

**Draft East Cambridgeshire District Council Response to the Cambridgeshire and Peterborough Combined Authority Local Transport Plan.**

East Cambridgeshire District Council (ECDC) supports the draft aims and objectives of the Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport Plan (LTP) as these seek to address the key transport issues facing the area.

The inclusion of the A10(N) improvements as a key priority within the LTP is supported. The Ely to Cambridge Corridor is currently used by over 18,000 vehicles daily and peak period traffic congestion and network reliability issues regularly result in trips taking over 45 minutes to travel the length of the route, which is just 16 miles. The A10 dualling work must consider how traffic will be managed when it meets the A14.

Capacity issues along the corridor adversely affect the quality of life, amenity and opportunities to increase the economic wellbeing of the area and the A10 improvements are vital to support future housing and employment growth along the corridor. The proposed off-road cycle link along the dualled A10 will support this growth and provide opportunities for modal shift.

ECDC agrees with the inclusion of A142 improvements projects. The A142, which links East Cambridgeshire to Newmarket and the A11, is affected by congestion at the northern end of the A10. Vehicles accessing the Ely Enterprise Zone, based at Lancaster Way Business Park, suffer delays due to the A10/Witchford Road (BP garage) roundabout operating well over capacity. The developers of the Park also report that this is having a negative impact on future growth of the Enterprise Zone.

The District Council is already working with the CPCA, the developer, and the County Council on measures to increase capacity at both the A10/Witchford Road (BP garage) roundabout and the A142/Witchford Road roundabout and welcomes the continued support of the CPCA to deliver these much needed improvements.

Any major improvements to roads and junctions proposed in the LTP should seek to make better provision for pedestrians, cyclist and equestrians.

The Council is pleased to see reference to work with Suffolk County Council regarding the A14/A142 junction. Congestion at this junction causes safety issues as well as delays.

Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. However, traffic counts show that large numbers of vehicles, including HCVs, which would be most appropriately accommodated on the A10 and other major roads, are travelling through small villages on roads which are unsuitable for this volume of traffic. The roads worst affected are the A1123 and B1049.

A dualled A10 will redirect this traffic onto the strategic network and away from these small roads and rural villages. The LTP can help manage the movement of freight by:

- Encouraging HCV's to use the Cambridgeshire County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators

- Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.
- Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.
- Supporting the formation of Quality Partnerships between interested parties.
- Monitoring changes in HCV and LCV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.
- Supporting improvements in HCV provision in the county, including overnight parking, in appropriate locations.
- Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.

The Council supports the LTP commitment to progress rail infrastructure and signalling enhancements to improve rail freight capacity, thereby taking freight off the road network and moving it across the region more sustainably.

ECDC strongly supports the inclusion of the new station at Soham. The new Soham station will support the delivery of 1,665 new homes in Soham by 2031 as well as supporting its economic growth and attracting further investment. It will better connect people to key employment areas including Ely, Bury St Edmunds and beyond. The station would also reduce pressure on the local road network, particularly the A142. The LTP also recognises the importance of doubling the track between Ely and Soham and reinstating the Newmarket Western Curve. Both of these infrastructure improvements will improve the rail service for Soham and enable more freight services and are fully supported by the Council.

The Council will only support the rail capacity improvements identified through the Ely Area Capacity Enhancements work if they are delivered as a joint road and rail project. Road access through Queen Adelaide must be retained.

ECDC fully supports the inclusion of the Cambridge Autonomous Metro (CAM) in the LTP's major scheme proposals. Providing alternatives to the private car is essential. Public transport and in particular buses are of vital importance for many East Cambridgeshire residents and is supportive of the bus service review that has taken place. The role of buses as a means of public transport, particularly in areas where rail and where the CAM type schemes may not reach should not be underestimated. ECDC is committed to working with the CPCA to identify and deliver the maximum possible benefits for residents of ECDC in proximity to CAM routes in the District (for example, Burwell) and we urge the CPCA to include a CAM stop in East Cambridgeshire.

The Council acknowledges that further details about future bus provision will be forthcoming as the work of the Bus Review Task Force progresses. The Council expects this to address the long-term sustainability of all bus services, but particularly those in rural areas where buses can be the only viable alternative to the private car. ECDC is planning to carry out a consultation exercise to help inform the CPCA Bus Service Review. Through this work the Council will identify key bus routes for local residents and identify which routes are viable or can become viable over a period of time. The City of Ely Council is already working on its own review of local bus services and we would like to see reference to these pieces of work included in the LTP document. The LTP should also consider the use of cleaner and more environmentally friendly bus fleets.

ECDC is also working on a cycling and walking strategy. This will build on the Local Cycling and Walking Infrastructure Plan (LCWIP) work that Cambridgeshire County Council is conducting, with the aim of making it easier and safer for East Cambridgeshire residents to walk and cycle shorter journeys rather than drive. The Council would welcome further joint working on developing these as well as exploring funding opportunities to achieve significant increases in walking and cycling numbers due to the benefits this can have on congestion, air quality and the health of our residents.

ECDC supports the objectives relating to Climate Change, Carbon Emissions and Energy Reduction and protecting and enhancing the environment. The Plan should go further and reflect the Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050. Including space for nature should be incorporated into the development of transport schemes and transport infrastructure management.

Ownership of electric vehicles is growing and ensuring the correct charging infrastructure is in place is key. The LTP currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid.

ECDC, working with Cambridgeshire County Council, UK Power Networks, businesses, Greater Cambridge Partnership and other Local Authorities, has submitted a bid to fund a project to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a 'whole energy system' that supports the decarbonisation of transport (and heat and growth) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. If the bid is successful, this project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action to deliver.

In conclusion the Council is supportive of the LTP and would welcome the inclusion of the points that we have made above.