

Feedback Analysis

Local Transport & Connectivity Plan (LTCP)

Prepared for Cambridgeshire & Peterborough Combined Authority

December 2021

Contents Page

Contents Page	2
Executive Summary	3
1. Introduction	4
1.1 The Local Transport & Connectivity Plan.....	4
2. Summary of Engagement	5
2.1 Overview	5
2.2 Engagement methods	5
2.3 Awareness raising and Social Media	5
2.4 Website	6
2.5 Deposit locations	6
2.6 Project email address.....	8
2.7 Post-paid and 0800 comment facility	9
2.8 Stakeholder engagement	9
3. Summary of Respondents	11
3.1 Online vs. hard copy	11
3.2 Locations	12
3.3 Age ranges	13
3.4 Gender	13
3.5 Ethnicity	14
3.6 Disability	14
4. Summary of Public Feedback	15
4.1 Summary of feedback forms	15
4.2 Summary of email and telephone feedback.....	28
5. Summary of Stakeholder Feedback	29
5.1 Summary of stakeholder feedback	29
6. Conclusions & Next Steps	30
6.1 Public consultation	30
7. Appendices	31

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 1st November until Sunday 28th November 2021. To allow for postal delays, this feedback analysis includes all hard copies of feedback received up to and including until 2nd 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 1st November – 28th 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 1st November – Sunday 28th 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), 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).

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



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 1st November and Sunday 28th 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 19th 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

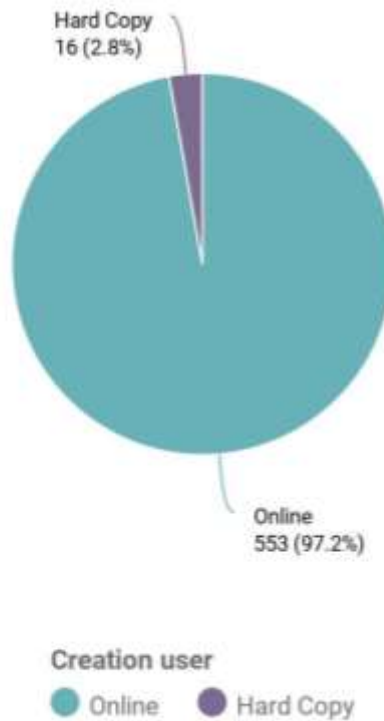
- Rachel Nicholls, Principal, Peterborough Regional College
- Martin Lawrence – Director, Metalwork
- Elliot Page, Cambridge East Transport Strategy, Marshall Group
- Olga Feidman, Transport Lead, Arcadis

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 2nd December 2021.
- Cambridge Biomedical Campus Travel and Transport Group on 7th 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.

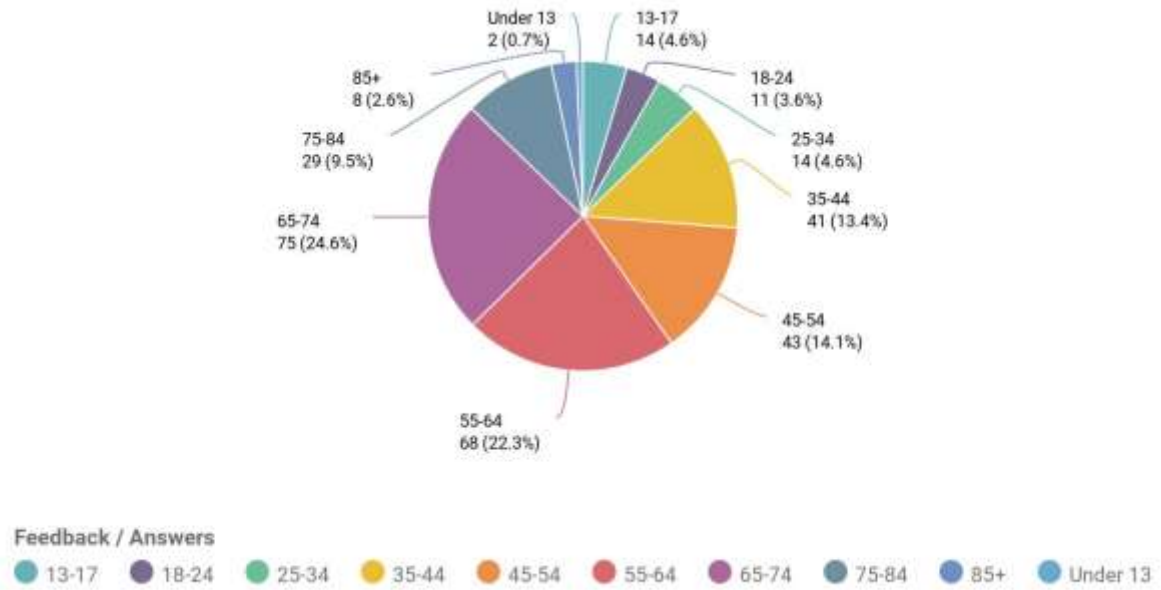
3.2 Locations



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.

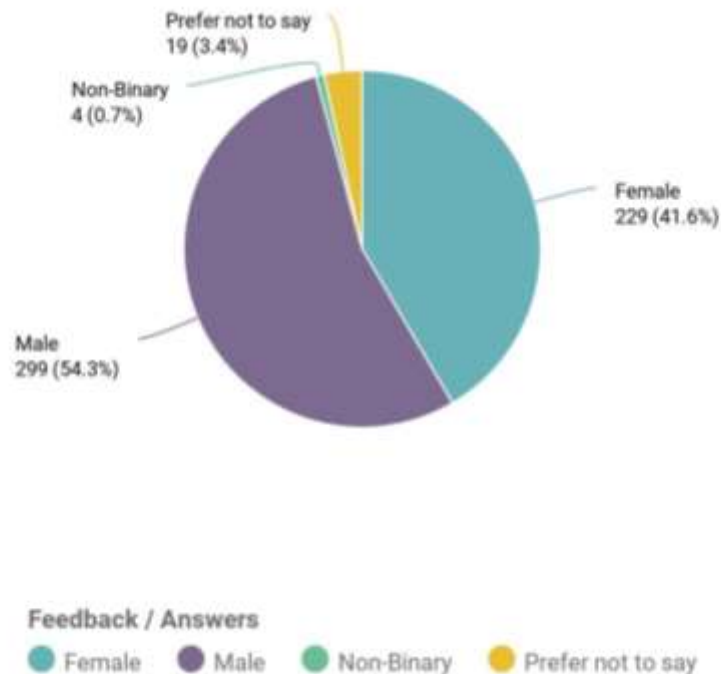
3.2.2 Notably, Ramsey has the highest number of feedback submissions aside from the city of Cambridge, indicating that awareness has spread well in this area in comparison to other market towns.

3.3 Age ranges



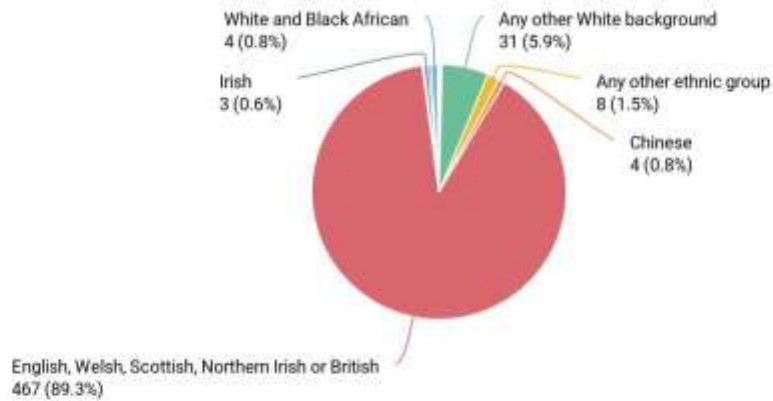
3.3.1 305 respondents provided their age group. Of these, the 65-74 age group have been the most likely to provide feedback at 24.6%. This is closely followed by the 55-64 age group (22.3%).

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

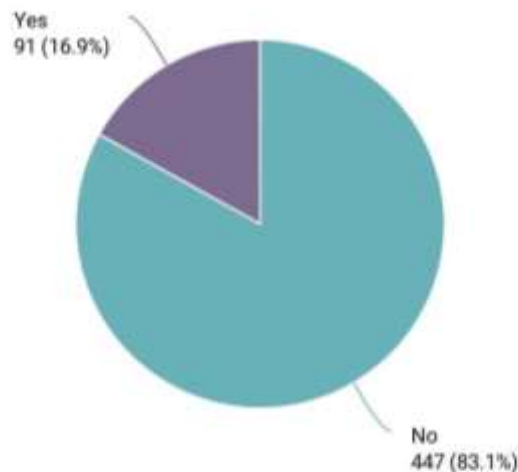


Feedback / Answers

- Any other Black, African or Caribbean background
- Any other Mixed or Multiple ethnic background
- Any other White background
- Any other ethnic group
- Chinese
- English, Welsh, Scottish, Northern Irish or British
- Indian
- Irish
- White and Asian
- White and Black African
- White and Black Caribbean

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



Feedback / Answers

- No
- Yes

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

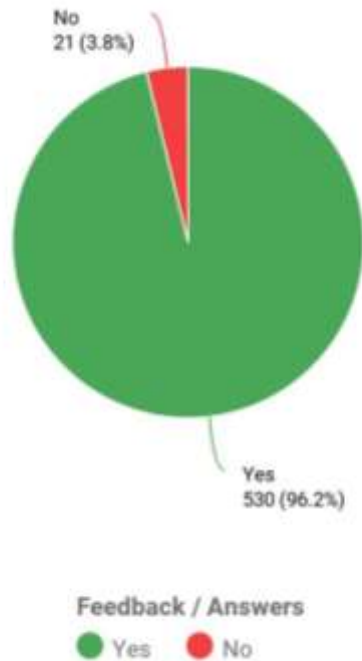
4.1 Summary of feedback forms

4.1.1 The following analysis covers the data and responses received up to (and including) Monday 29th November 2021.

4.1.2 A total of 569 feedback forms were received by the online deadline of Sunday 28th November, and the postal deadline of Thursday 2nd December 2021.

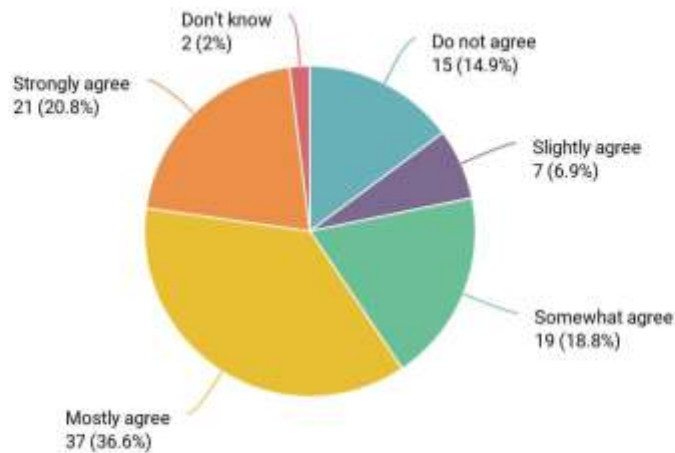
4.1.3 Responses were recorded for each of the seven questions asked, and the data is presented within this report along with the issues that were raised by respondents.

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

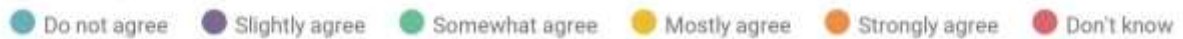


- 4.1.4 Overall, 530 feedback forms (96.2%) answered 'Yes' to the first question, confirming that they understood the reasons why the Combined Authority is producing an updated Local Transport and Connectivity Plan.
- 4.1.5 21 feedback forms (3.8%) answered 'No' to this question. This first question 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?

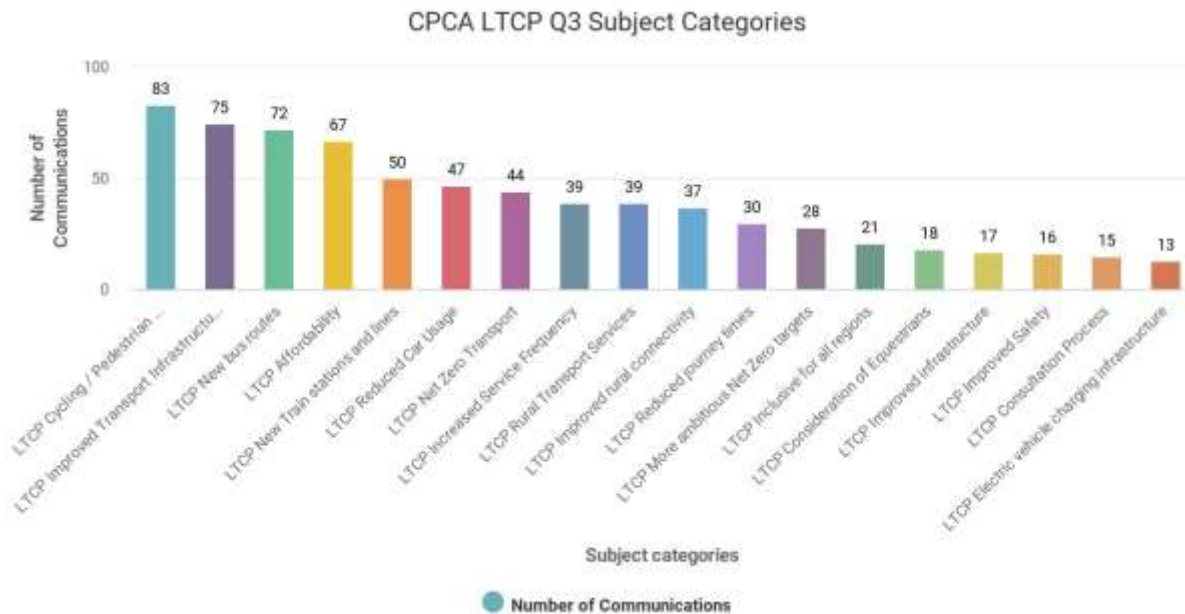


Feedback / Answers



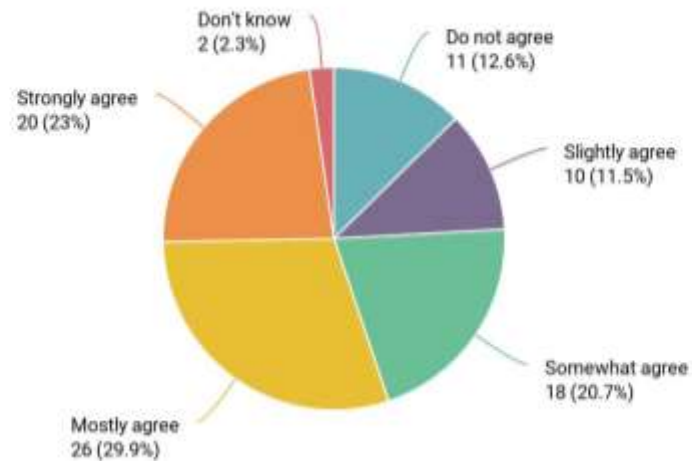
- 4.1.6 Of the responses received, 57.4% strongly agreed or mostly agreed with the vision set out by the Combined Authority, with a further 18.8% who somewhat agreed, together with a further 6.9% who selected slightly agree.
- 4.1.7 14.9% of responses did not agree with the vision laid out by the Combined 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?

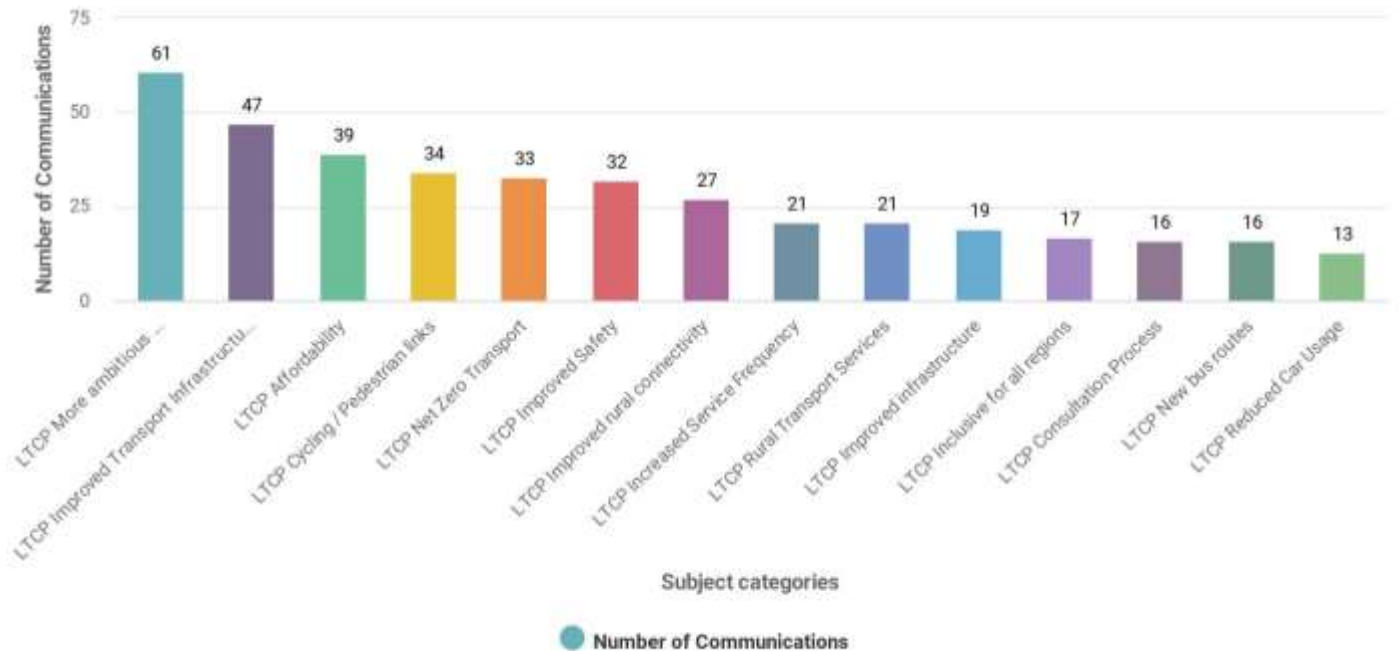


Feedback / Answers



- 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?



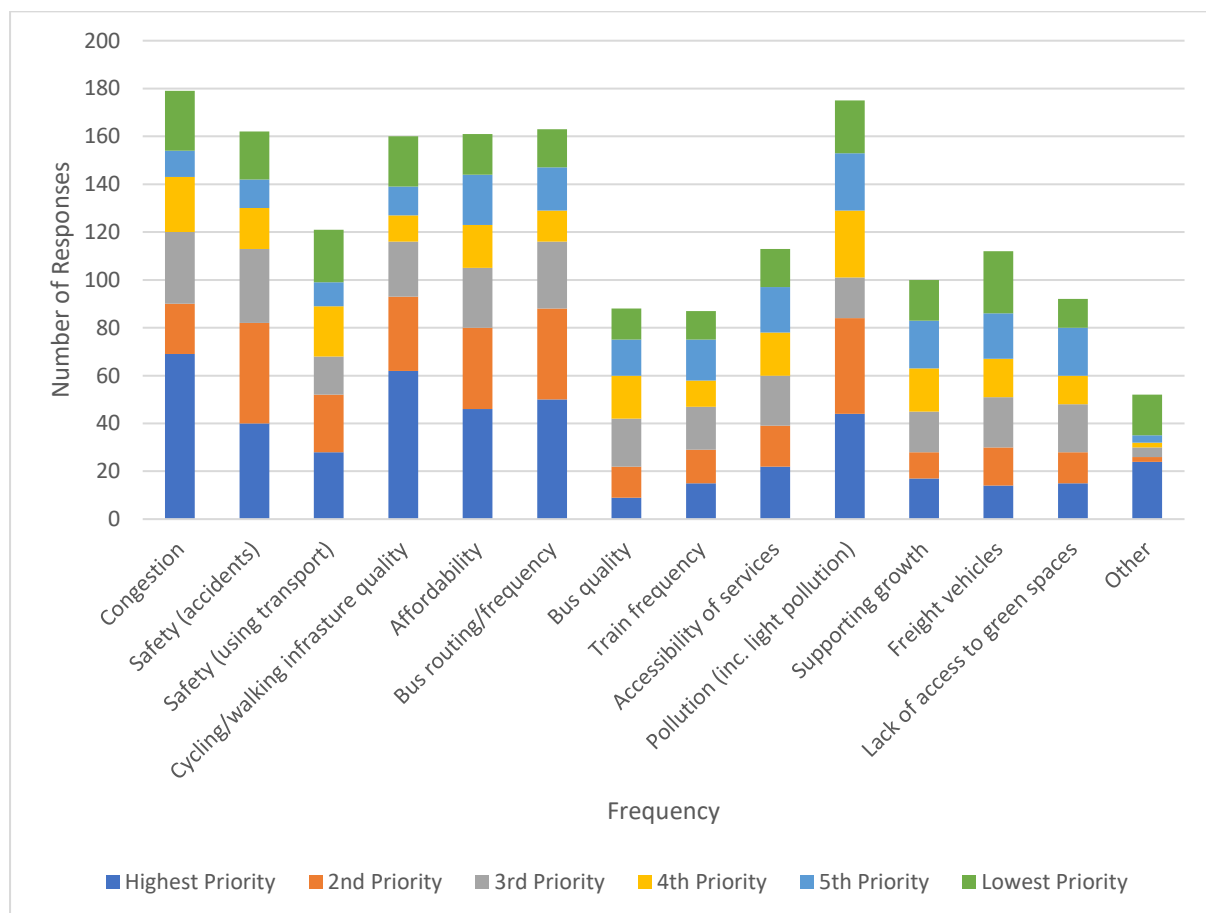
4.1.19 The most frequent comment on the aims and priorities of the LTCP was a desire to see the Combined Authority adopt more ambitious Net Zero targets, which was cited by 61 respondents.

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.

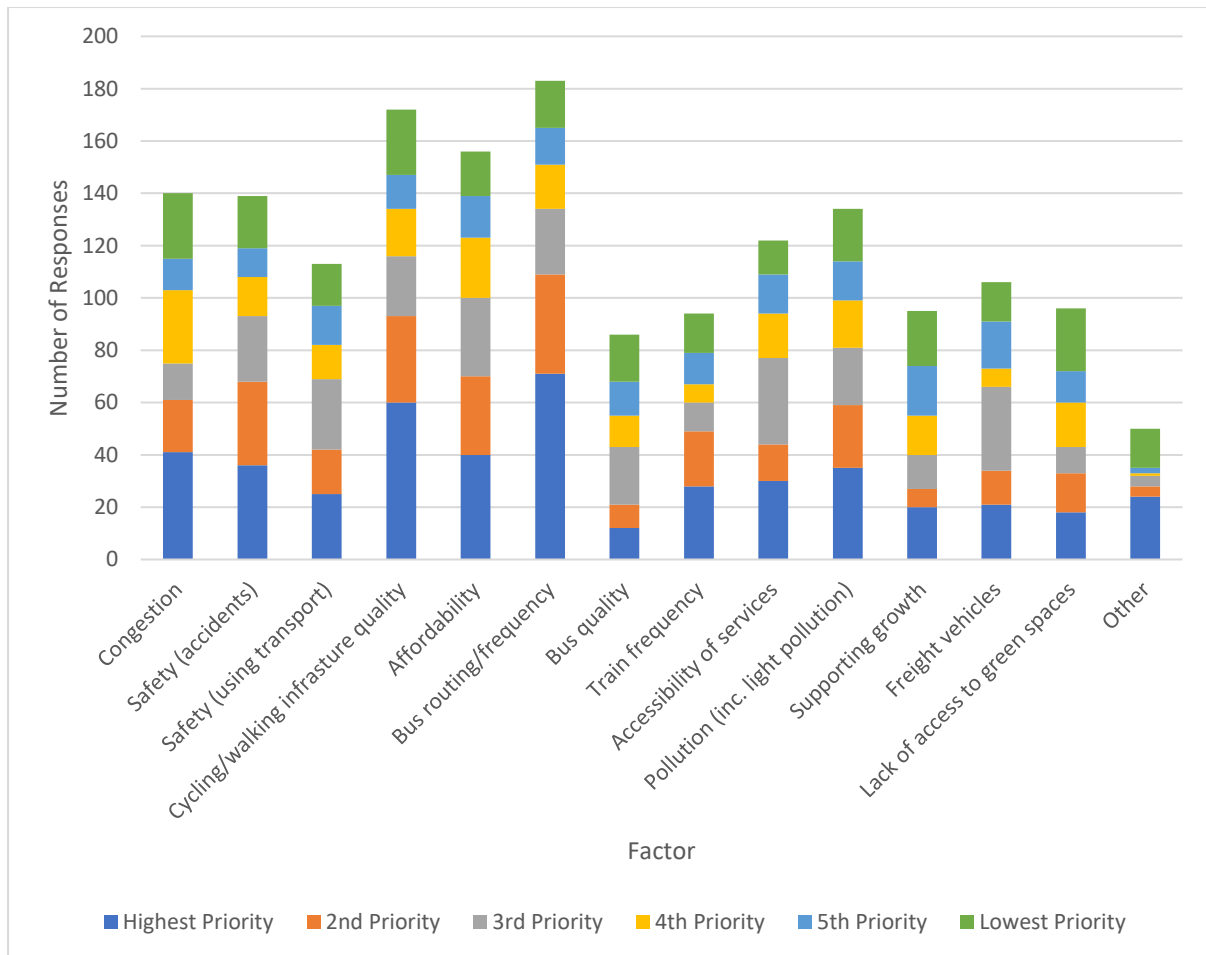
Cambridge



- 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.

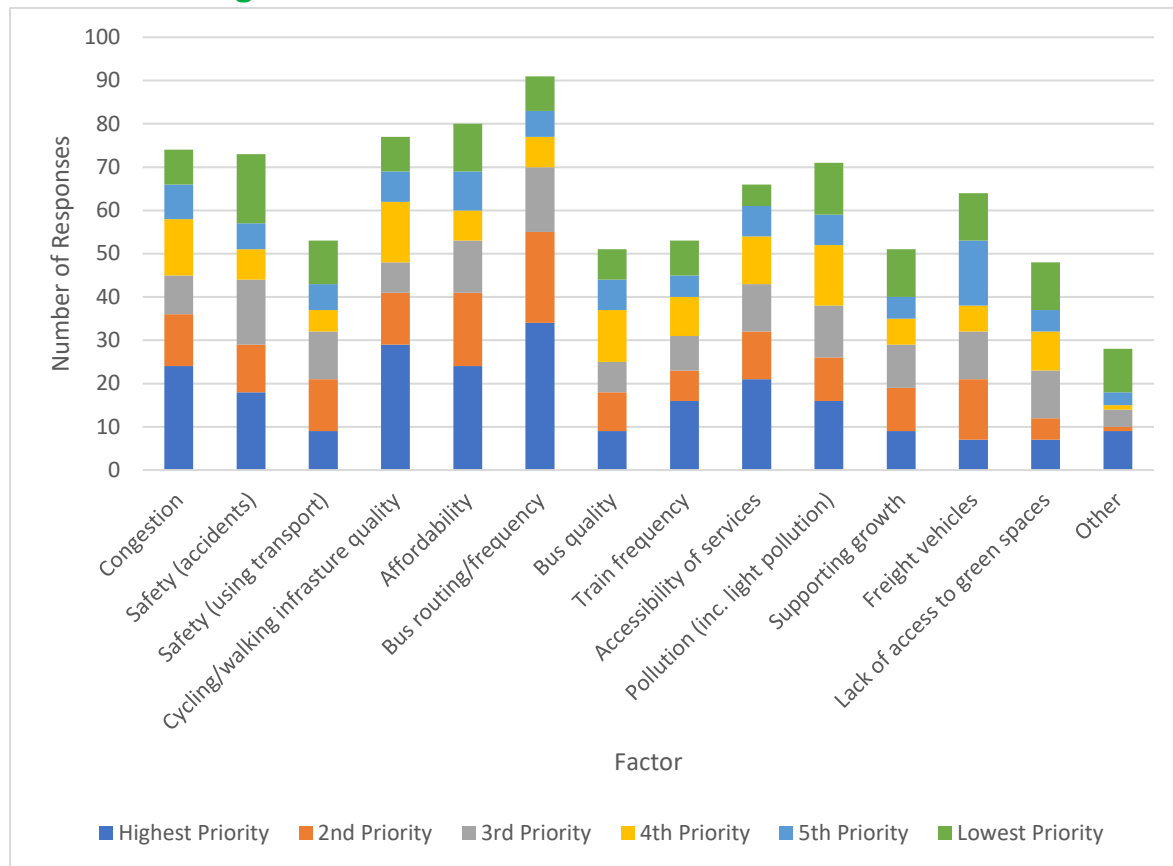
- 4.1.26 Despite receiving fewer 'first preference' votes than other categories, pollution was the second most picked topic overall, just behind congestion.
- 4.1.27 At the other end of the scale, bus quality, freight vehicles, train frequency and lack of access to green spaces were the four topics selected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

South Cambridgeshire



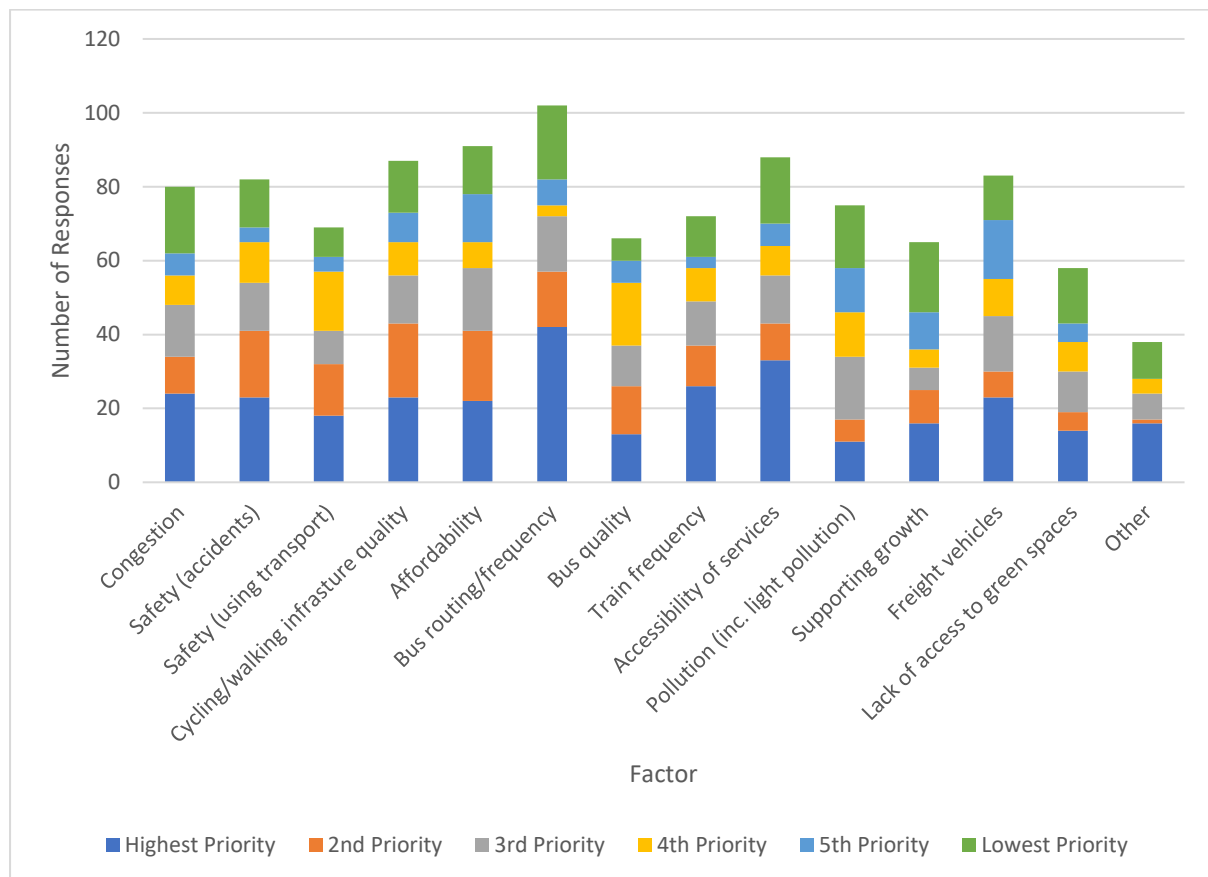
- 4.1.28 As shown in the graph above, bus routing and frequency was the largest issue/opportunity area for those living, working and travelling in/through South Cambridgeshire, receiving both the largest number of overall votes, and the most-selected top priority with 71 people ranking it as such.
- 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



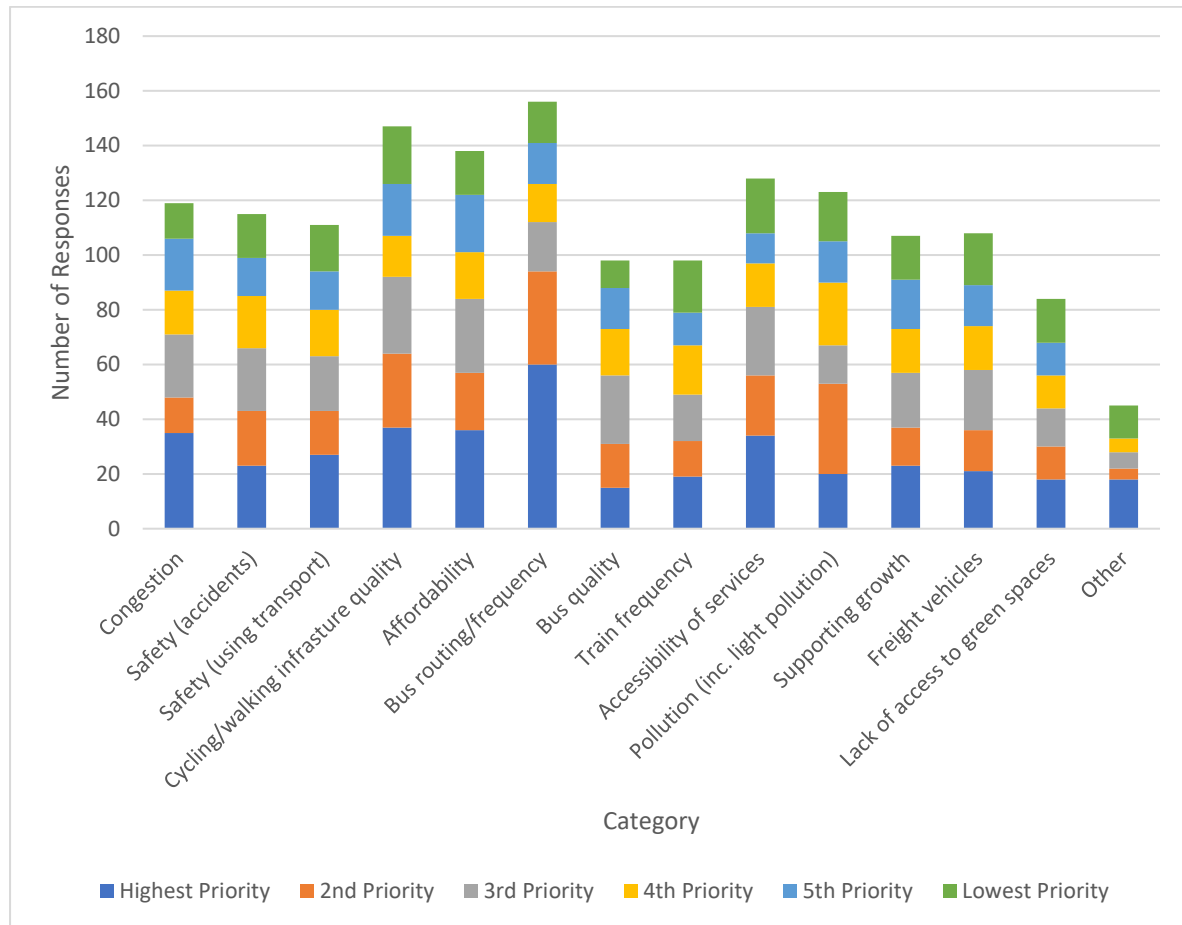
4.1.35 102 respondents selected bus routing/frequency as one of their top six priorities, with 42 picking it as their highest priority, making it the most selected issue by both of these metrics.

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.

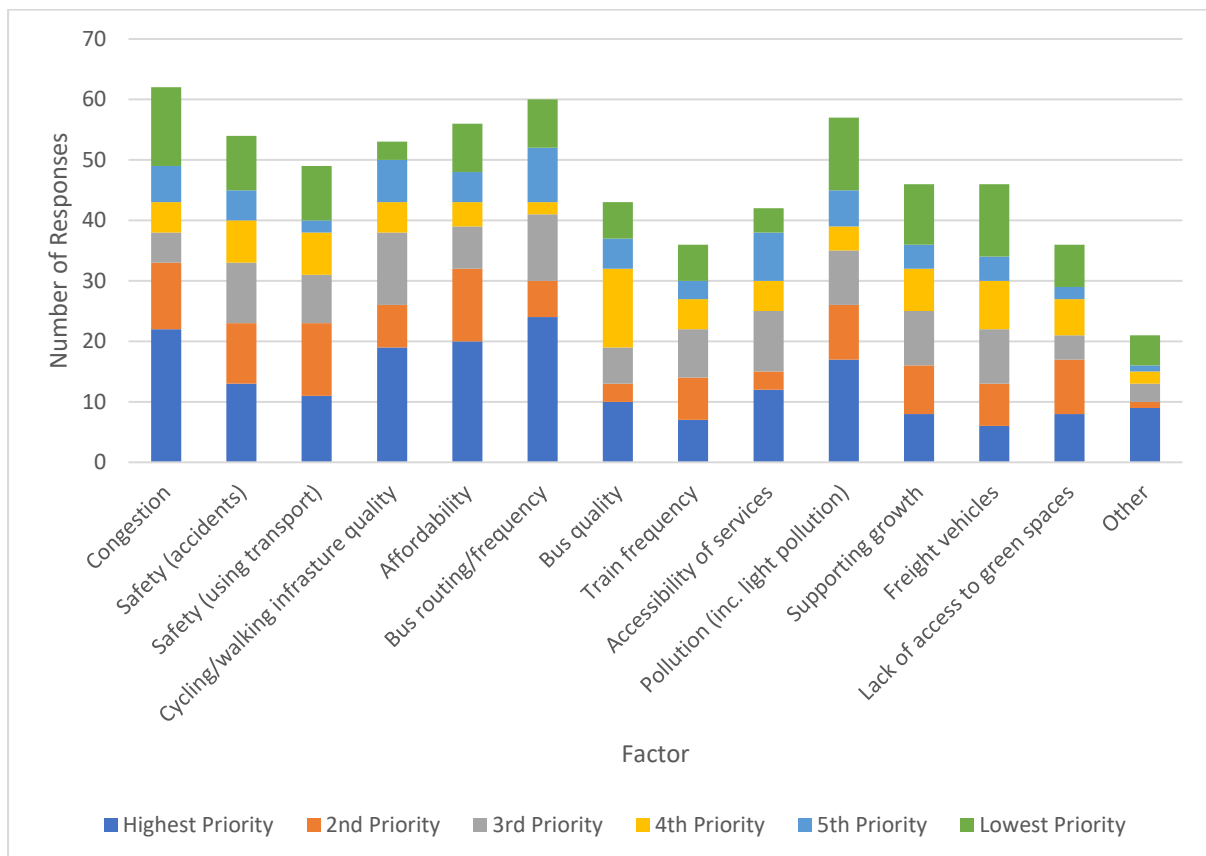
4.1.38 Despite this, pollution was the eighth most selected option overall, receiving a sizeable number of second to sixth 'preference' votes.

Huntingdonshire



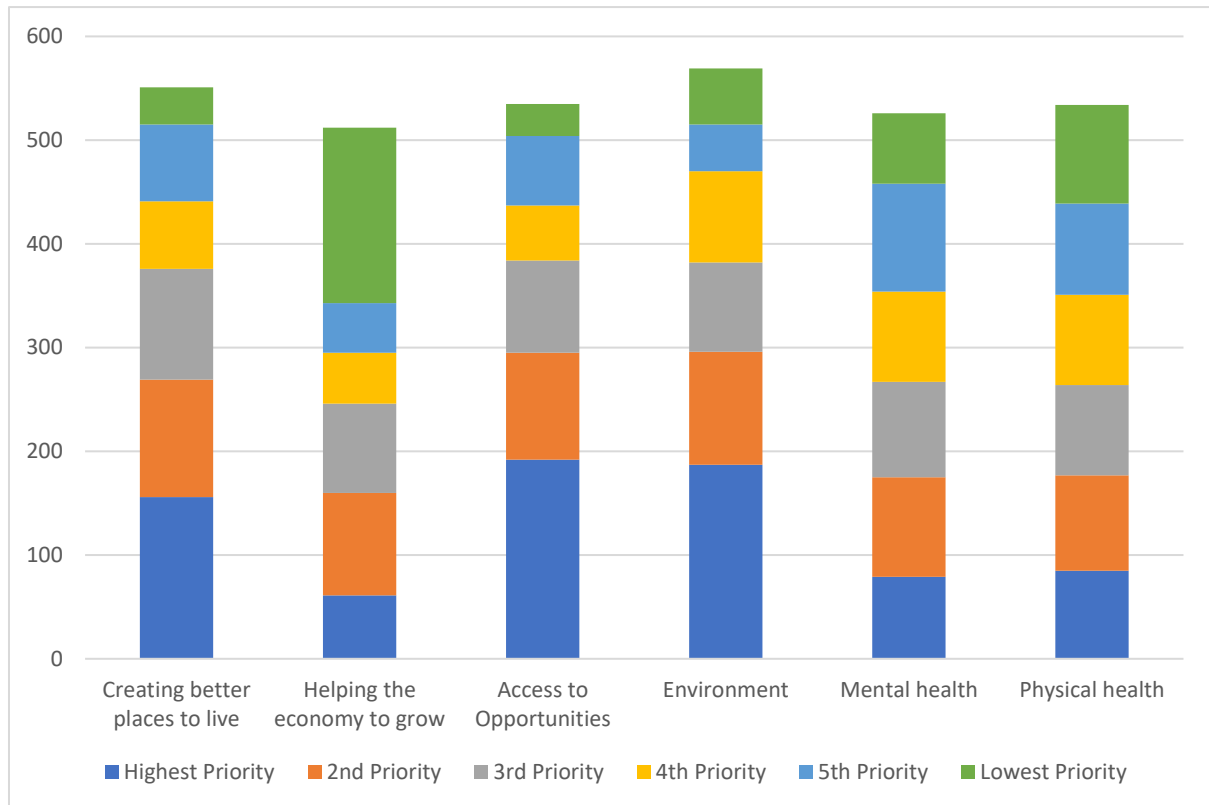
- 4.1.39 As the graph indicates, only two issues (bus quality and train frequency) were selected by less than a hundred respondents overall, with over 100 individuals selecting each of them as a priority for improving transport in Huntingdonshire.
- 4.1.40 The most commonly selected highest priority 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

This page is intentionally left blank