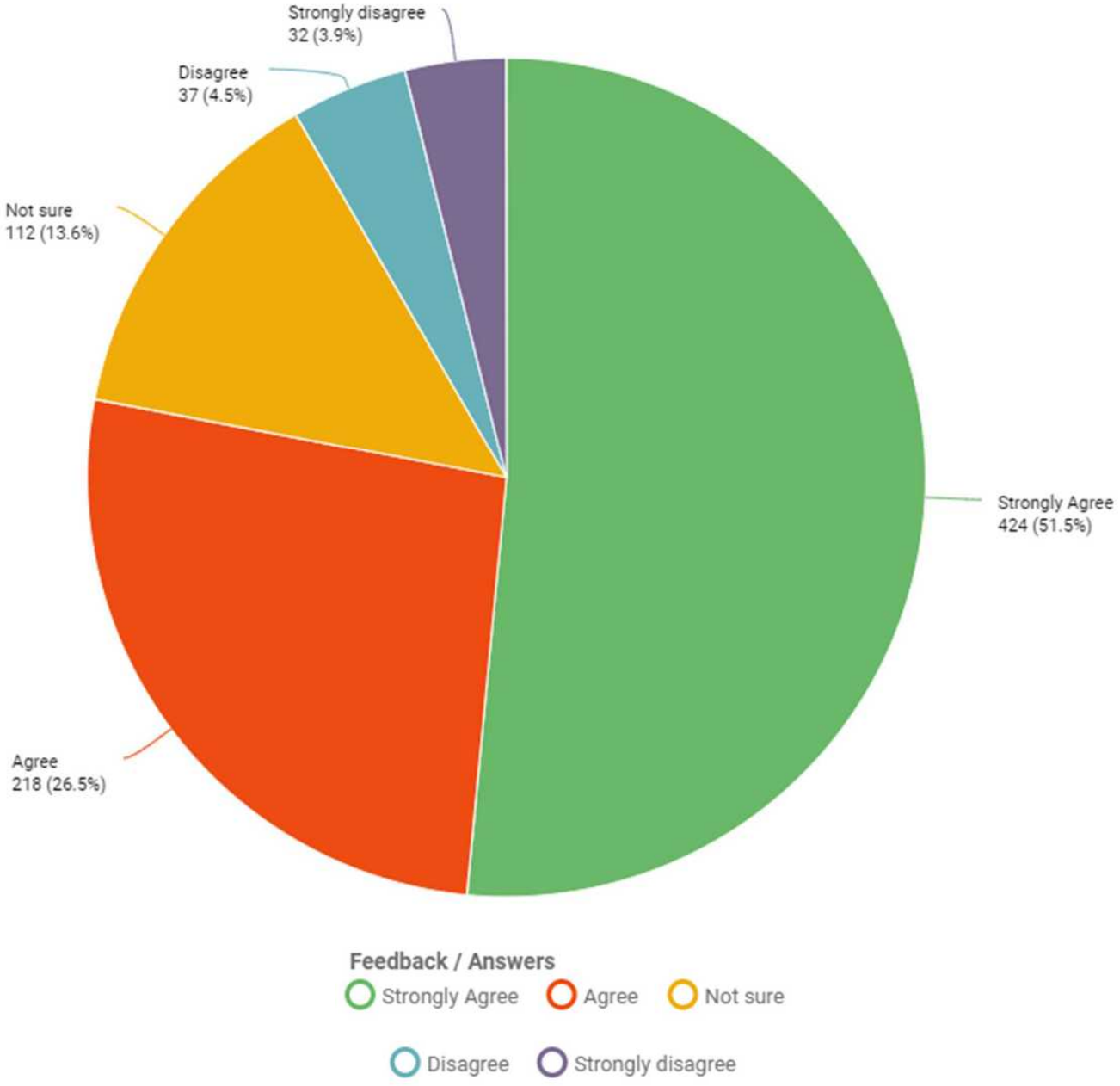


4.1.15 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that climate should be a goal within the LTCP.

4.1.16 78% of responses either strongly agreed or agreed that climate should be included as a goal within the LTCP.

4.1.17 A further 4.5% selected disagreed, with 3.9% of responses who strongly disagreed. 13.6% of responses were unsure.

Goal 4 – Environment

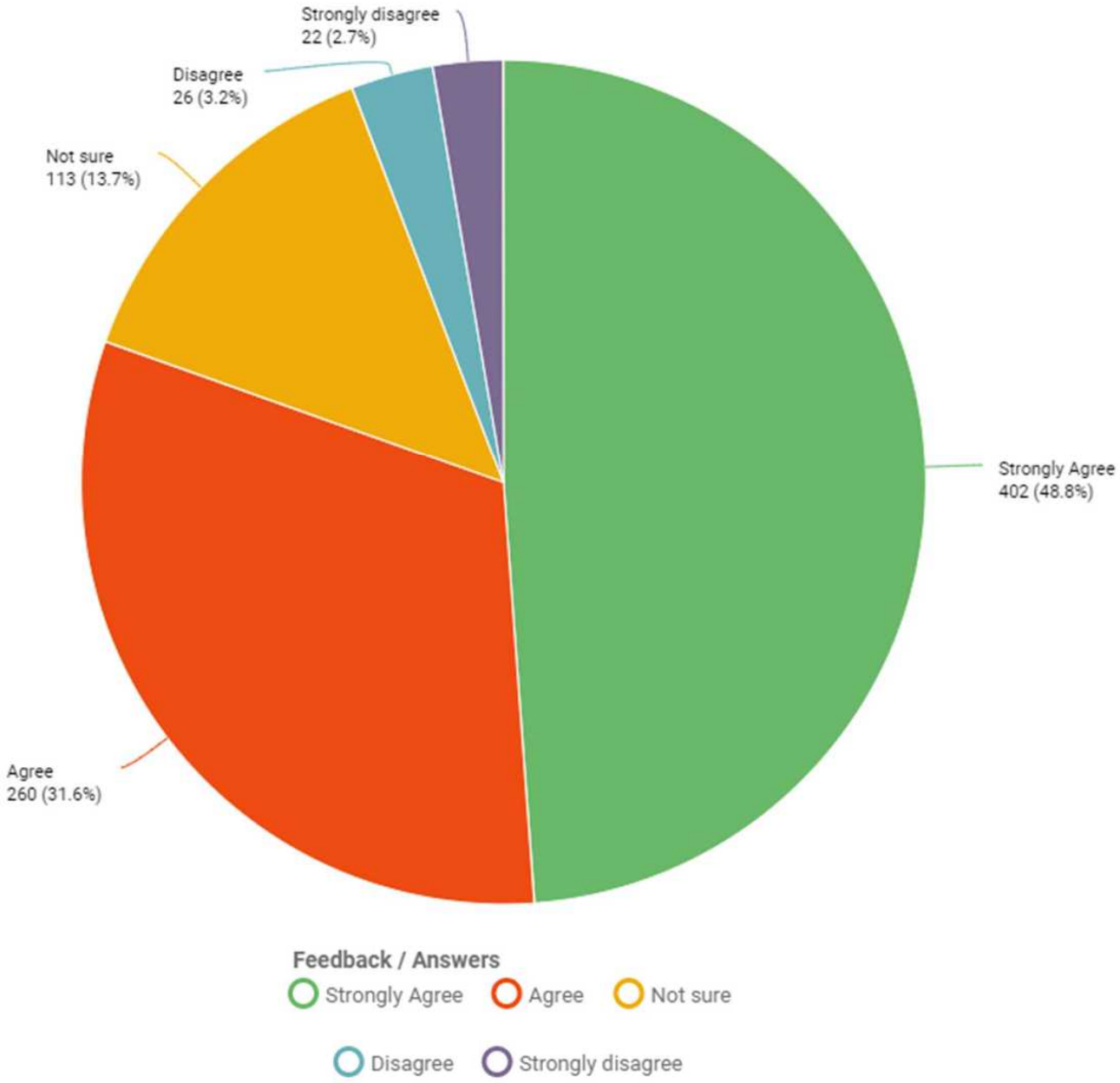


4.1.18 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that the environment should be a goal within the LTCP.

4.1.19 79.7% of responses either strongly agreed or agreed that the environment should be included as goal within the LTCP.

4.1.20 A further 3.5% selected disagree, with 4% of responses who strongly disagreed. 12.8% of responses were unsure.

Goal 5 – Health

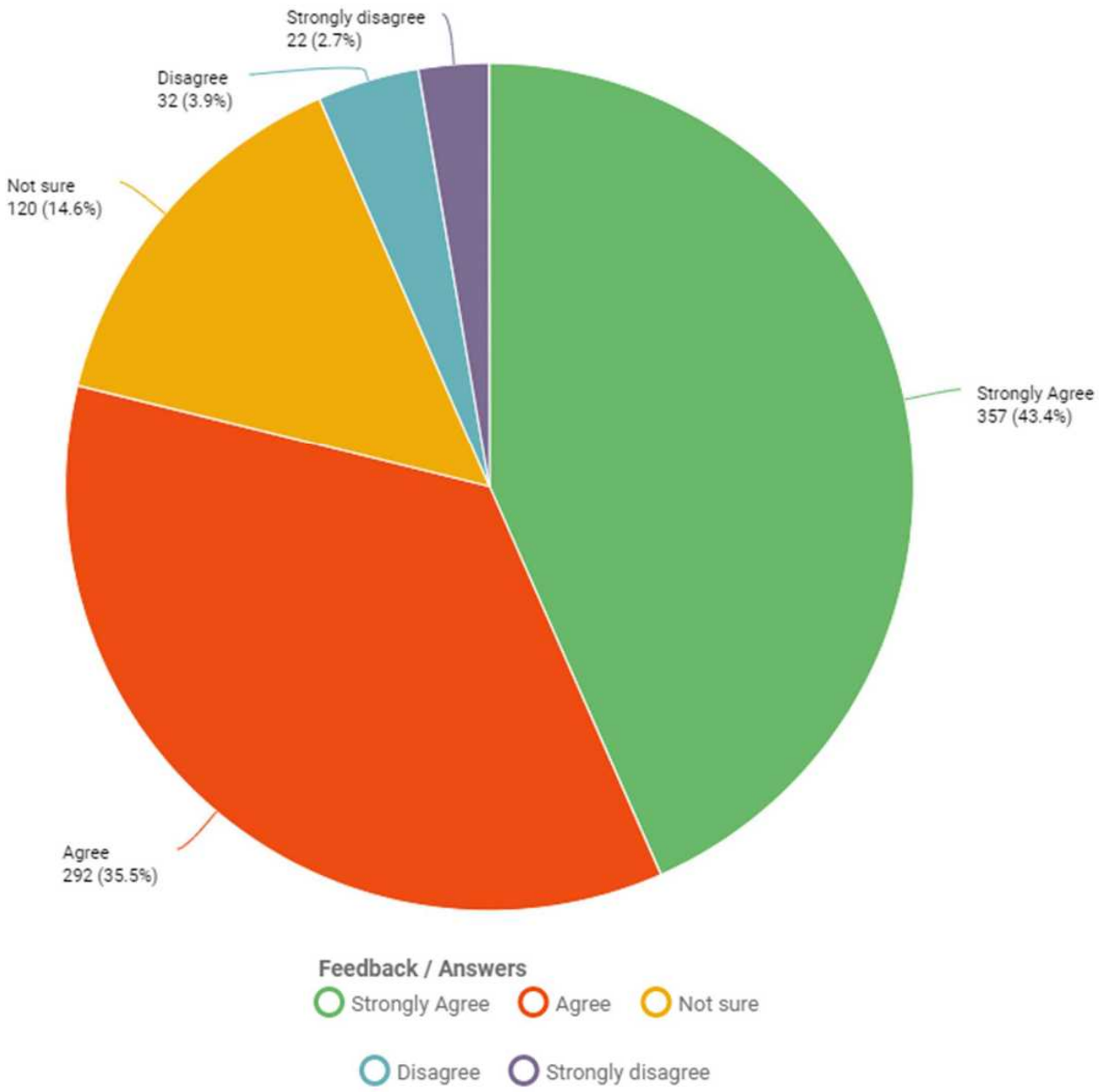


4.1.21 A total of 823 feedback submissions provided an answer, when asked to what extent they agreed that health should be a goal within the LTCP.

4.1.22 80.4% of responses either strongly agreed or agreed that health should be included as a goal within the LTCP.

4.1.23 A further 3.2% selected disagree, with 2.7% of responses who strongly disagreed. 13.7% of responses were unsure.

Goal 6 – Safety



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

4.1.25 78.9% of responses either strongly agreed or agreed that safety should be included as a goal within the LTCP.

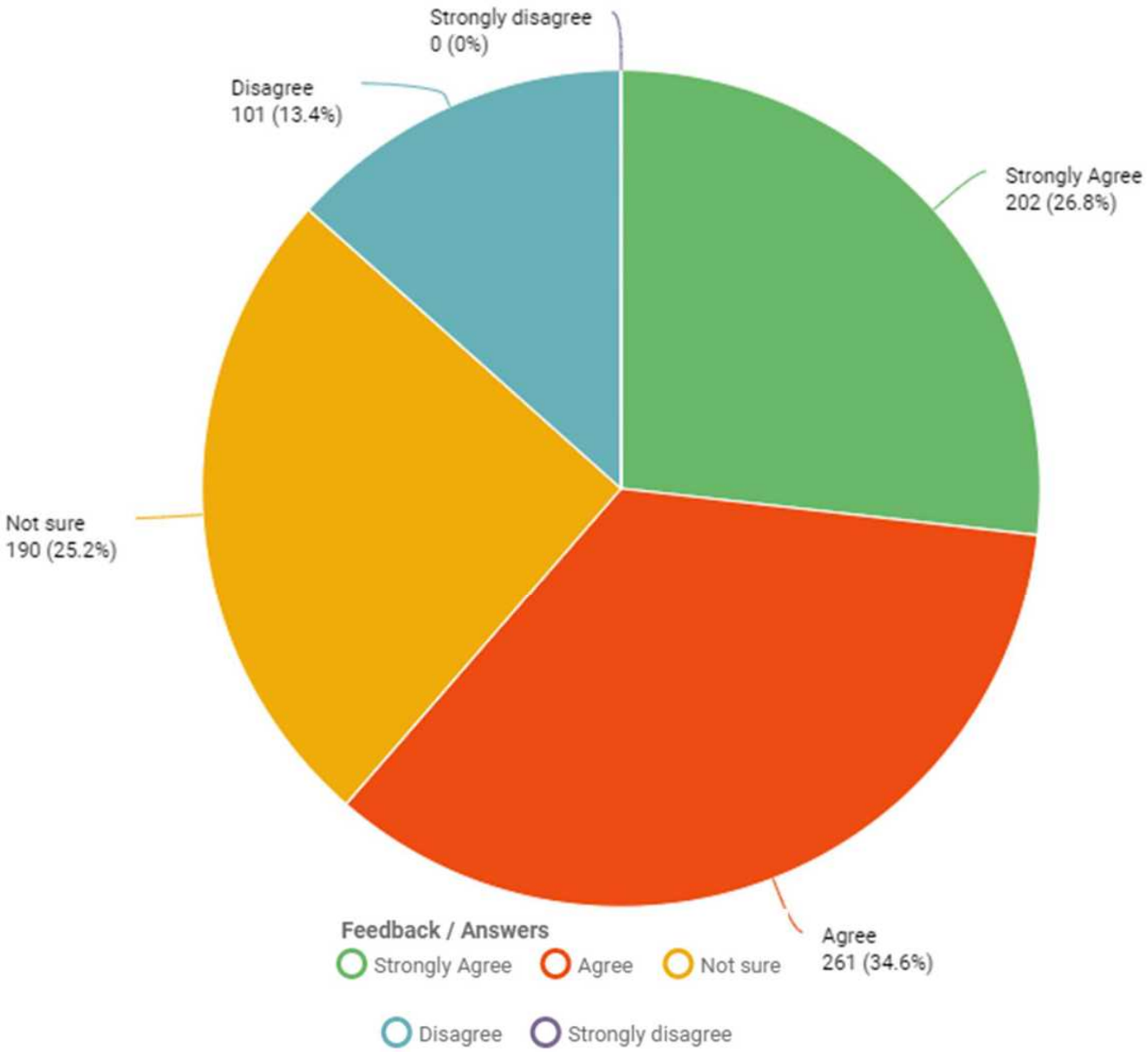
4.1.26 A further 3.9% selected disagree, with 2.7% of responses who strongly disagreed. A further 14.6% of responses were unsure.

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

4.1.27 This question asked respondents to select from eleven LTCP objectives and determine whether they agreed with the proposed LTCP objectives.

4.1.28 Therefore, each of the eleven objectives is analysed in turn below.

Objective 1 – Housing

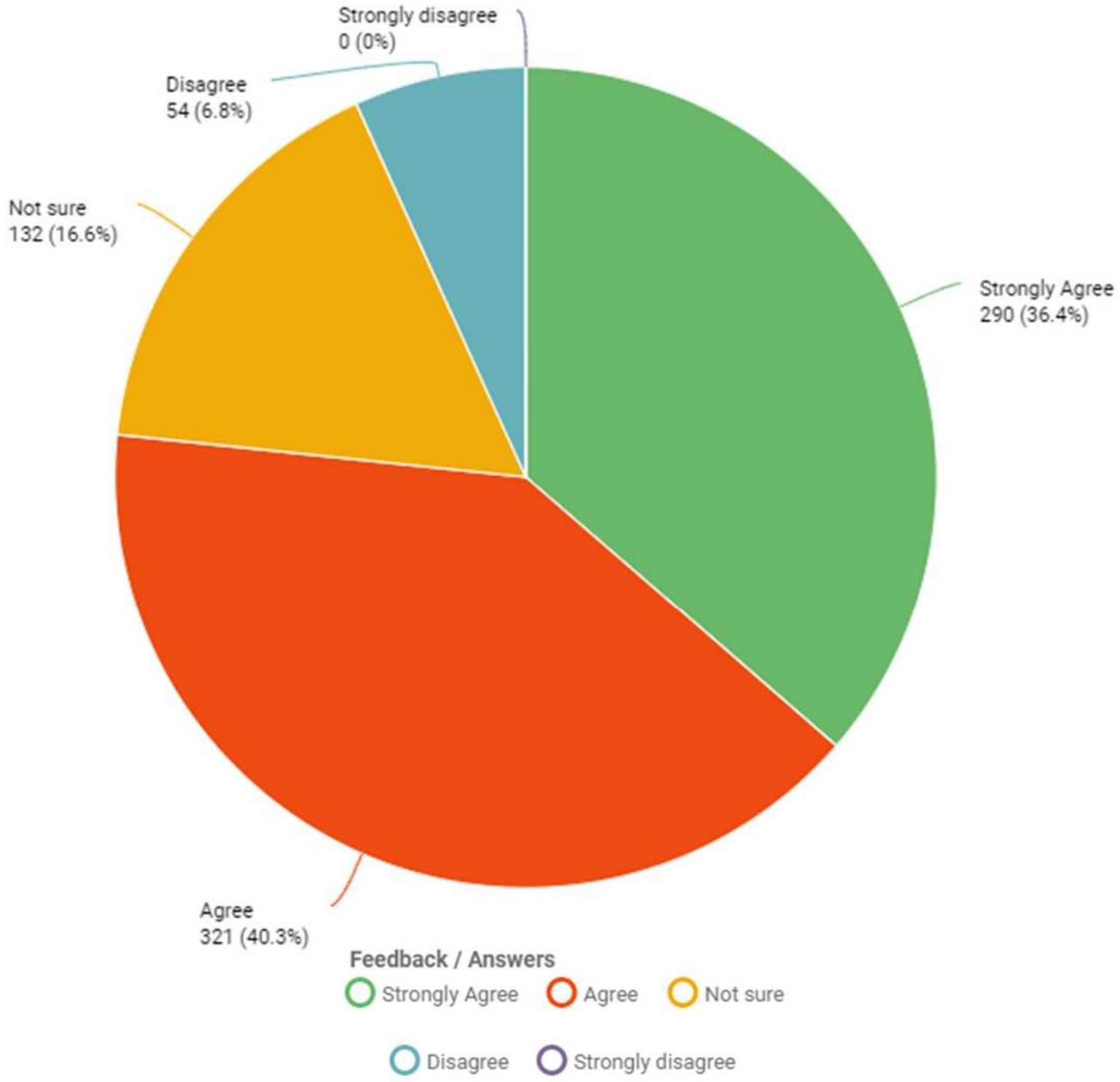


4.1.29 A total of 754 feedback submissions provided an answer, when asked to what extent they agreed the housing should be an objective within the LTCP.

4.1.30 61.4% of responses either strongly agreed or agreed that housing should be included as an objective within the LTCP.

4.1.31 A further 13.4% selected disagree, with 25.2% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 2 – Employment

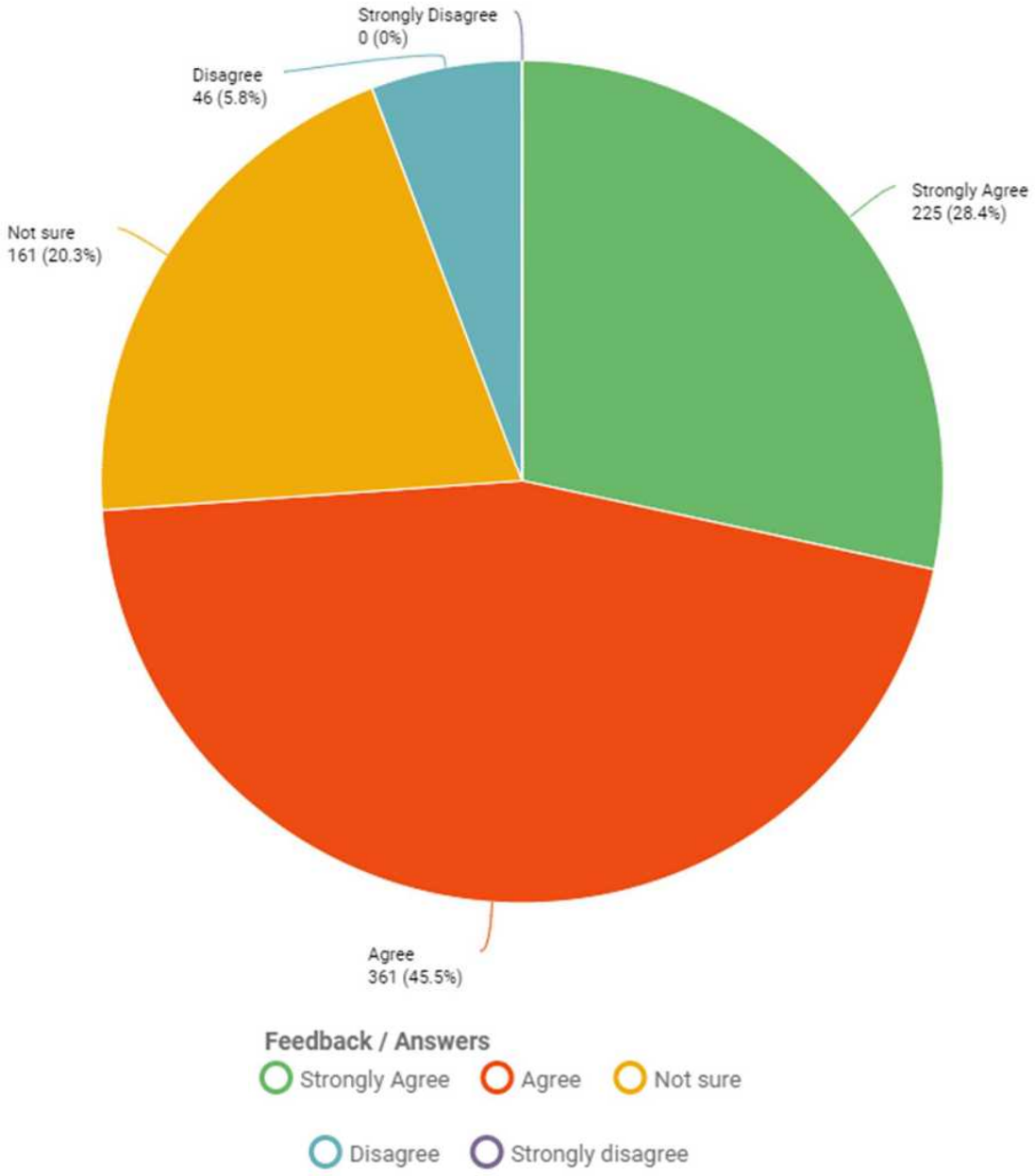


4.1.32 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that employment should be included as an objective within the LTCP.

4.1.33 76.7% of responses either strongly agreed or agreed that employment should be included as an objective within the LTCP.

4.1.34 A further 6.8% selected disagree, with 16.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 3 – Business and Tourism

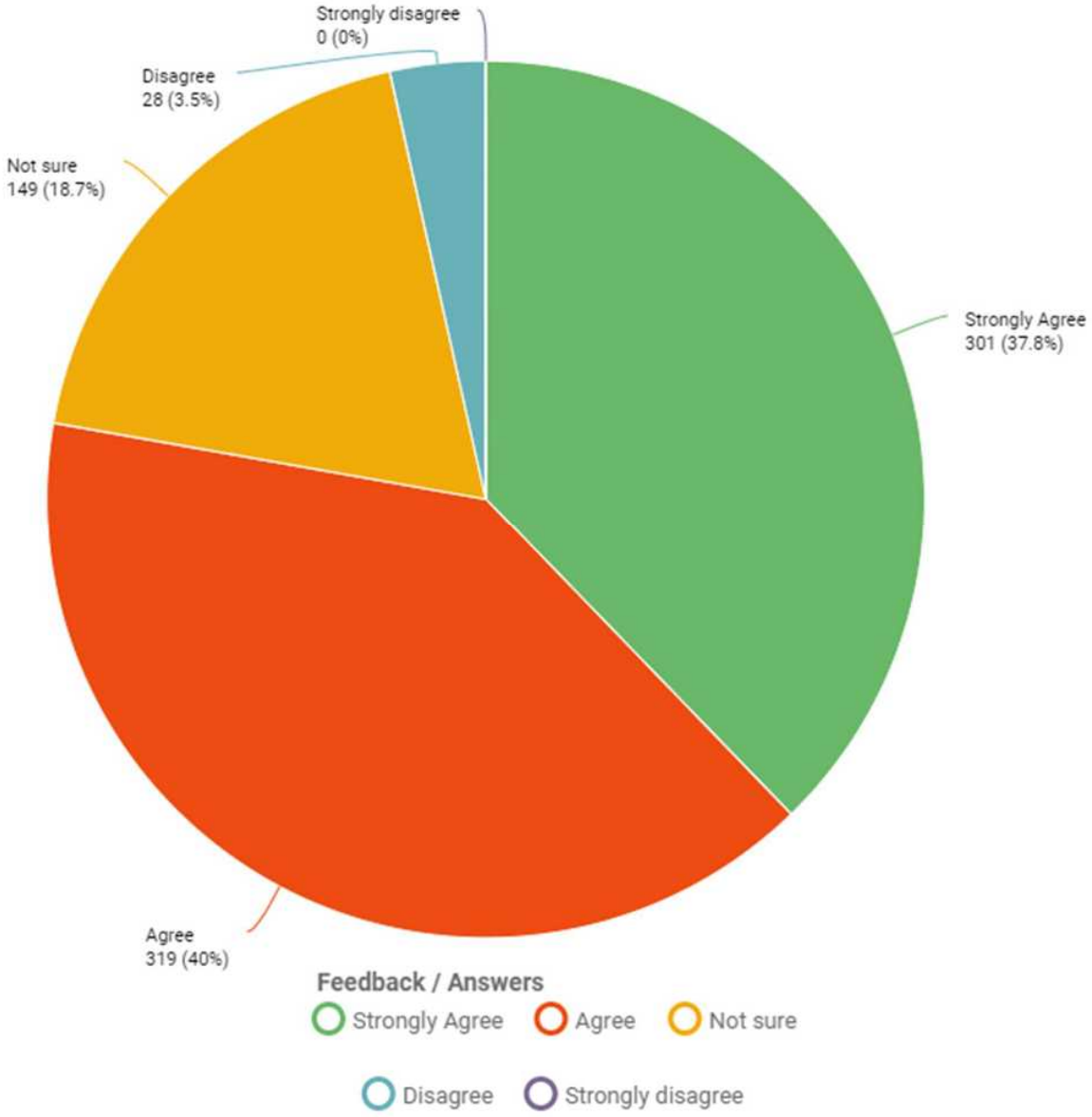


4.1.35 A total of 793 feedback submissions provided an answer, when asked to what extent they agreed that business and tourism should be included as an objective within the LTCP.

4.1.36 73.9% of responses either strongly agreed or agreed that business and tourism should be included as an objective within the LTCP.

4.1.37 A further 5.8% selected disagree, with 20.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 4 – Resilience

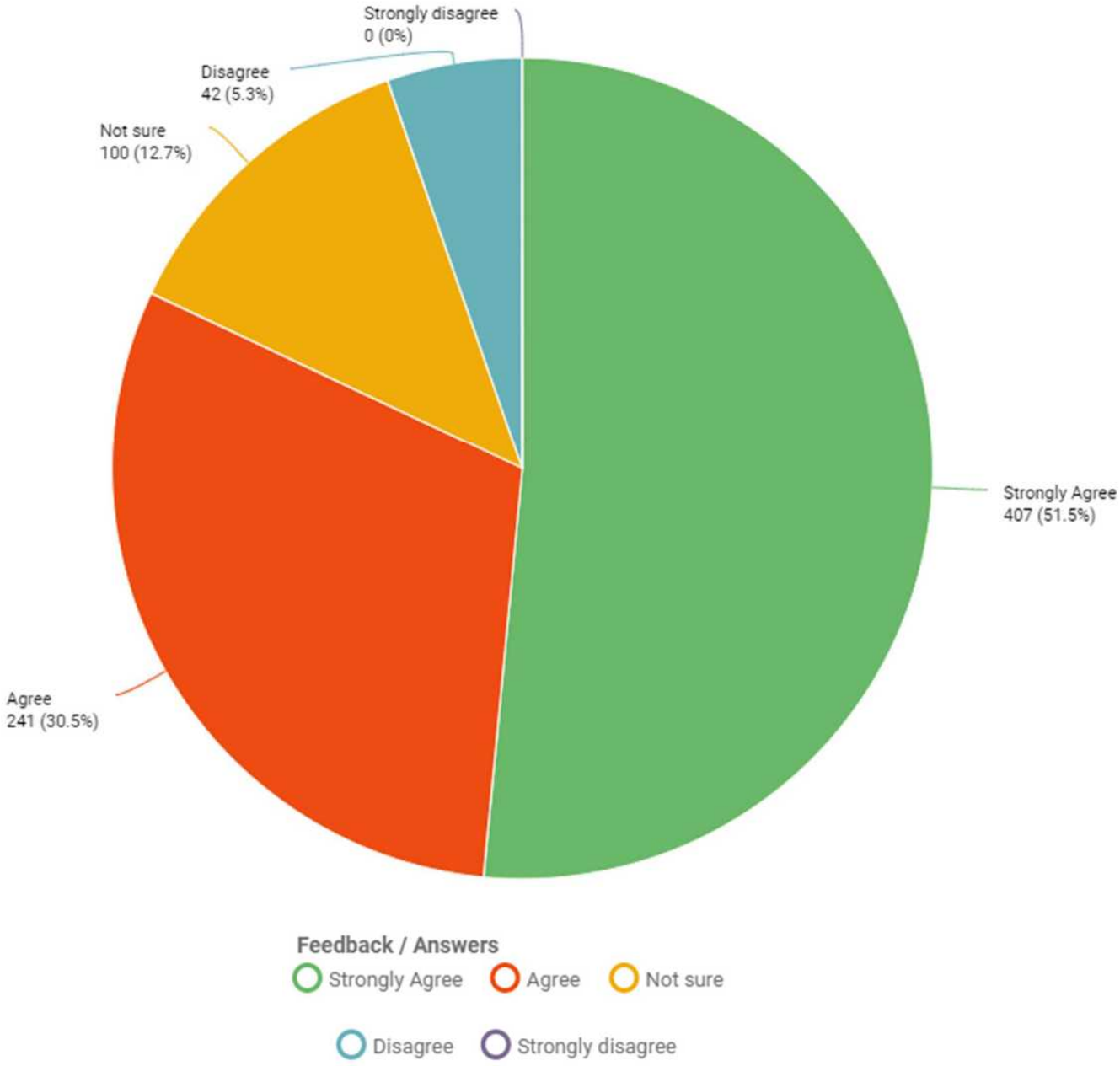


4.1.38 A total of 797 feedback submissions provided an answer, when asked to what extent they agreed that resilience should be an objective within the LTCP.

4.1.39 77.8% of responses either strongly agreed or agreed that resilience should be included as an objective within the LTCP.

4.1.40 A further 3.5% selected disagree, with 18.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 5 – Accessibility

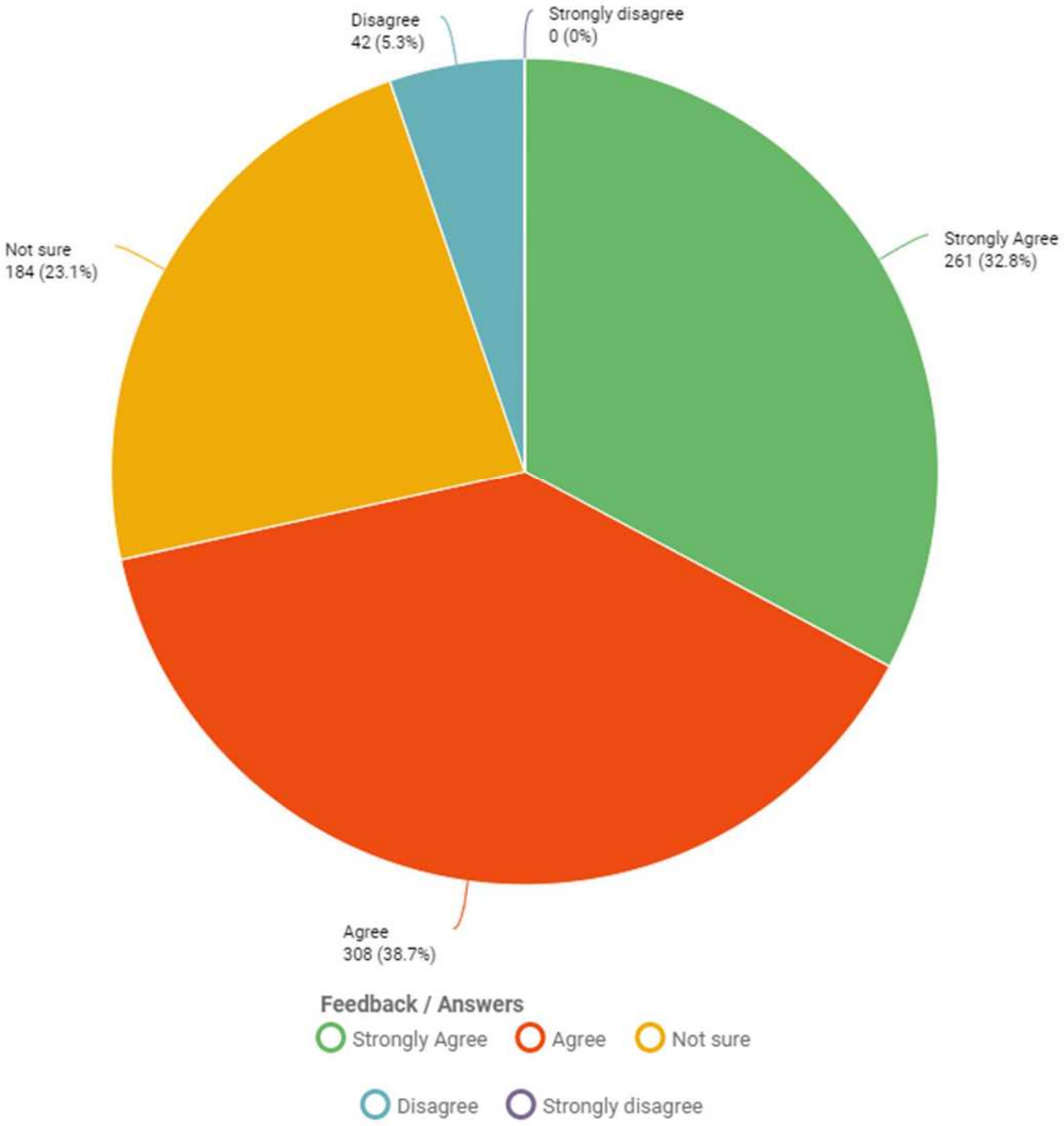


4.1.41 A total of 790 feedback submissions provided an answer, when asked to what extent they agreed that accessibility should be an objective within the LTCP.

4.1.42 82% of responses either strongly agreed or agreed that accessibility should be included as an objective within the LTCP.

4.1.43 A further 5.3% selected disagree, with 12.7% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 6 – Digital

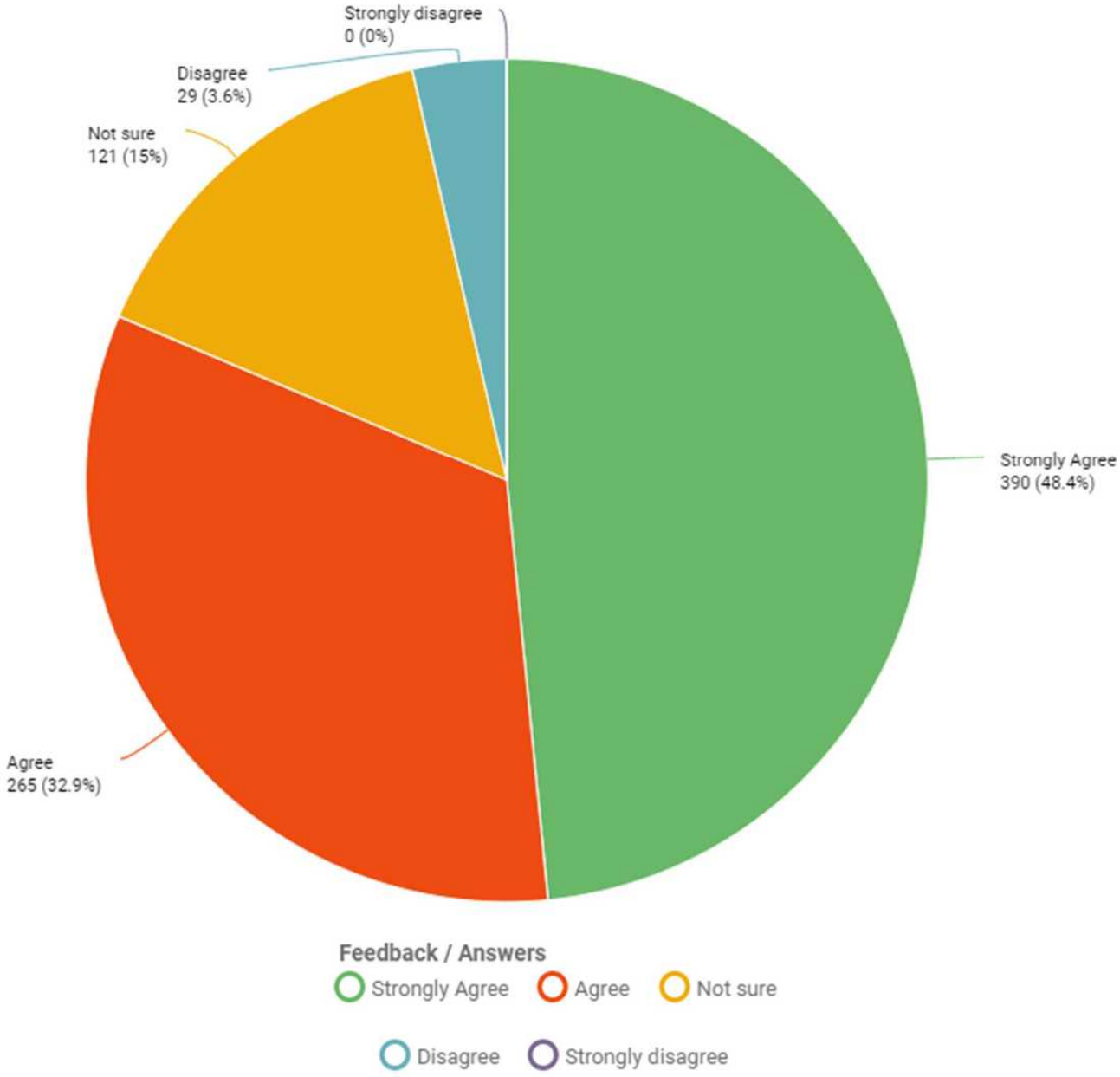


4.1.44 A total of 795 feedback submissions provided an answer, when asked to what extent they agreed that digital should be an objective within the LTCP.

4.1.45 71.5% of responses either strongly agreed or agreed that digital should be included as an objective within the LTCP.

4.1.46 A further 5.3% selected disagree, with 23.1% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 7 – Health and Wellbeing

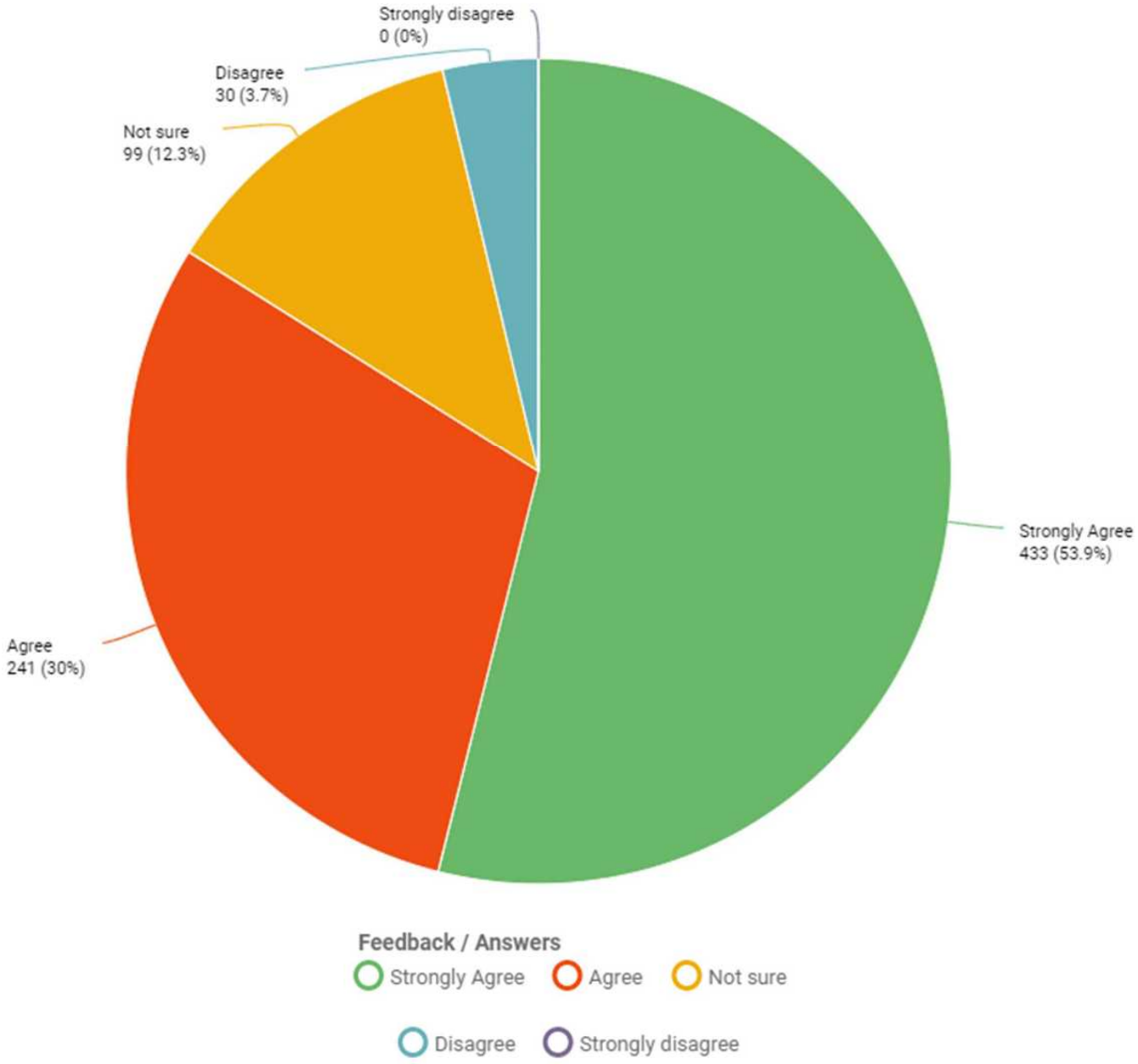


4.1.47 A total of 805 feedback submissions provided an answer, when asked to what extent they agreed that health and wellbeing should be an objective within the LTCP.

4.1.48 81.3% of responses either strongly agreed or agreed that health and wellbeing should be included as an objective within the LTCP.

4.1.49 A further 3.6% selected disagree, with 15% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 8 – Air Quality

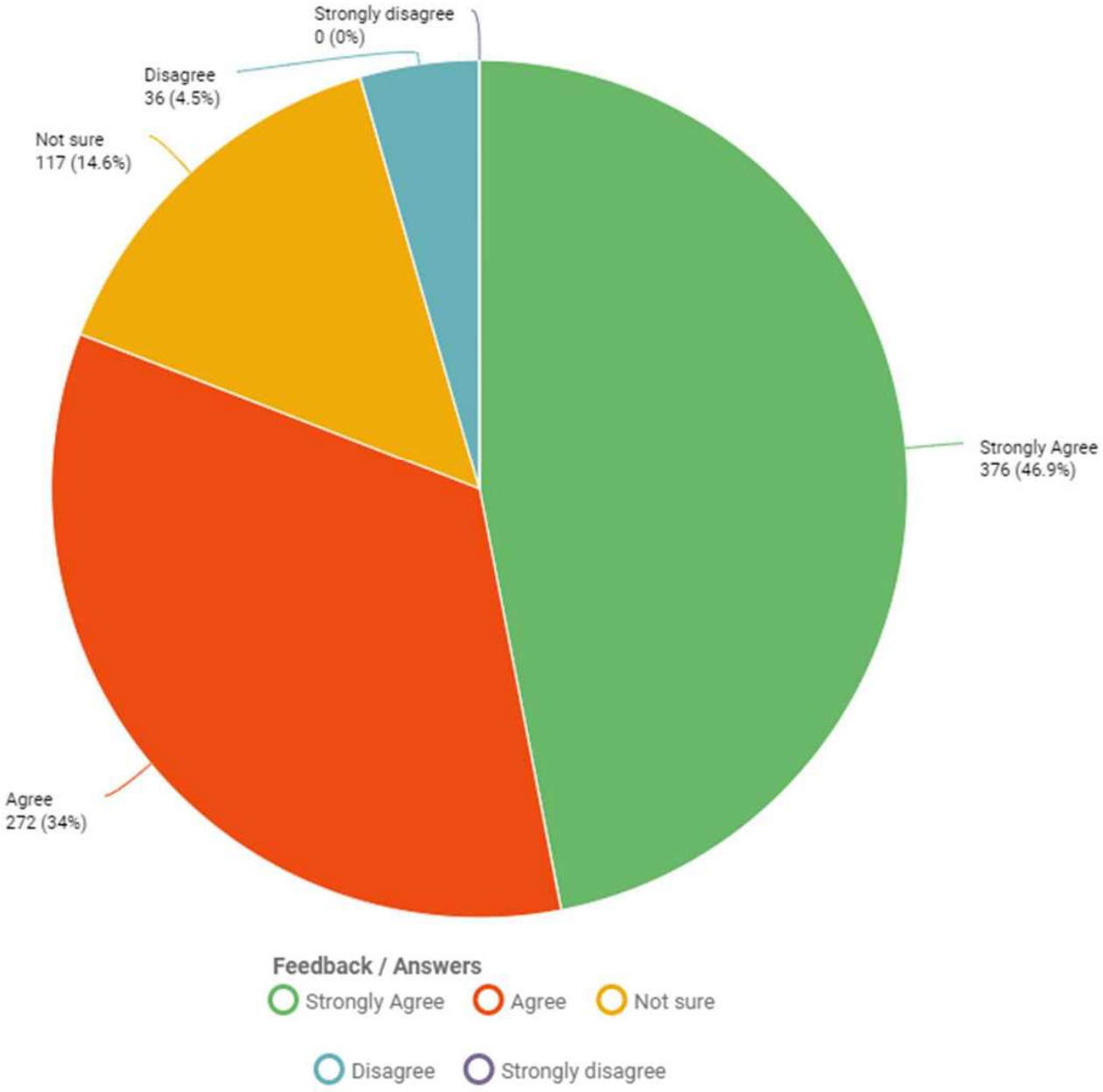


4.1.50 A total of 803 feedback submissions provided an answer, when asked to what extent they agreed that air quality should be an objective within the LTCP.

4.1.51 83.9% of responses either strongly agreed or agreed that air quality should be included as an objective within the LTCP.

4.1.52 A further 3.7% selected disagree, with 12.3% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 9 – Safety

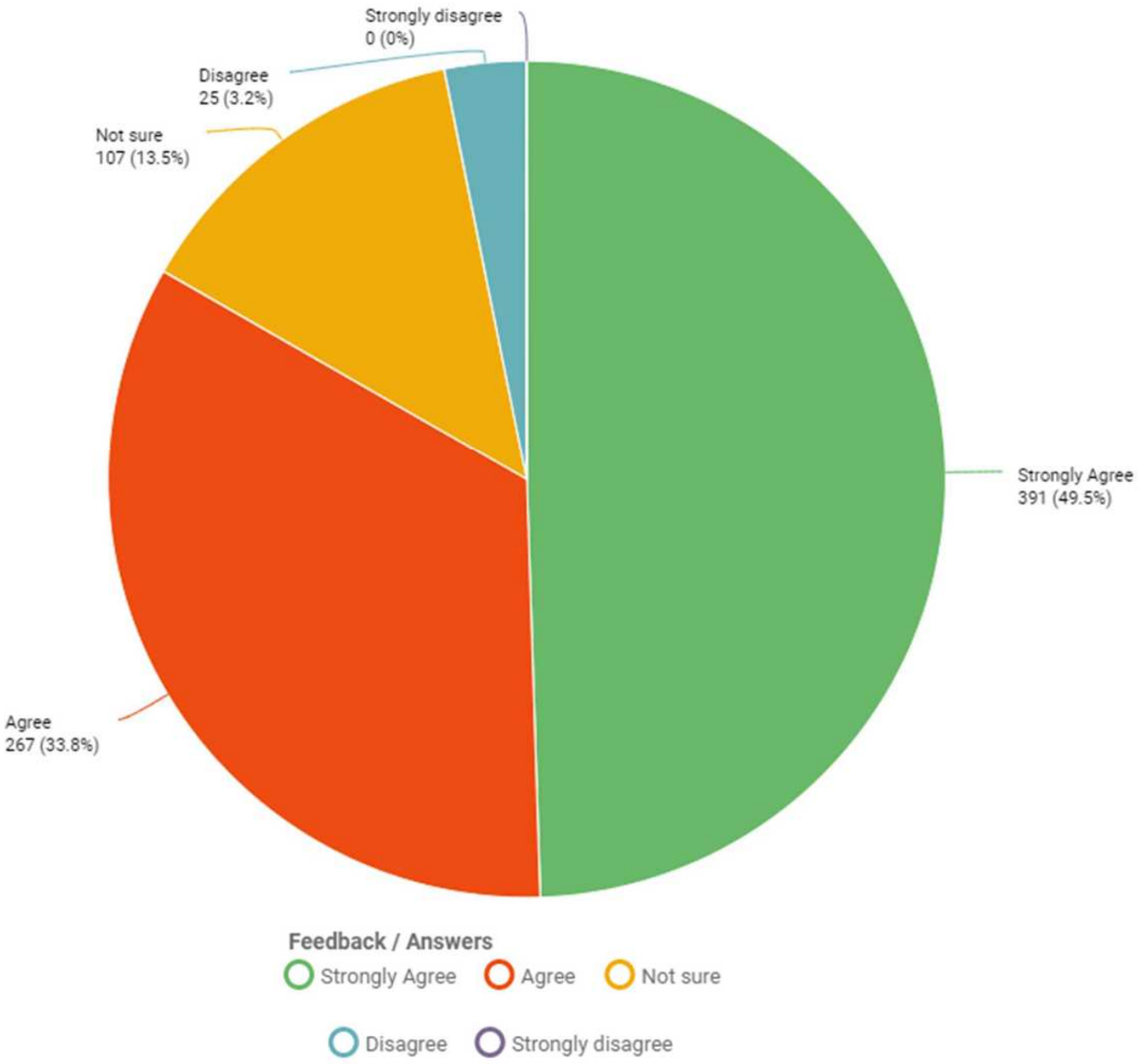


4.1.53 A total of 801 feedback submissions provided an answer, when asked to what extent they agreed that safety should be an objective within the LTCP.

4.1.54 80.9% of responses either strongly agreed or agreed that safety should be included as an objective within the LTCP.

4.1.55 A further 4.5% selected disagree, with 14.6% of responses that were unsure. No feedback responses selected strongly disagree.

Objective 10 – Environment

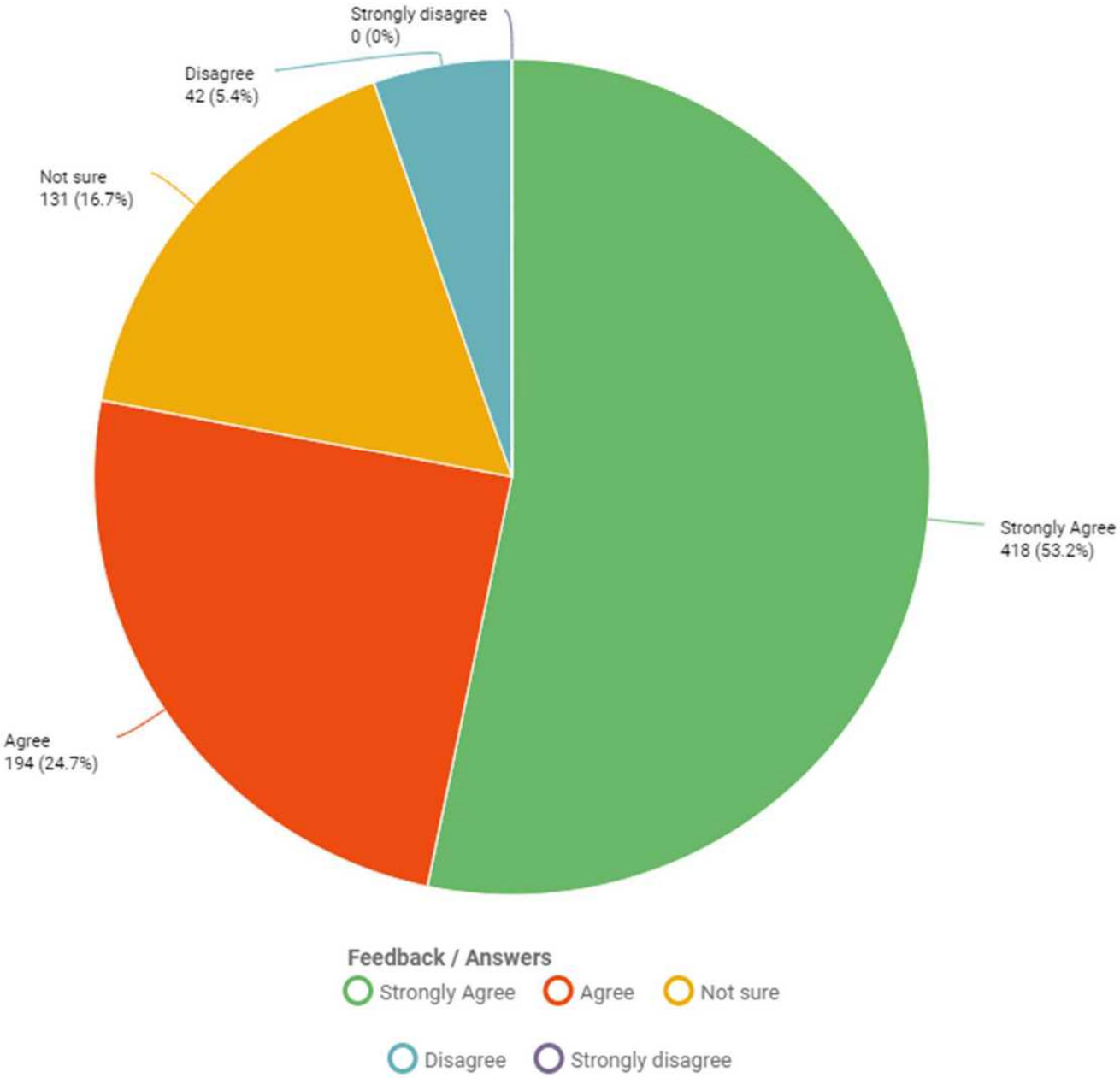


4.1.56 A total of 790 feedback submissions provided an answer when asked to what extent they agreed that the environment should be an objective within the LTCP.

4.1.57 83.3% of responses either strongly agreed or agreed that the environment should be included as an objective within the LTCP.

4.1.58 A further 3.2% selected disagree, with 13.5% that were unsure. No feedback responses selected strongly disagree.

Objective 11 – Climate Change

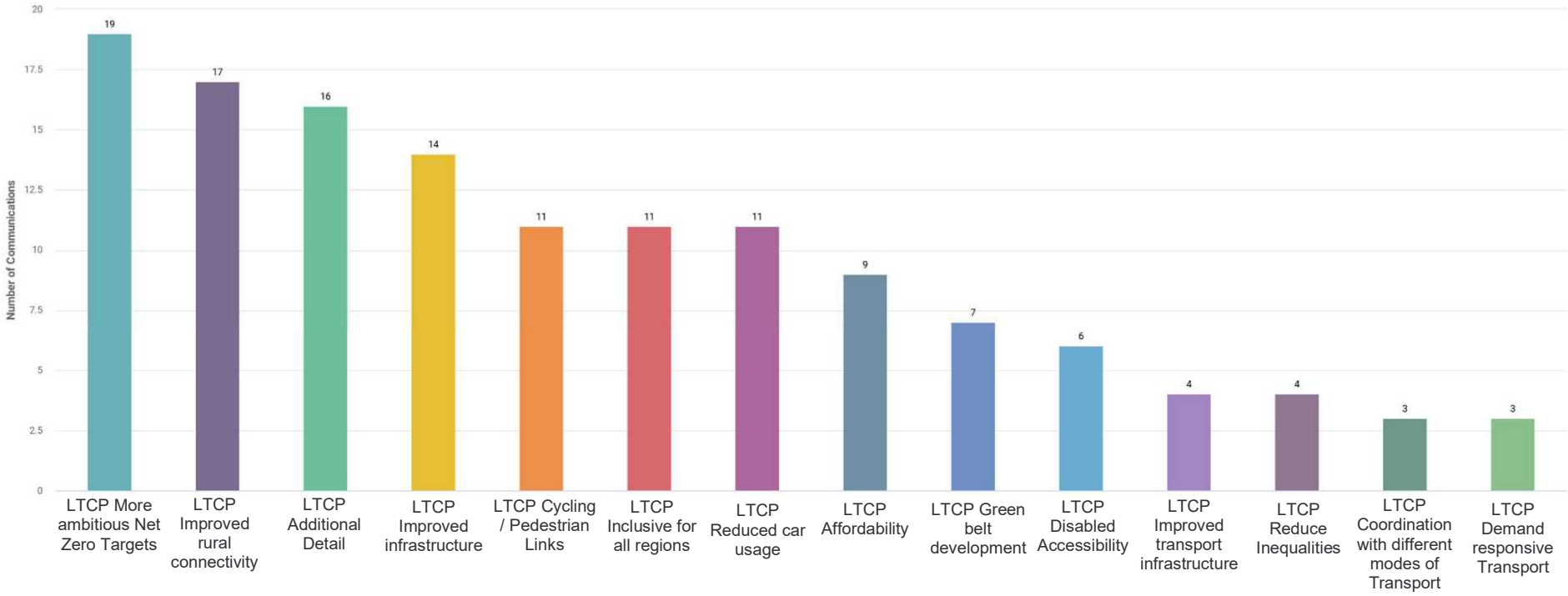


4.1.59 A total of 785 feedback submissions provided an answer when asked to what extent they agreed that climate change should be an objective within the LTCP.

4.1.60 77.9% of responses either strongly agreed or agreed that climate change should be included as an objective within the LTCP.

4.1.61 A further 5.4% selected disagree, with 16.7% that were unsure. No feedback responses selected strongly disagree.

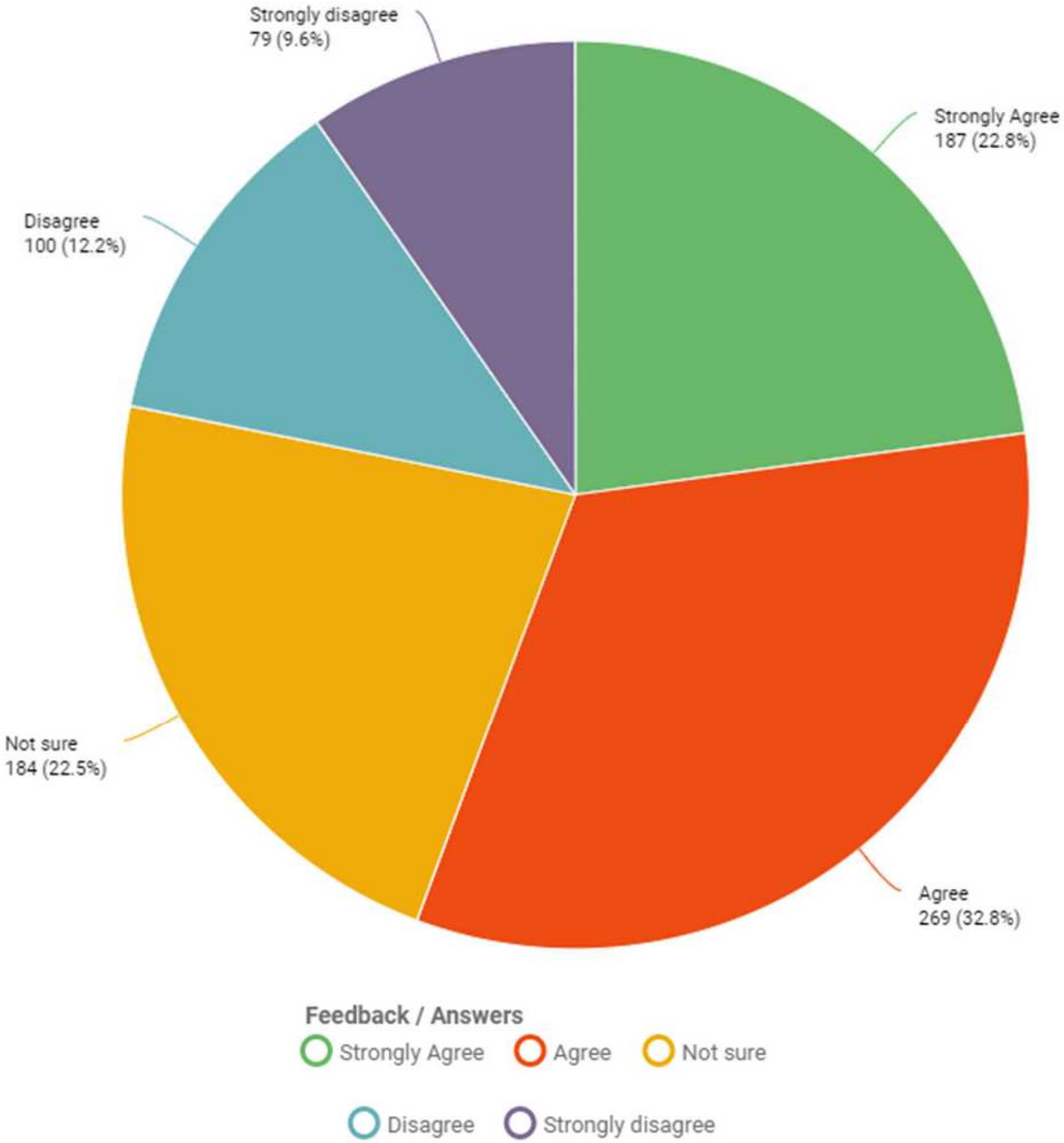
Q5: Please add any further comments you have about the LTCP vision, goals and objective



4.1.62 The most frequent comment, when asked whether there were any further comments to add on the vision, goal and objectives for the LTCP, was a desire to see the Combined Authority adopt more ambitious Net Zero targets, which was cited by 19 respondents.

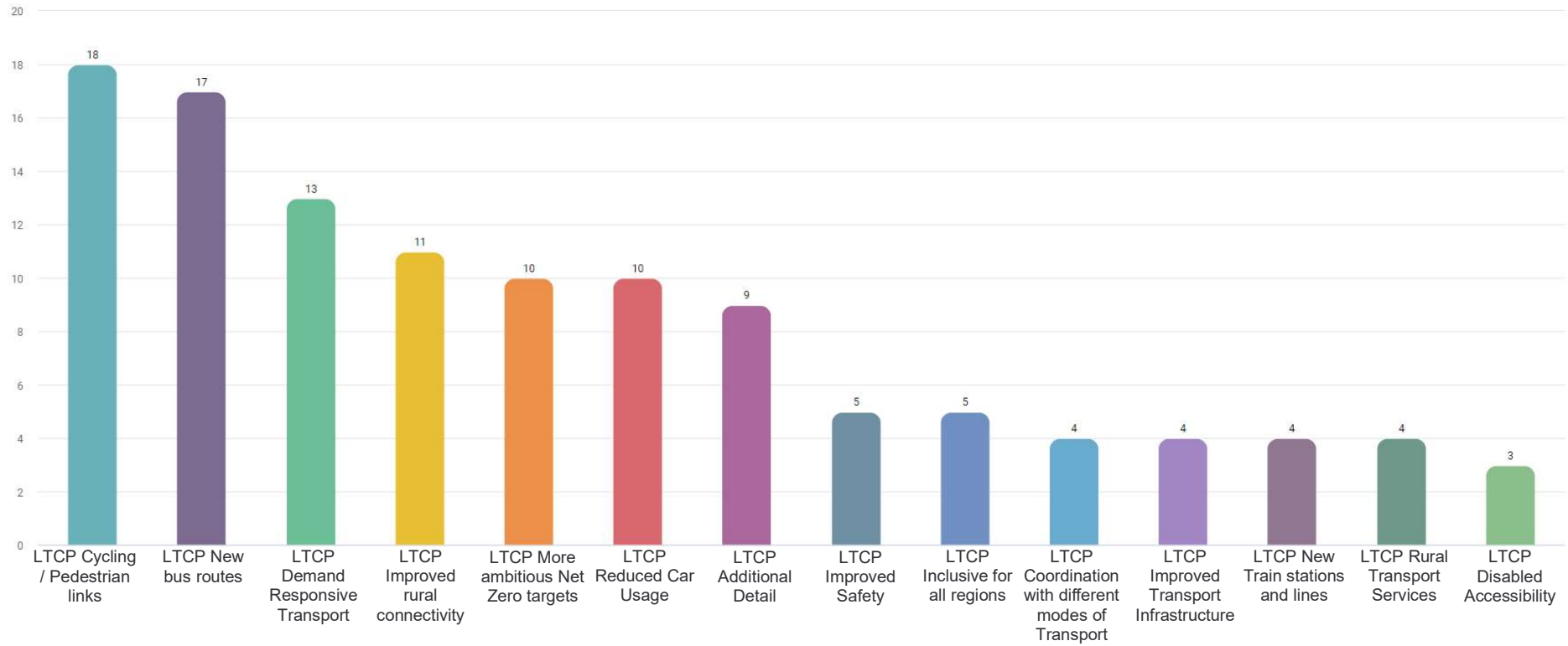
4.1.63 Other topics that individuals felt should be addressed within the vision, goals and objectives of the plan included improving rural connectivity; as well as a need to further information to be provided about the vision, goals and objectives, together with the need to improve overall infrastructure within the region.

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



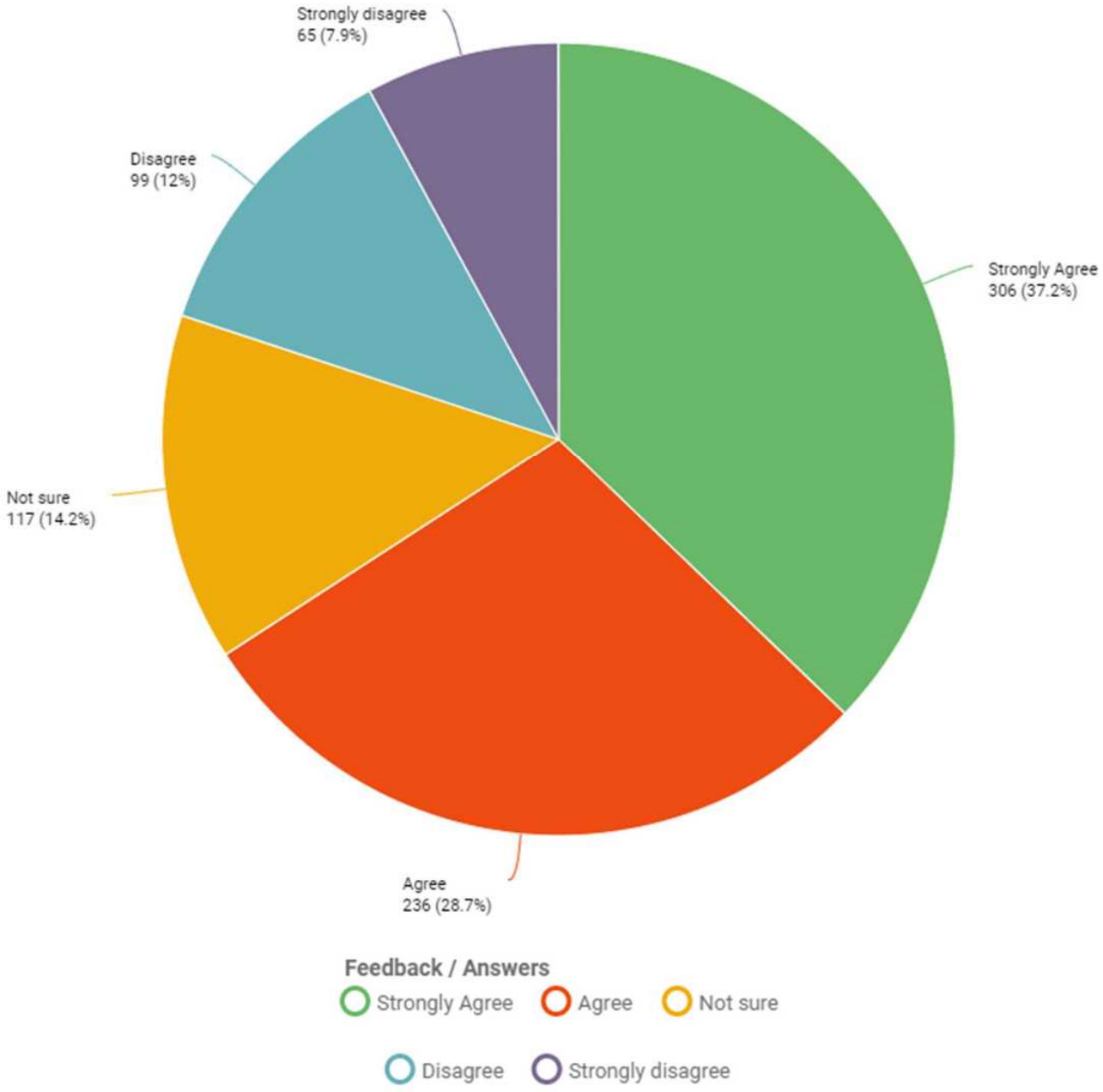
4.1.64 The following question asked respondents whether they agreed with the proposed strategy for transport in Cambridge and Peterborough. A total of 819 responses were received to this question.

4.1.65 55.6% of responses either strongly agreed or agree with the proposed strategy for transport in Cambridgeshire and Peterborough. A further 12.2% selected disagree, with 9.6% who strongly disagreed with the proposed strategy. A further 22.5% of responses selected unsure.



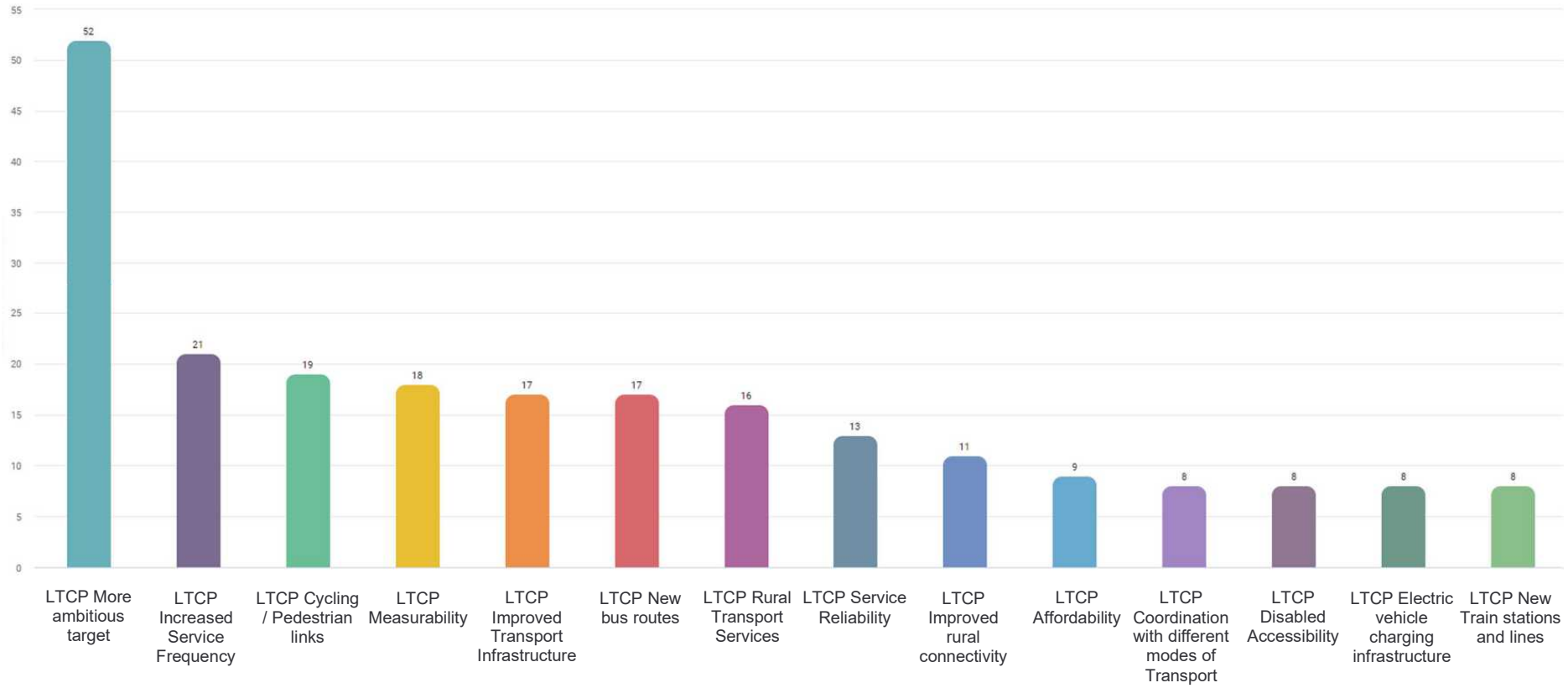
4.1.66 When asked whether there were any further comments regarding the proposed strategy, the need to ensure that further cycle and pedestrian links are included in the strategy was cited 18 times. This was followed by the need to provide new bus routes (17), followed by the desire to see demand responsive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

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



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

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



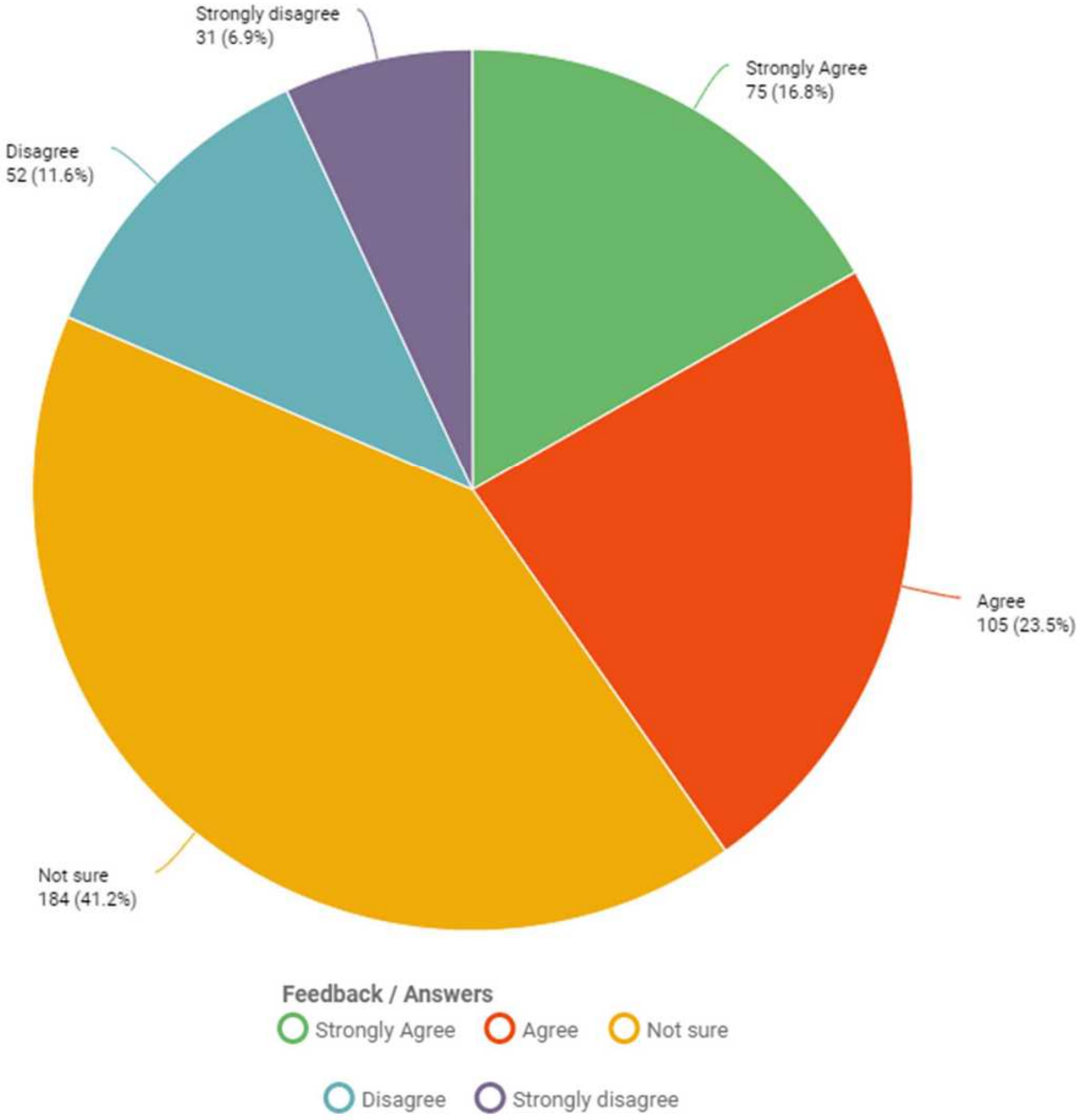
4.1.69 When asked whether there were any further comments regarding the proposal to cut the number of miles driven by 15%, the need to have a more ambitious target was the prevailing theme that was mentioned in 52 responses. Other recurring comments included the need to improve service frequency (21),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

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

4.1.70 Question eight asked respondents whether they agreed with the proposed area strategy in the respective five regions within the Combined Authority.

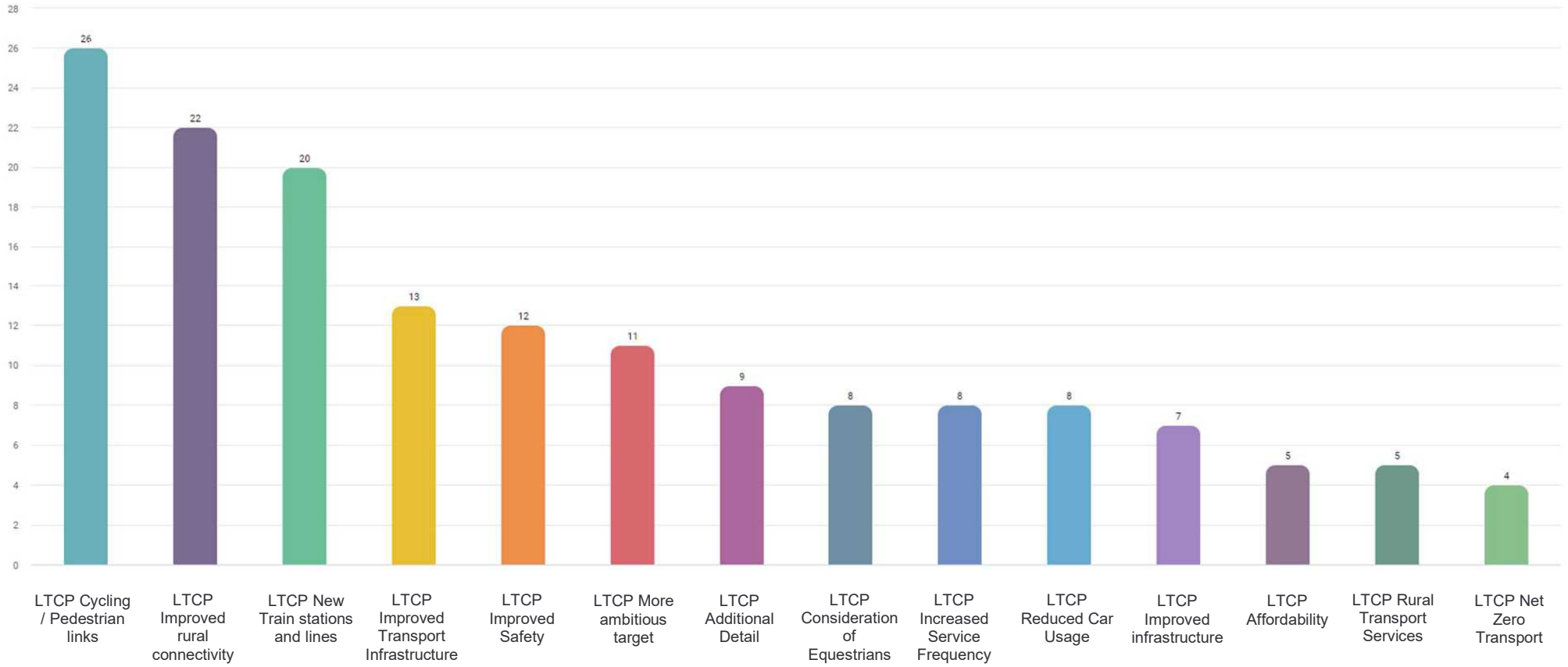
4.1.71 Respondents were given the opportunity to comment upon five local council areas (East Cambridgeshire, Fenland, Greater Cambridgeshire, Huntingdonshire, Peterborough), in which respondents could provide their views on as many or as few regions as they'd felt necessary. Therefore, a breakdown of each of the most important transport problems and opportunities for each region, has been summarised below.

East Cambridgeshire



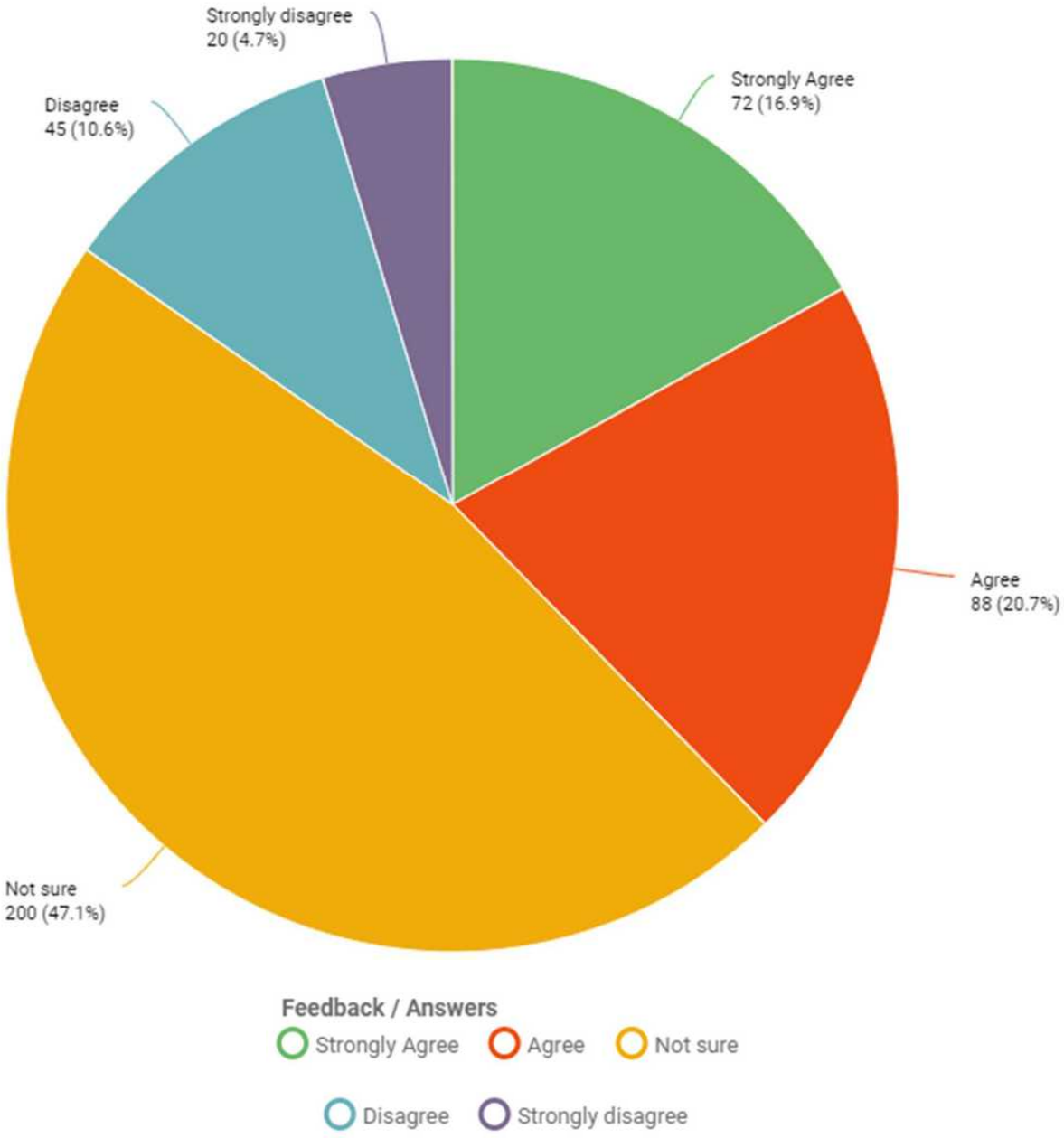
4.1.72 A total of 447 responses were received, in relation to whether respondents agreed with the proposed local area strategy for East Cambridgeshire.

4.1.73 40.3% of responses either strongly agreed or agreed with the proposed local area transport strategy for East Cambridgeshire. 11.6% selected disagree, with a further 6.9% who strongly disagreed. 41.2% of responses were unsure.



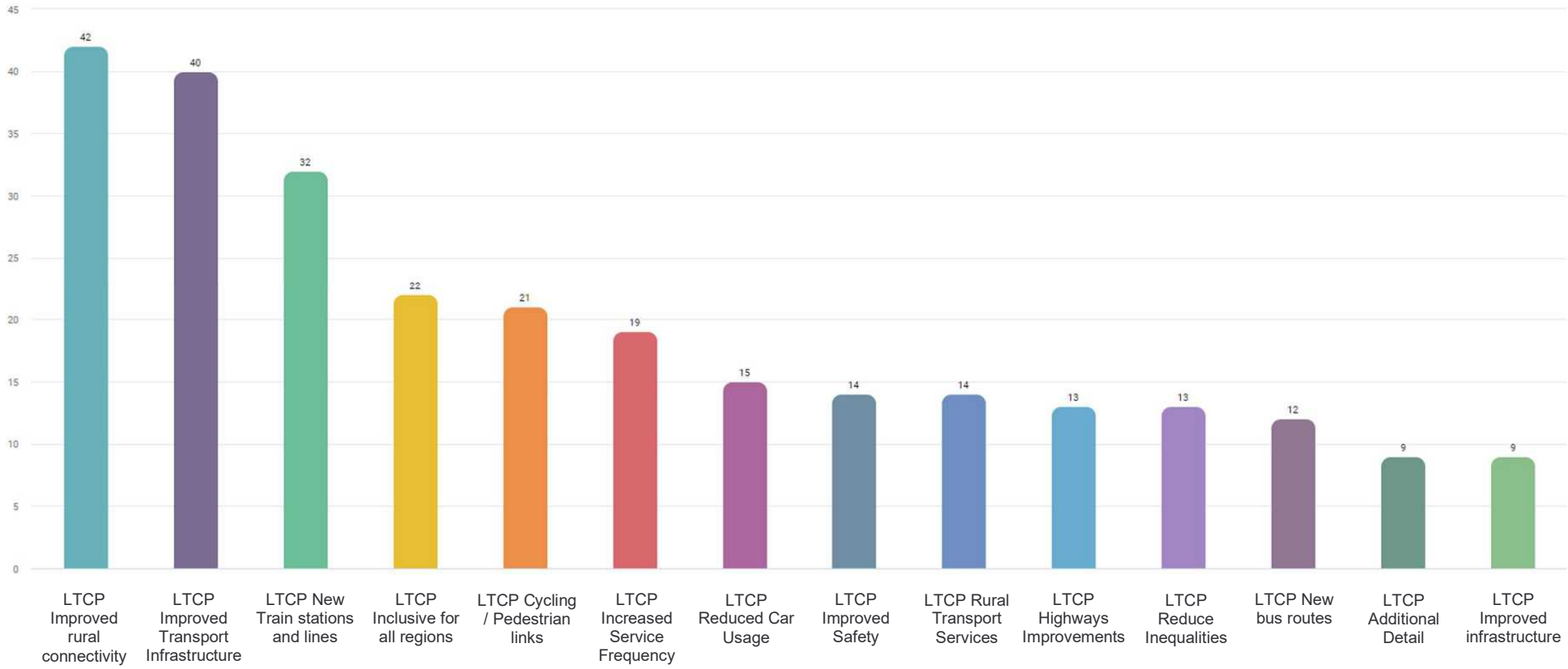
4.1.74 When asked whether there were any further comments, in relation to the local area transport strategy for East Cambridgeshire, the need for improved cycle and pedestrian links was most commonly cited (26), followed by the need for improved connectivity of transport services in rural areas (22),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

Fenland



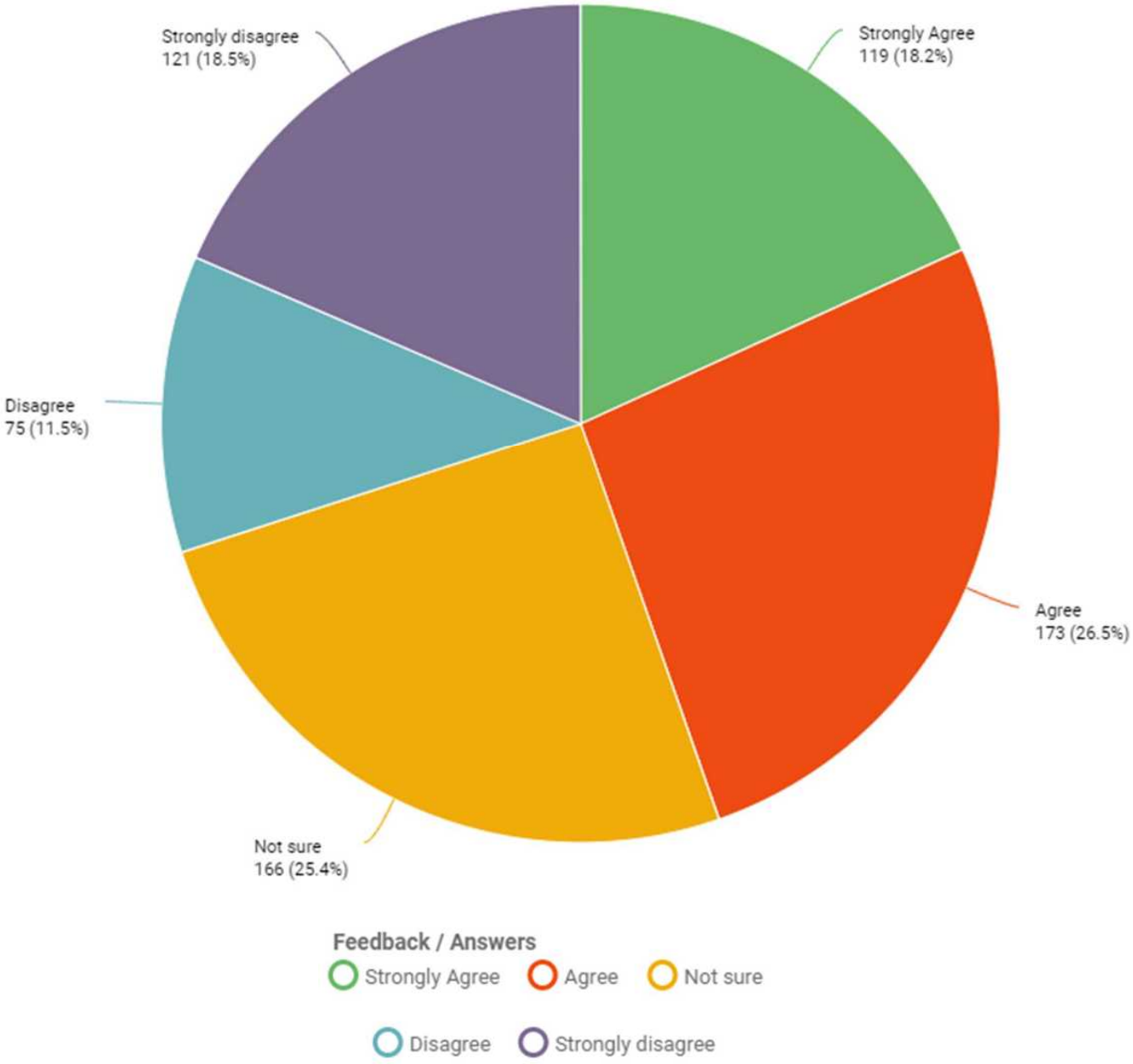
4.1.75 A total of 425 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Fenland.

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



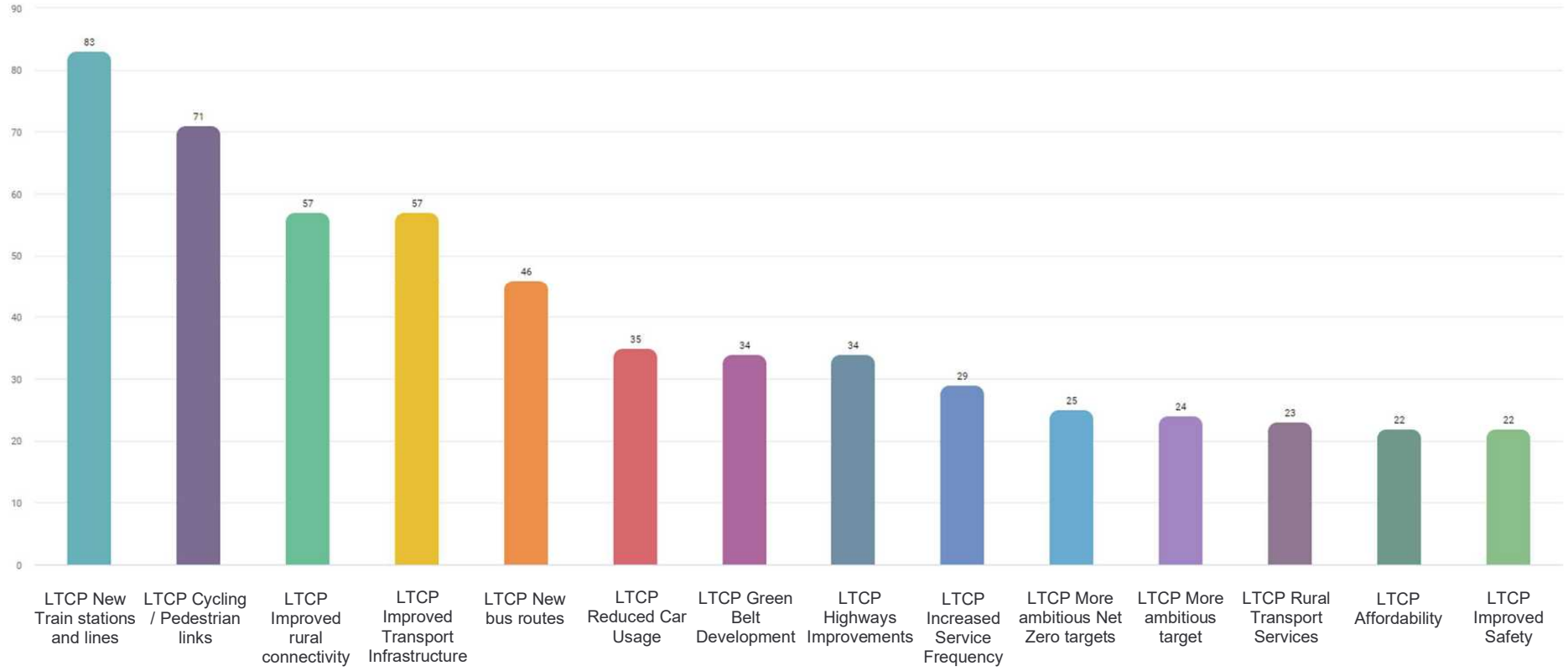
4.1.77 When asked whether there were any further comments, in relation to the local area transport strategy for Fenland, the need for improved connectivity of transport services in rural areas (42) was most commonly cited, followed by the need for improved transport infrastructure (40), and the desire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

Greater Cambridgeshire



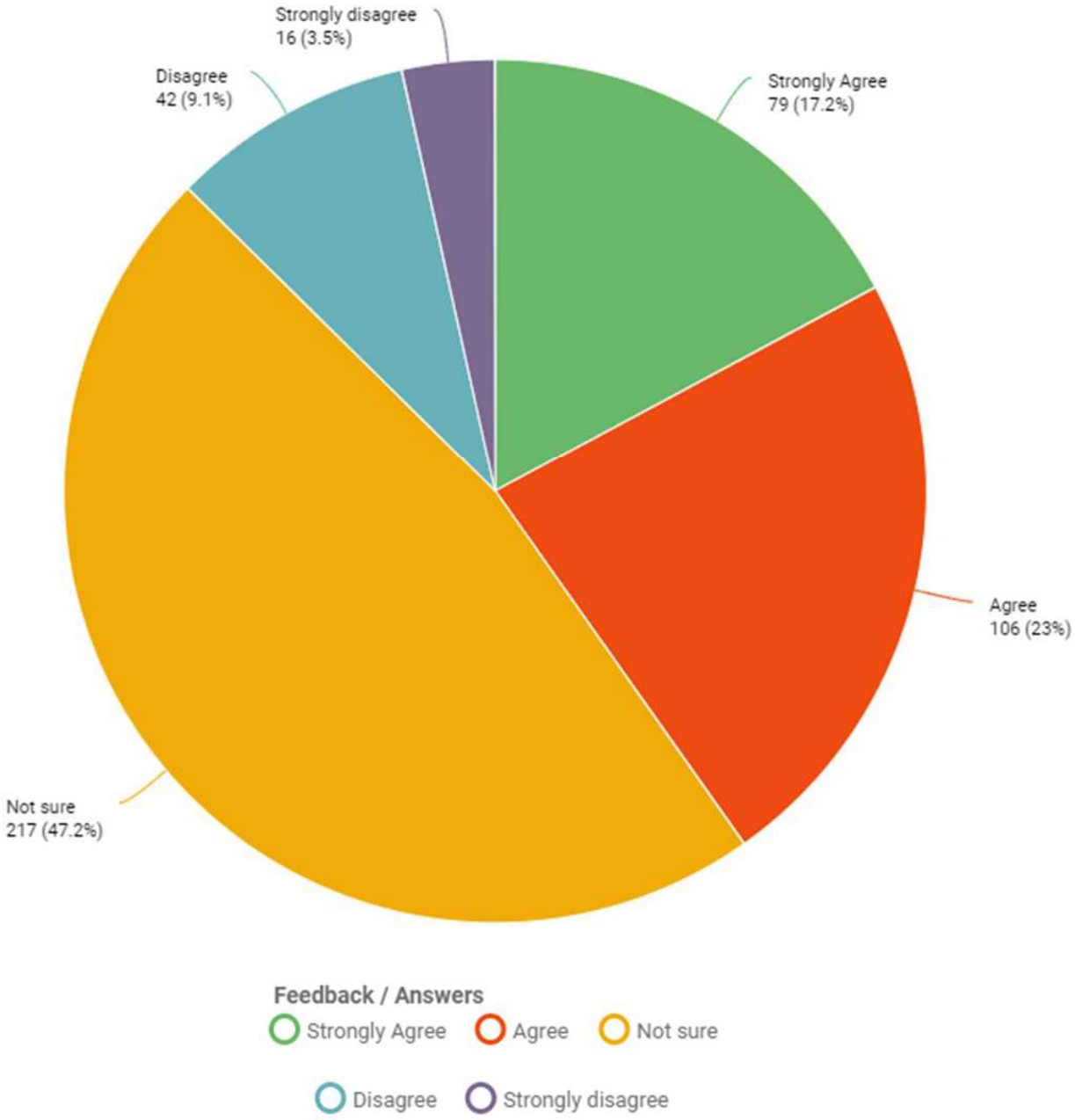
4.1.78 A total of 654 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Greater Cambridgeshire.

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



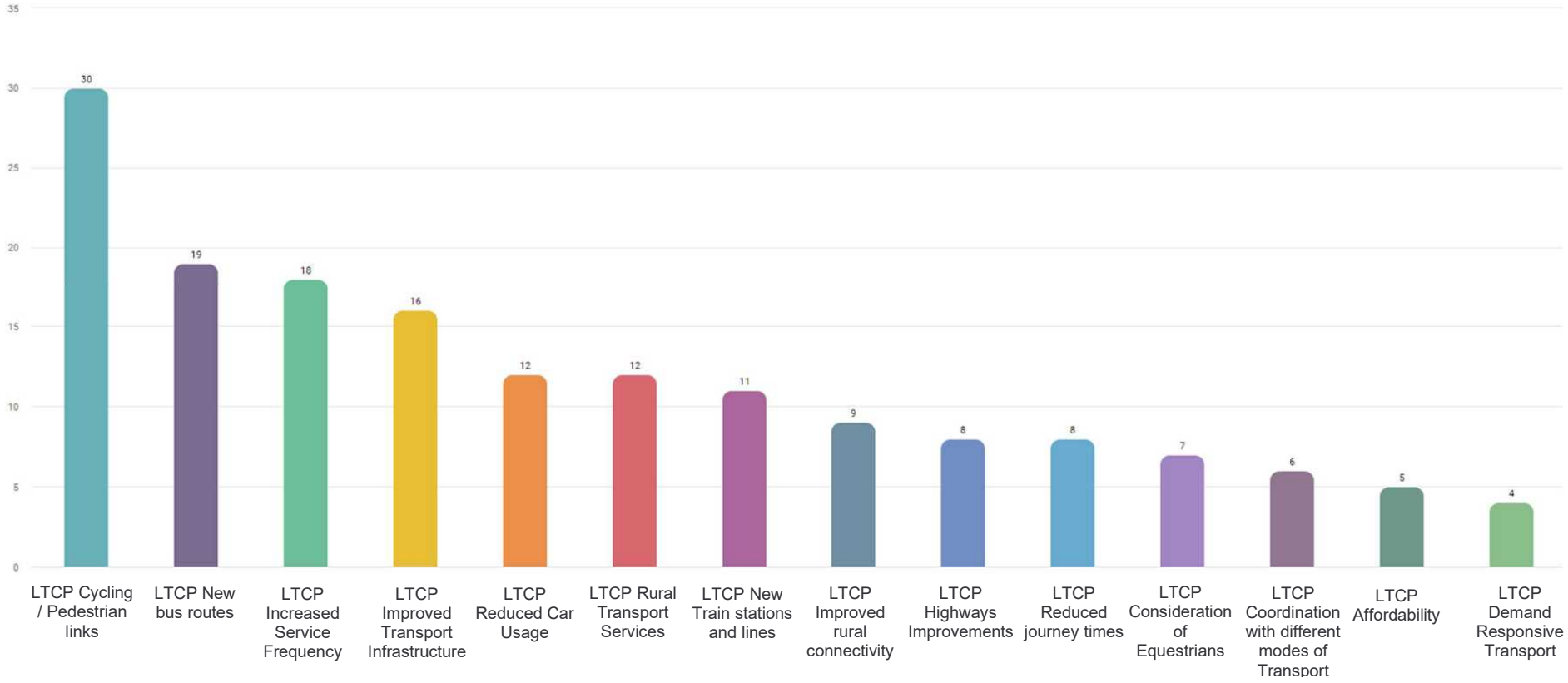
4.1.80 When asked whether there were any further comments, in relation to the local area transport strategy for Greater Cambridgeshire, the need for need for new train stations and lines was most commonly cited (83), followed by the need for improved cycle and pedestrian links (71). The third most recurring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

Huntingdonshire



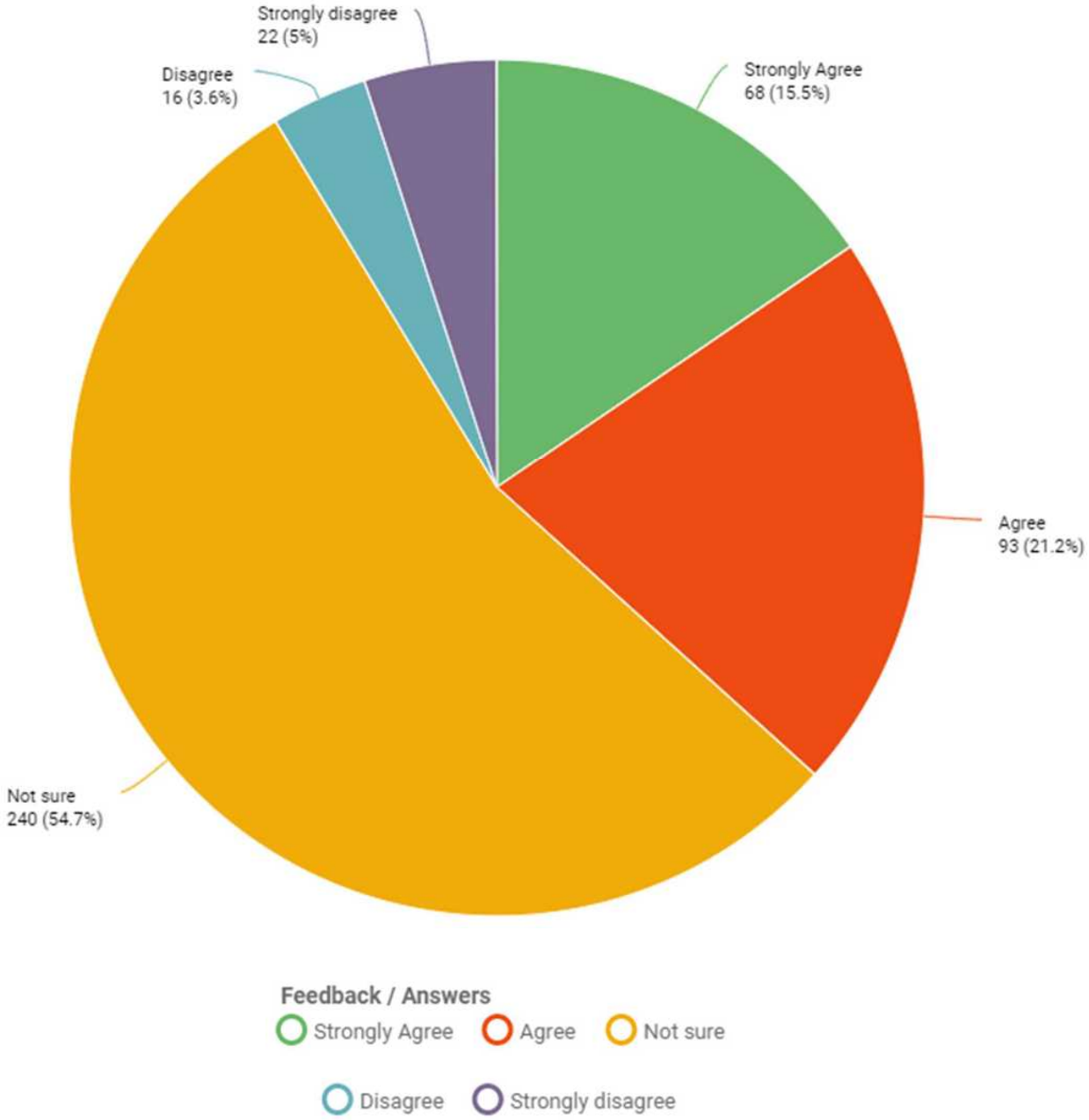
4.1.1 A total of 460 responses were received, in relation to whether respondents agreed with the proposed local area strategy for Huntingdonshire.

4.1.2 40.2% of responses either strongly agreed or agreed with the proposed local area transport strategy for Huntingdonshire. 9.1% selected disagree, with a further 3.5% who strongly disagreed. 47.2% of responses were unsure.



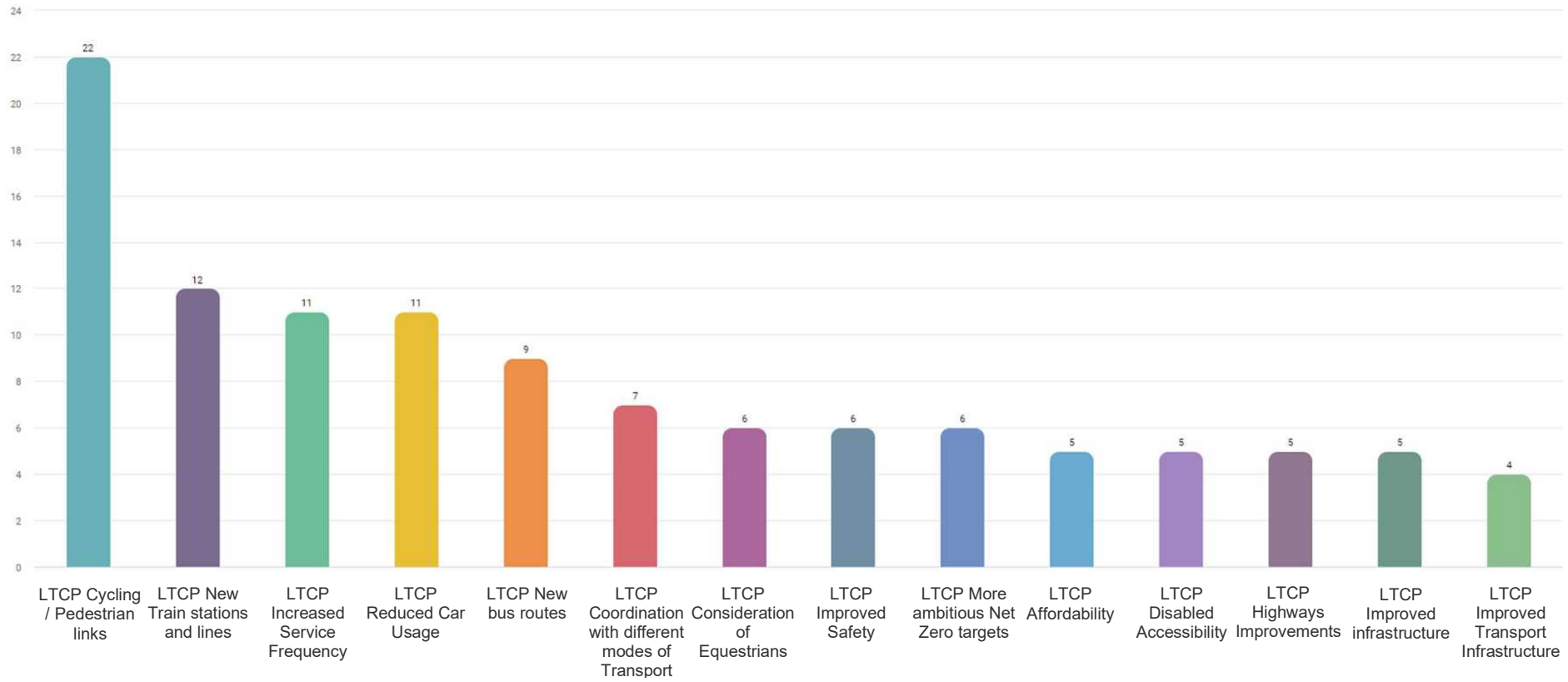
4.1.3 When asked whether there were any further comments, in relation to the local area transport strategy for Huntingdonshire, the need for need for further cycle and pedestrian links was most commonly cited (30), this was followed by a desire to see new bus routes (19), as well as the need to improve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

4.1.4 Peterborough



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

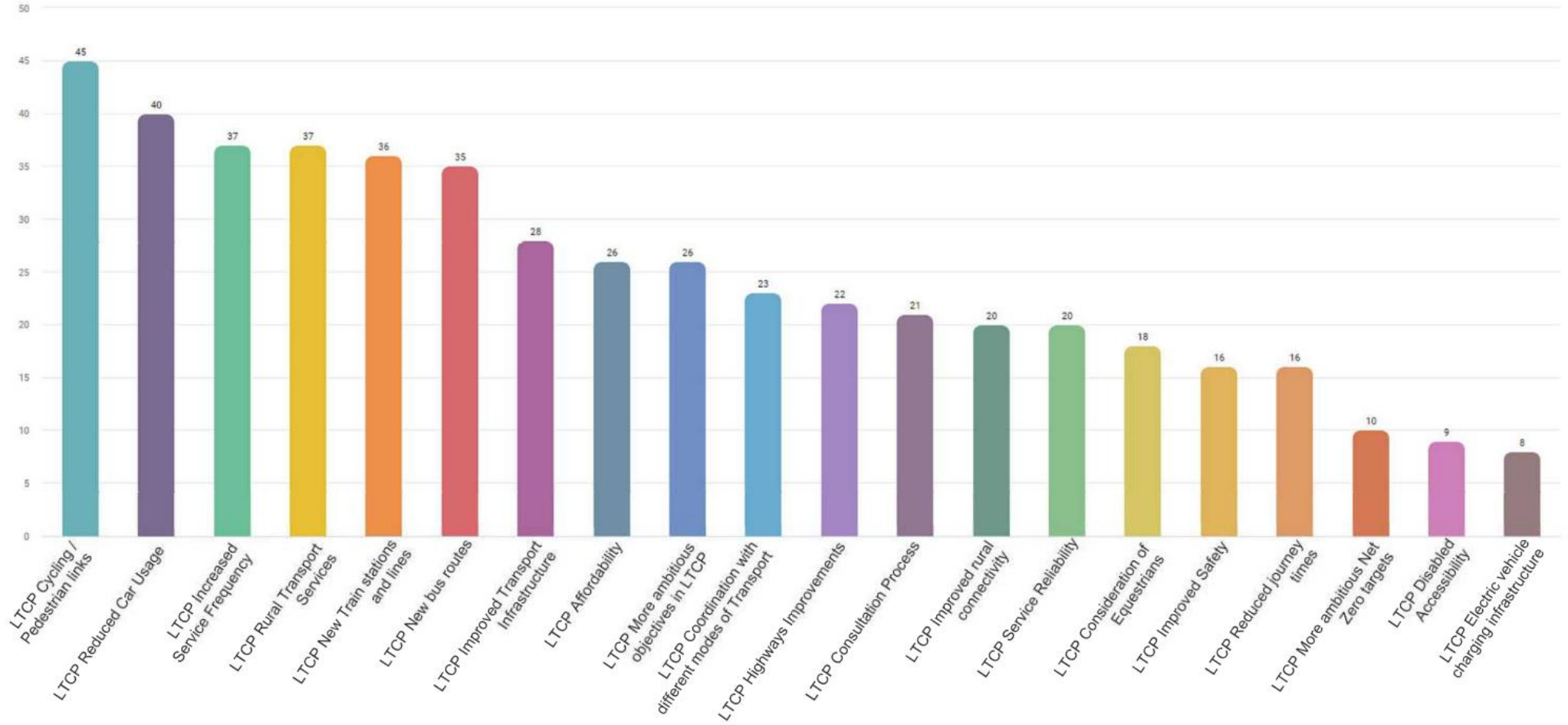
4.1.6 36.7% of responses either strongly agreed or agreed with the proposed local area transport strategy for Peterborough. 3.6% selected disagree, with a further 5% who strongly disagreed. 54.7% of responses were unsure.



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

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

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



4.1.9 The prevailing comment here concerned the need to provide new cycle and pedestrian links (45), this was followed by the need to reduce car use (40), with several responses noting that the 15% reduction target should look to be more ambitious.

4.1.10 Other key issues that were mentioned more than 30 times, included a desire to see increased service frequency, as well as the need to improve rural transport services, these were both mentioned in 37 responses. A desire for new train stations and line was also cited in 36 responses, as well as the need for new bus routes (35).

4.2 Summary of email and telephone feedback

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

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

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

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

5 Summary of Stakeholder Feedback

5.1 Feedback from political & community stakeholders

5.1.1 A mix of local and regional governing bodies, residents association and special interest groups submitted responses to the LTCP. Representations from these groups were broadly supportive of the overarching LTCP visions & goals including:

- West Suffolk Council
- Central Bedfordshire Council
- East Cambridgeshire District Council
- Fenland District Council
- Huntingdonshire District Council
- Cambridge City Council and South Cambridgeshire District Council
- South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)
- Peterborough City Council
- Willingham Parish Council
- Great and Little Eversden Parish Council
- Croxton Parish Council
- Northstowe Town Council
- Stapleford Parish Council
- Chatteris Town Council
- Barton Parish Council
- Buckden Parish Council
- Meldreth Parish Council
- Haslingfield Parish Council
- Gamlingay Parish Council
- Witchford Parish Council
- Shepreth Parish Council
- Winwick Parish Council
- Southoe and Midloe Parish council
- Bythorn and Keyston Parish Council
- Cambridge County Council
- Coton Parish Council

5.1.2 Written submissions are detailed, and stakeholders responded on a wide range of issues of relevance to them.

5.1.3 It is possible to pick out several themes that emerged throughout the written submissions:

- The LTCP should provide more clarity on how its goals and ambitions are to be realised in practise.
- A greater ambition for net zero targets should be established, including the need to reduce car usage.
- A stronger link is required between the LTCP transport plans and the development plans produced by constituent local authorities and bordering local authorities, where cross boarders transport solutions are vital.

6.1.2 Top line analysis of each of the submissions enables us to capture, at a glance, the issues across the full collection of views. Some submissions have had names redacted to preserve anonymity.

Stakeholder/Organization	Feedback Summary
Cambridge City Council and South Cambridgeshire District Council	• CCC and SCDC indicate broad support for the goals, objectives and vision of the LTCP but keen on greater ambition with regards to climate change. • The CCC and SCDC offer the below summary of their comments: *"We are strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. These align with the Councils' own respective corporate priorities, the emerging Greater Cambridge Local Plan themes, and the Greater Cambridge City Deal programme. We would suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature."*
Cambridge County Council	• CCC is generally supportive of the goals and ambitions of the LTCP but would like to see more 'clear, tangible priorities.' • CCC would like to see a more ambitious net zero target, in line with the councils own Climate Change and Environment strategy. CCC also feels that the LTCP is too car-centric and would like to see a strong focus on reducing the number of cars on the roads with a robust public transport system. •
Peterborough City Council	• Overall, PCC indicated support for the objectives and vision of the LTCP. However, PCC felt further information could be presented on the economic benefits transport brings to the CPCA area. PCC would like to see further focus on sustainable transport, i.e., cycling and walking.
Fenland District Council	• FDC supported the vision of the LTCP but are concerned at the lack of concrete strategies outlining costs, phasing and funding sources, given the magnitude of transport issues in Fenland.
East Cambridgeshire District Council's	• ECDC offered support for the visions and goals of the LTCP, highlighting that these are in agreement with the Council's own strategies and welcoming the inclusion of connectivity in the plan. The Council highlighted a series of measures and strategies to help achieve the goals set out in the LTCP.
Huntingdonshire District Council	• HDC agreed with all the LTCP's visions, goals, and objectives. • HDC believes the LTCP would benefit from more detail on how specific schemes are funded and would like to see more clarity on how the objectives are to be delivered.

Cambridge City Council and South Cambridgeshire District Council	• Cambridge City Council & SCCDC were broadly supportive of the goals and objectives of the LTCP. • Cambridge City Council & SCCDC noted that they would like to see greater ambition with regards to climate strategy and the natural environment as part of providing new and enhanced transport schemes.
Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough	• The Office of the Police and Crime Commissioner for Cambridgeshire and Peterborough supported the vision of the LTCP and the ambition to create safer transport in the region, adding that further opportunities exist to increase transport safety, such as protecting cycleways with barriers and enhancing lighting and security measure at bus stops.
Chatteris Town Council	• The CTC indicate support across the range of goals and objectives in the LTCP. • The CTC offers the following feedback: *"Public transport will need to be greatly improved to cut car mileage in the Fens…. What is proposed for Chatteris? There has been no investment in cycling or walking, there is a poor, infrequent bus service and there is no direct access to rail stations. The Town Council would definitely support more frequent bus services, an accessibility plan and a direct bus service to Manea and March rail stations. While public transport remains so poor it will be difficult to persuade people not to use their cars."*
Northstowe Town Council	• NTC raises the following points; *"The LTCP generally said little of substance."* *"In it there is nothing around how bus connectivity from local villages to Northstowe is being considered. Villages in general are very badly considered for public transport."* *"CPCA should be working with Homes England on the town centre, to develop it as a hub for public transport access and reduce the number of cars clogging up Northstowe whilst improving access to the Cambridgeshire Guided Busway."* *"Cycleway provision also needs to be well connected; this is not currently the case."*

Willingham Parish Council	• WPC focused their response on the plan for Greater Cambridge, indicating that they strongly disagree with the plan. The WPC stated that while they believe the overall goals and objectives are excellent, the believe that the localised strategy is flawed. • The WPC stated: "*The only way to reduce car use in accessing work, education etc, is a much better public transport link to the Busway – either some buses leaving the busway to take in Willingham or a regular frequent feeder service – and to Cottenham. There must also be through-ticketing and lower fares. We also need new cycleways to the east to Rampton and on to the village college at Cottenham (an existing byroad could be improved), to the north to Earith and into the Fens (as part of the improvements to the B1050, or by upgrading an existing bridleway) and west to Over as there is much connectivity between Willingham and Over."*
West Suffolk Council	• WSC would like to see a greater effort for coordination on cross boundary issues, with regards to the LTCP, given the number of rail, bus and road connections between the two authorities.
Central Bedfordshire Council	• CBC submitted a strategy for On-Street Parking Management, as a method to mitigate climate change and encourage more sustainable travel supporting the goals of the LTCP.
South and East Lincolnshire Councils Partnership (Boston Borough Council, East Lindsey District Council and South Holland District Council)	• The group would like to see more coordination on cross border transport and in areas where the CPCA's policy can affect the group and vice versa. The group views greater coordination as a means to achieve the vision of the LTCP. • The group also submitted its route strategies Submission to Highways England to the consultation, to highlight their policies and preference for transport in the region.
Great and Little Eversden Parish Council	• Great and Little Eversden Parish Council indicate that they support the notion behind the objectives but believe the delivery is flawed. They also offer concerns that development will be too focused on Cambridge. • Great and Little Eversden Parish Council also voice concerns over what is described as policies "so high level to be meaningless in reality", amongst other concerns over the delivery of the plans objectives.
Croxton Parish Council	• CPC indicated that they largely agree with the goals, objectives and aspirations of the LTCP. The CPC did not agree with the goals with regards to housing, commenting "We do need to have better public transport links between towns and rural communities, but we need to preserve the character of those communities and not bespoil them within the counties ambitious housing targets."

Stapleford Parish Council	• SPC indicates that they broadly agree with the goals, objectives and visions of the LTCP. However, they oppose development on greenbelt land. The SPC offers the following: *"building tarmac roads for buses through open countryside is the wrong solution in a climate emergency. Short term there should be a comprehensive scheme for bus priority measures on existing roads that link communities. Long term there needs to be a strategic plan for light rail."*
Barton Parish Council	• BPC agreed with the goals, objectives and vision of the LTCP across the board. Indicating that they would like to see a greater cut in car usage than the suggested 15%. • The group offered the follow comments: *"Agree that transport and infrastructure needs to be addressed, but not sure if the detail is correct. Our main concern in Barton is lack of infrastructure between A428 and M11 so vehicles leak through the villages when travelling to south Cambridge."* *"We do need to build transport before building new development. There are over 7,500 house planned for Bourne airfield and 4,500 for Cambourne West. Many travel in to Cambridge from St Neots new developments. Even with changes in work patterns with COVID, people will still need to go to hospitals (South Cambridge), travel to schools in the city, provide hospitality for tourist industry. So there will always be a need to travel into Cambridge and North and South Cambridge."*
Buckden Parish Council	• BPC agrees with the goals, objectives and vision of the LTCP across the board. However, the BPC do note that the LTCP is light in detail in some areas and offer some suggestions for Huntingdonshire. Including footway repairs, dropped kerbs, better local connections etc.
Meldreth Parish Council	• MPC agree with the LTCP's goals, objectives, and vision. The MPC did not offer additional comments beyond the basic feedback from questions.
Haslingfield Parish Council	• HPC agreed with all the goals, objectives, and visions of the LTCP, other than the local strategy for Cambridge and Peterborough. The HPC took serious issue with the 'proposals for East West Rail', arguing that there are far more appropriate alternative routes, and this proposal will do too much damage to the countryside. • HPC wanted more information on funding and financing of new infrastructure.
Gamlingay Parish Council	• GPC agree with the goals and vision of the LTCP, disagreeing with the local area strategies. The GPC comments: *"how they are applied by region/by area is less satisfactory, as it does not address huge gaps in public transport provision and access to public transport provision (bus/train/bike) in certain areas of Cambridgeshire. In fact there are huge areas with no active or relevant policies at all."*

Witchford Parish Council	• WPC indicates that they are unsure about all goal, objectives and vision of the LTCP. To explain this position the WPC commented: *"The Parish Council wishes to see practical results on the ground rather than more consultations and strategy documents."* • The WPC requested a *"safe grade-separated crossing for pedestrians and cyclists is needed at the A10/A142 junction".*
Shepreth Parish Council	• SPC agreed with the LTCP objectives across the board. The SPC indicated that they would like to see more rural inclusion in the schemes to reduce dependency on cars.
Winwick Parish Council	• WP agreed with all goals, objectives and vision of the LTCP, commenting only that: *"It is all good, but nothing much for those to the West of the A1(M)."*
Southoe and Midloe Parish Council	• SMPC agreed with all goals, objectives and vision of the LTCP. • SMPC offered the following comment: *"The A1 upgrade to modern standards would help traffic flow and new junctions are desperately needed at Southoe, Diddington and Buckden. This as safety is most important, then pollution at all these existing places is way over the acceptable limits. St Neots needs a bus station away from the Market Square."*
Bythorn and Keyston Parish Council	• B&KPC commented that the A14 Junction at Keyston Bythorn, together with similar in the stretch of A14 between Titchmarsh and Ellington, is hazardous. A situation the PC would like to see rectified in any emerging transport plan. • B&KPC offered several mitigation measures that could increase road safety in the area: 1. Speed restrictions – to include average speed checks. 2. Better signage – current signs simply do not warn transiting A14 traffic of the crossing hazards. 3. Better vegetation management to improve 'line of sight'
Coton Parish Council	• CPC recognised the importance of improved public transport but took issue with the inclusion of the C2C project as part of the LTCP, arguing that this scheme faced sizeable local opposition and alternative should be considered.

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

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

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

Appendices

- Copy of engagement brochure
- Copy of feedback form