

**LOCAL TRANSPORT PLAN (LTP) DEVELOPMENT**

- **NEW LTP: LONG TERM TRANSPORT STRATEGY.**
- **REFRESHED LTP: POLICIES AND STRATEGY.**
- **NEW HUNTINGDON AND GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY.**

*To:* **Economy and Environment Committee**

*Meeting Date:* **25 November 2014**

*From:* **Graham Hughes, Executive Director, Economy, Transport and Environment**

*Electoral division(s):* **All**

*Forward Plan ref:* **2014/013**                      **Key decision:    Yes**

*Purpose:* **To adopt the refreshed LTP: Policies and Strategy and the new LTP: Long Term Transport Strategy as Core Documents of the Third Cambridgeshire Local Transport Plan, and to adopt the new Huntingdon and Godmanchester Market Town Transport Strategy as part of the Third Cambridgeshire Local Transport Plan.**

*Recommendation:* **Committee is asked to:**

- a) **Adopt the refreshed LTP: Policies and Strategy as a core document of the Third Cambridgeshire Local Transport Plan, replacing the original document that was adopted in March 2011.**
- b) **Adopt the new LTP: Long Term Transport Strategy as a core document of the Third Cambridgeshire Local Transport Plan.**
- c) **Adopt the new Huntingdon and Godmanchester Market Town Transport Strategy as part of the Third Cambridgeshire Local Transport Plan.**

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## 1. BACKGROUND

1.1 The Third Cambridgeshire Local Transport Plan (LTP3) was adopted in March 2011. It consisted of a Policies and Strategy document and an Implementation Plan document. Local Transport Plans are required by statute ([Transport Act 2000](#) and [Local Transport Act 2008](#)). The guidance governing third Local Transport Plans requires them to be kept up to date. A new Long Term Transport Strategy and refreshed Policies and Strategy document have therefore been prepared to reflect changes since LTP3 was adopted in 2011. These new documents:

- Support the new and emerging Local Plans for the districts of Cambridgeshire.
- Reflect the adoption of and content within the Transport Strategy for Cambridge and South Cambridgeshire.
- Reflect changes to the national programmes of road and rail improvements that impact on the County, including:
  - Highways Agency (HA) Route Strategies.
  - HA proposals to improve the A14 between Cambridge and Huntingdon.
  - Rail investment plans to 2019 and the Rail Prospectus for East Anglia.
- Reflect changes to the local transport funding environment, including:
  - Greater Cambridge City Deal.
  - Greater Cambridge Greater Peterborough Strategic Economic Plan.
  - Cuts to LTP capital funding and to County Council revenue funding by government.
- Reflect progress since 2011 and ensure that LTP3 remains current.

## 2. THE STRATEGY DOCUMENTS

2.1 The results of public and stakeholder consultation into new and refreshed Local Transport Plan documents were reported to the 21 October meeting of this Committee.

2.2 Following the consultation and the October meeting, revised documents were presented to the 11 November meeting of this committee. At that meeting, Members agreed that amended drafts of the Long Term Transport Strategy and the Huntingdon Market Town Transport Strategy should be brought back to this meeting. The amended documents are available at:

- **Refreshed LTP: Policies and Strategy**  
[http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies)
- **New LTP: Long Term Transport Strategy**  
[http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies/5](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/5)
- **New Huntingdon and Godmanchester Market Town Transport Strategy**  
[http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies/3](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/3)

2.3 Black and white printed copies of the full documents that were considered by committee on 11 November are available for inspection in the Group Rooms. The changes to the LTTS document are set out in paragraphs 2.7–2.9 below.

## **Refreshed LTP: Policies and Strategy**

- 2.4 A number of comments made in the consultation are incorporated in the LTP: Policies and Strategy document. The main changes proposed would:
- Address minor points of consistency with the LTTS raised in the consultation.
  - Address comments raised by consultees in relation to specific areas – for example, consistent referencing throughout the document of historic environment alongside other streetscape / environmental issues.
  - Update the context on the funding environment, reflecting changes since the consultation draft of the document was published, including in the three areas noted in the 4<sup>th</sup> main bullet in paragraph 1.1 above.
- 2.5 Changes from the consultation draft of the LTP: Policies and Strategy document are summarised in **Appendix A**.

## **New LTP: Long Term Transport Strategy**

- 2.6 Following the 21st October meeting of this Committee, changes were made to the Long Term Transport Strategy to reflect the recommendations of Committee with regard to the treatment of measures to address the impact of development at Wyton Airfield and in the wider Huntingdon / St Ives area, and the provision of a link road between Wyton Airfield and the A14.
- 2.7 Further changes in this regard have been made following the initial consideration of the LTTS for adoption at the 11 November meeting of this Committee. These remove specific inclusion of a link road between Wyton Airfield and the A14 from the LTTS, and reflect the need for further work to identify the most sustainable way to provide for the anticipated transport demand from the development of Wyton Airfield, and mitigate impacts on St Ives, Huntingdon and surrounding villages.
- 2.8 Further changes reflect points of consistency with the Policies and Strategy document, as noted above and updates to reflect progress on funding and on scheme development (for example, in relation to the Ely Southern Bypass).
- 2.9 Changes from the consultation draft of the LTP: Long Term Transport Strategy document are summarised in **Appendix B**, with changes requested by Committee on 11 November highlighted.

## **Huntingdon and Godmanchester Market Town Transport Strategy**

- 2.10 The development of the Huntingdon and Godmanchester MTTTS was also guided by a steering group of County, District and Town councillors. The following issues were identified in the strategy development:
- Access to services and public transport in Huntingdon
  - Congestion during peak hours
  - Catering for forthcoming housing development
- 2.11 Details regarding these issues were obtained from evidence which included:
- Public data gathering surveys

- Discussions with local elected members
  - Census data
  - Transport modelling
- 2.12 The strategy includes an action plan which identifies the following types of measures as solutions:
- Local Highways improvements
  - Walking and cycling improvements
  - Bus service improvements
  - Communications activity
- 2.13 The steering group are broadly content with the strategy, subject to a number of minor amendments following the consultation. Huntingdonshire District Council's Cabinet supported the publication of the strategy at its meeting of 17 July.

**Review of Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Community Impact Assessment (CIA) of LTP3**

- 2.14 A refreshed Strategic Environmental Assessment and Habitats Regulations Assessment have been undertaken in parallel with the refresh of LTP3. The SEA process and findings are set out in an Environmental Report and an SEA Statement, and the HRA is set out in a separate report. A substantial amount of the information contained in the Environmental Report and its appendices remains largely unchanged from the original LTP3 SEA published in 2011, since the policy basis, objectives, challenges and strategy direction of LTP3 have not changed.
- 2.15 However, owing to the large number of major transport interventions set out in LTP Long Term Transport Strategy and in the Transport Strategy for Cambridge and South Cambridgeshire, it was deemed appropriate to provide high level environmental assessment of these schemes at this stage. This will provide environmental guidance and steer as the schemes are progressed.
- 2.16 The SEA and HRA identify issues with a number of interventions in the LTTS that will need to be considered and addressed in detail as and when schemes are brought forward. It is possible that this work will lead in future to schemes being removed from the LTP, LTTS or from other strategies should it not be possible to avoid unacceptable impacts or provide suitable mitigation. The SEA Statement, SEA Environment Report and HRA report can be viewed at [http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies)
- 2.17 The Community Impact Assessment for LTP3 has been updated and is included in **Appendix C**.

### 3. ALIGNMENT WITH CORPORATE PRIORITIES

#### Developing the local economy for the benefit of all

- 3.1 The report above sets out the implications for this priority in paragraph 1.1, and throughout as it relates to transport strategies supporting growth in the District Council's local plans.

#### Helping people live healthy and independent lives

- 3.2 Transport policy – or specifically, the infrastructure and services that are delivered in response to policy – is critical in maintaining accessibility to key services that enable people to live healthy and independent lives.

#### Supporting and protecting vulnerable people

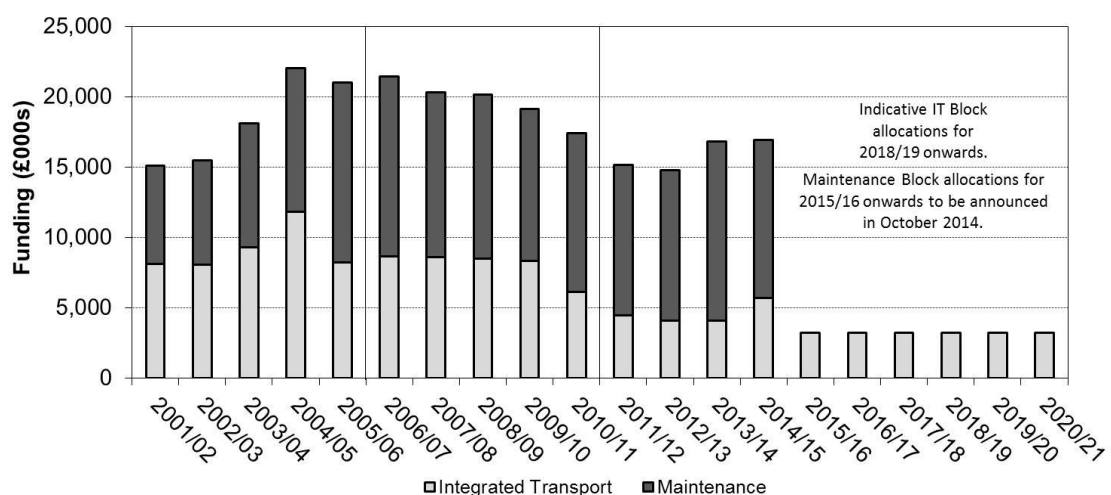
- 3.3 The challenges set out in the LTP: Policies and Strategy document address this issue in some detail, particularly in regard to safety and security.

### 4. SIGNIFICANT IMPLICATIONS

#### Resource Implications

- 4.1 The following bullet points set out details of significant implications identified by officers:

- The capital programme contained within the LTP: Long Term Transport Strategy has a massive cost associated with it, but is necessary to support planned economic and housing growth across Cambridgeshire.
- Core capital funding for local transport improvements direct to Local Highway Authorities has been cut significantly since 2010 (see graph below). Spending power in real terms on integrated Transport improvements has reduced by over 75% since 2001/02.



- These strategy documents provide a policy basis against which we can bid for funding for our transport programme from government and other bodies and for negotiations with developers for either direct provision of or for contributions towards provision of transport infrastructure and services.

## **Statutory, Risk and Legal Implications**

- 4.2 The following bullet points set out details of significant implications identified by officers:
- The County Council as Local Highway Authority (LHA) has a statutory duty ([Transport Act 2000](#) and [Local Transport Act 2008](#)) to have a Local Transport Plan.
  - The LTP: Long Term Transport Strategy has been developed alongside the new and emerging Local Plans for Cambridge city and the four districts of Cambridgeshire. While the LTP is not a Local Plan document, the LTP: Long Term Transport Strategy is an important part of the evidence base supporting the Local Plans. The lack of strong policy position on transport would be a risk to the Local Plans.

## **Equality and Diversity Implications**

- 4.3 The Community Impact Assessment into the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the LTP: Long Term Transport Strategy and the refresh of the LTP: Policies and Strategy (see **Appendix C**).

## **Engagement and Consultation Implications**

- 4.4 Public consultation on the documents took place in June and July of this year. The results of the consultation were considered at the 21 October meeting of the Economy and Environment committee.

## **Localism and Local Member Involvement**

- 4.5 The development of the LTP: Long Term Transport Strategy was overseen by the Cambridgeshire & Peterborough Joint Strategic Planning & Transport Member group.

## **Public Health Implications**

- 4.6 The LTP: Policies and Strategy document addresses health issues including air quality, noise, accident reduction, access to health care and the health benefits of active travel.

<b>Source Documents</b>	<b>Location</b>
The LTP: Long Term Transport Strategy, LTP: Policies and Strategy, Huntingdon Market Town Transport Strategy and associated documents can be viewed at the websites detailed in paragraph 2.3 above.	3 <sup>rd</sup> floor, Shire Hall, Cambridge

## **Appendix A: Summary of changes made to the LTP: Policies and Strategy in response to the consultation and following the meeting of the Economy and Environment Committee on 21 October 2014**

All page references below relate to the revised draft of the document.

### **General changes**

- Various changes to correct grammatical errors or to make wording clearer, or to ensure consistency between Policies and Strategy and Long Term Strategy documents, and between the transport documents and the District Councils' Local Plans.

### **Executive Summary**

- Page vii  
Additional sentence added to text on Challenge 7: "We will address the impacts of our schemes on the environment, including noise, heritage, biodiversity and landscape impacts."

### **Chapter 1**

- Pages 1-2 and 1-3  
Updated text on Integrated Transport Block funding and Maintenance Block funding, and Figure 1.1 to reflect funding allocations for 2015/16 onwards. Updated text on Local Growth Fund.

### **Chapter 3**

- Page 3-16  
Strengthened text on potential adverse impacts of noise.
- Page 3-18  
Updated the numbers of designated heritage assets from 2013 data provided by English Heritage.

### **Chapter 4**

- Page 4-13  
Figure 4.4 updated to reflect change noted on LTTS v1.1 Page 4.-8 (see Appendix D), and changes to the proposed A14 Cambridge to Huntingdon scheme in the Brampton / Buckden area.
- Page 4-39  
Added case study on Wimpole Hall Bike Bus.
- Pages 4-61 and 4-62  
Text on DRT on page 4-61 shortened, and removed text expanded into a short case study on page 4-62, as part of a new 'What's been happening in South Cambridgeshire?' box out. Map showing community car scheme s in South Cambridgeshire included in box out.
- Page 4-85  
Added section addressing the role of master-planning in new development in to ensure safe environments and minimise risk of accidents.
- Page 4-97  
Reference to low emission policies in Cambridge and South Cambridgeshire Local Plans added to first paragraph under 'Land Use Planning' heading.

- Pages 4-101 and 4-102  
Updated text on Strategic Environmental Assessment and Habitats Regulation Assessment, looking to strengthen text on the requirement for robust environmental assessment of major schemes in accordance with statutory guidance.
- Pages 4-108 and 4-109  
Figures 4.11 and 4.12 replaced with new versions that are now consistent across LTP: Policies and Strategy, LTP: Long Term Transport Strategy and the Transport Strategy for Cambridge and South Cambridgeshire, and accurately reflect planned Thameslink service patterns.
- Page 4-111  
Updated text on March to Wisbech line to reflect current position.
- Pages 4-111 and 4-112  
Updated text on East West Rail to reflect current position. Added diagram showing route sections.
- Page 4-113  
Text on A428 updated to state more clearly that the County Council wishes to see a comprehensive solution to the problems on the A1 / A428 between the Black Cat and Caxton Gibbet junctions.

## **Chapter 5**

- General checking of scheme costs, ensuring accuracy and consistency with the Long Term Transport Strategy.
- Page 5-11  
Text on Ely Southern bypass current position amended to reflect that planning consent for the scheme has now been granted (and that the Secretary of State has released his holding direction on the consent).

## **Chapter 6**

- Page 6-1  
Figure 6.1 updated with published Integrated Transport block and Maintenance block allocations for 2015/16 onwards. Text discussing the allocations updated to reflect current funding position from these sources.
- Page 6-2  
New Figure 6.2 added providing detail of newly published Integrated Transport block and Maintenance block funding for LTP3 period.
- Pages 6-2 and 6-3  
New Figure 6.3 added detailing revenue funding position for the County Council as a whole between 2013/14 and 2018/19. Text on revenue funding updated.
- Page 6-3  
Text on City Deal updated to reflect progress since the consultation draft of the plan was published in June 2014.
- Page 6-4  
Paragraphs on Local Transport Board funding added. Text on Local Growth Fund / Growth Deal updated to reflect Growth Deal funding announcement made in July 2014.
- Page 6-5  
Text on LSTF updated to reflect LSTF funding announcement in July 2014.



## **Appendix B: Summary of changes made to the LTP: Long Term Transport Strategy**

### **Changes made in response to the consultation and following the meeting of the Economy and Environment Committee on 21 October 2014**

#### **General changes**

- Various changes to correct grammatical errors or to make wording clearer, or to ensure consistency between Policies and Strategy and Long Term Strategy documents, and between the transport documents and the District Councils Local Plans.

#### **Chapter 4**

- Page 4-18  
Figure 4.9 updated to reflect changes to the proposed A14 Cambridge to Huntingdon scheme in the Brampton / Buckden area.
- Pages 4.25  
Figure 4.16 replaced with new version that is now consistent across LTP: Policies and Strategy, LTP: Long Term Transport Strategy and the Transport Strategy for Cambridge and South Cambridgeshire, and accurately reflect planned Thameslink service patterns.

#### **Appendix B**

- Page B-3  
Text in second paragraph under 'West Cambourne / Bourn Airfield' heading updated to strengthen position on the need for a comprehensive improvement to the A428 between the A1 and Caxton Gibbet.

### **Changes made following consideration of the LTTS by the Economy and Environment Committee on 11 November**

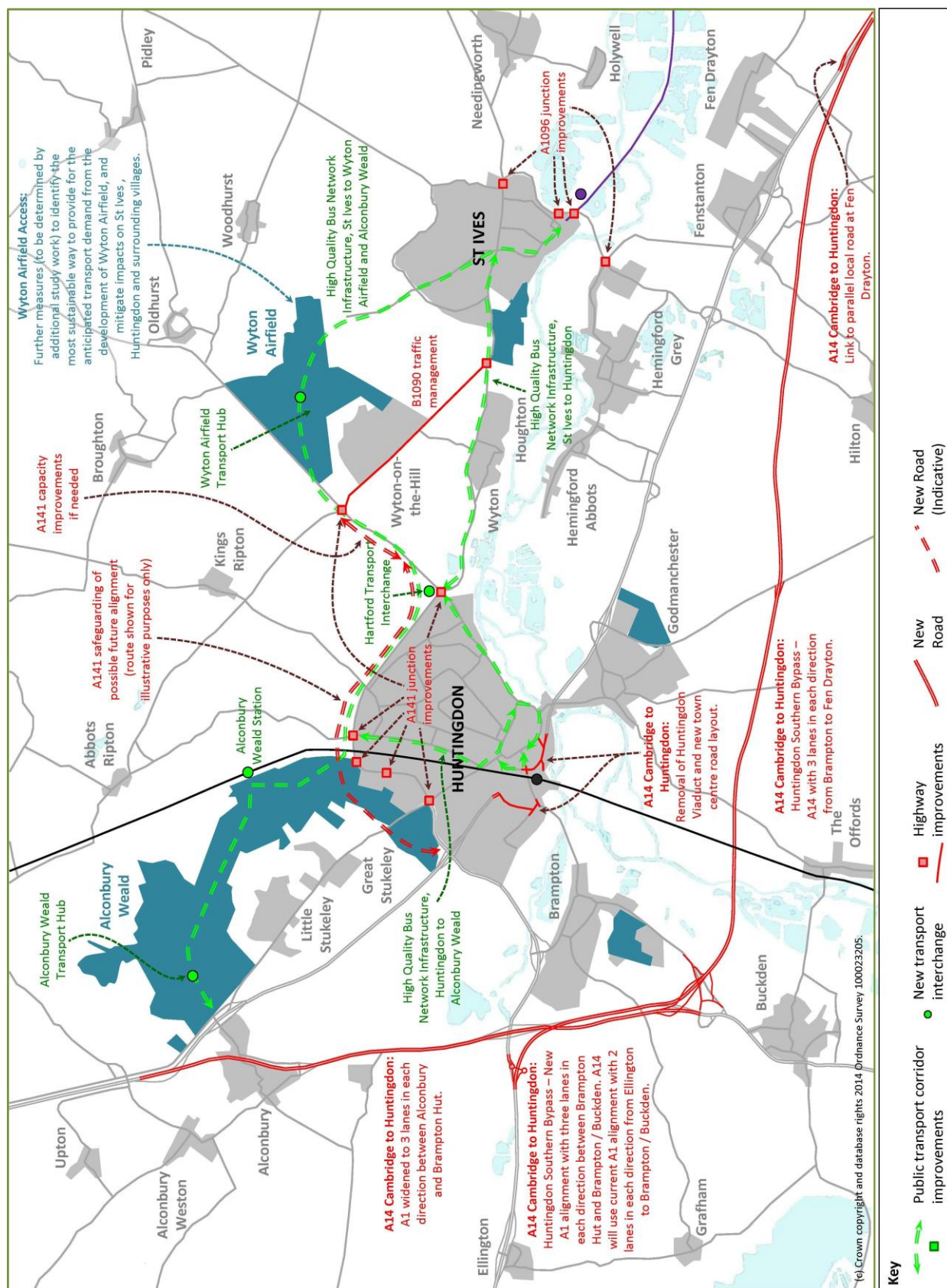
#### **Chapter 4**

- Page 4-8  
Text on Hartford to Godmanchester Link Road in Figure 4.3 replaced with:  
**"Wyton Airfield Access.**  
*Further measures (to be determined by additional study work) to identify the most sustainable way to provide for the anticipated transport demand from the development of Wyton Airfield, and mitigate impacts on St Ives and Huntingdon."*
- Page 4-18  
Figure 4.9 updated to reflect change noted above on Page 4-8 (see page 10 below).

#### **Appendix B**

- Pages B-3 to B-5  
Text on development at Huntingdon, St Ives, Alconbury Weald and Wyton Airfield development significantly amended, as detailed on page 11 below.

### New Long Term Transport Strategy Figure 4.9



**Extract from Appendix B of the LTTS, showing amendments made as a result of the 11 November meeting of the Economy and Environment Committee**

(Removed text struck through, new text in **bold**)

**Huntingdon, St Ives, Alconbury Weald and Wyton Airfield development, Huntingdonshire**

Alconbury Weald and Wyton Airfield ~~will together~~ **could** deliver over 8,500 new dwellings by 2036, with potential for more development at each site in the longer term. In addition, the Enterprise Zone at Alconbury Weald has 150 hectares of land for employment development. Further development is also planned around Huntingdon, and to a lesser extent St Ives. Significant levels of investment in transport infrastructure and services are needed to provide capacity for this growth.

A range of transport strategy options have been tested using the Cambridge Sub Region Model alongside the development of the Huntingdonshire Local Plan. As a starting point, **in line with the overall policy approach set out in the LTP: Policies and Strategy**, it has been assumed that:

- the new sites will achieve high levels of public transport usage, ~~and that~~ **facilitated by** new busway links and interchanges including a new station on the East Coast Main Line ~~will be provided~~.
- **comprehensive pedestrian and cycle networks will link the new and existing settlement, and provide excellent connectivity within the new sites settlements.**

Traffic conditions around Huntingdon and St Ives can be very congested at peak periods, particularly at times when the A14 is busy or when incidents occur. In this context, as with Northstowe, the A14 Cambridge to Huntingdon scheme is a critical intervention that will release transport capacity on the local road network around Huntingdon and provide capacity for development's travel demand.

With the A14, conditions on the A141 around Huntingdon will markedly improve, to the extent that traffic from Alconbury Weald and Wyton Airfield can largely be accommodated in the Huntingdon area with improvements to junctions on the existing route. However, it is also considered necessary to safeguard a possible new alignment for the A141 around the north of Huntingdon, should further capacity be needed in future. If such a route were provided in future, the intention would be to separate the longer distance strategic and shorter distance local distributor roles of the current route.

Around St Ives and on the A1123 between St Ives and Huntingdon, the A14 Cambridge to Huntingdon scheme provides less relief to current traffic conditions, **and planned growth would significantly worsen congestion and delay**. A range of options for new road capacity have been tested around St Ives, including combinations of interventions that included:

- A link road from Compass Point into the Wyton Airfield development
- A complete St Ives northern bypass from Compass Point through the Wyton Airfield site to the A141.
- Widening and major junction improvements on the A1096.
- A new alignment for the A1096 between St Ives and the A14 with limited junctions.
- A new road between Wyton Airfield and the A14 between Huntingdon and St Ives (on an unspecified alignment).
- A new road from the Hartford Roundabout of the A141 and the Godmanchester Interchange on the A14.

**Additional model runs have looked at new roads between Wyton Airfield and the B1050 / A14 in the Longstanton area, and also at whether changes to the A142 / A10 in the Ely / Witchford / Stretham area would have benefits in the St Ives / Earith/ Sutton area. These options did not address the impacts of development on St Ives.**

A number of the interventions noted above would be very expensive and very challenging in social and environmental terms. The only options that provided significant improvements in modelled traffic conditions in the St Ives area were the two new road options between Wyton Airfield and the A14 noted in the final two bullet points above. The analysis of the data indicated that this was in large part because much of the demand in the area is from traffic seeking to access St Ives itself rather than to make longer distance trips around the town. The **final** two road options are the only ones **of those tested to date** that would not add additional through traffic to the St Ives area, and that have the potential to remove some current through traffic. **However these options are among the most challenging in environmental terms.**

Modelling of junction improvements along the length of the A1096 did indicate that some improvements to the flow of traffic could be achieved by increasing the capacity of junctions and managing the flow of traffic more efficiently. However, it should be noted that to address any individual junction in isolation would have very limited benefits; for example, increasing throughput through the Busway junction would lead to an improvement in journey time to the junction, but almost all of the gained time would be lost in queues that formed further along the A1096.

In the context of the above, the strategy approach around St Ives and for Wyton Airfield is to focus investment in bus, pedestrian and cycle infrastructure that will enable high levels of growth in the use of these modes. A particular focus will be placed on achieving a bus / busway network that seamlessly link St Ives, Wyton Airfield, Alconbury Weald and Huntingdon, with onward links to Peterborough and Cambridge.

~~However a new access road between Wyton Airfield and the A14 is also included in the strategy, as at the current time it is the only identified intervention that would effectively militate against increased congestion in the St Ives area. It is considered likely that a road could be provided that did not need to be routed through the Godmanchester Nature Reserve, although this cannot be guaranteed without further development work.~~

~~The route of such a road has not been considered in any detail, and detailed work to look at options will be needed before any final decision on whether the scheme should be taken forward is taken.~~

**Further work is needed to identify the most sustainable package of transport options to provide for the transport demand of development at Wyton Airfield and to address congestion and delay in the St Ives area.**

~~This work would also will seek to identify if there are further options **across all transport modes** that might be tested could address the traffic and congestion issues in the St Ives area that are forecast with growth. without the need for the access road. If this proposal were taken forward, there would be full and thorough assessments of the environmental implications, as required by statute.~~

## Appendix C: Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Dearbhla Lawson
<b>Service / Document / Function being assessed</b>		Job Title: Head of Transport and Infrastructure Policy and Funding
Third Cambridgeshire Local Transport Plan (LTP3) refresh, incorporating the production of new Long Term Transport Strategy		Contact details: <a href="mailto:dearbhla.lawson@cambridgeshire.gov.uk">dearbhla.lawson@cambridgeshire.gov.uk</a>
<b>Business Plan Proposal Number (if relevant)</b>	<b>2014/013</b>	
Aims and Objectives of Service / Document / Function		
<p>The Third Local Transport Plan (LTP3) is being refreshed to reflect new information, the current funding environment and development aspirations as set out in the emerging Local Plans. This involves the review of the Policies and Strategy document and the production of a new Long Term Transport Strategy, and includes public consultation on the refreshed / new documents.</p> <p>It should however be noted that the objectives, challenges and policy direction of the LTP3 have not been changed. The broad aims of the strategies and plans are to improve transport in Cambridgeshire to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation will seek feedback from members of the public and stakeholders on the refreshed LTP: Policies and Strategy and new LTP: Long Term Transport Strategy. This feedback will be used to help shape the documents before they get adopted by the County Council.</p>		
What is changing?		
<p>The LTP3 is being refreshed to reflect new information, the current funding environment and development plans, and to incorporate the Transport Strategy for Cambridge and South Cambridgeshire and the draft Long Term Transport Strategy. It should however be noted that the objectives, challenges and policy direction of the LTP3 have not changed. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011.</p>		
Who is involved in this impact assessment?		
e.g. Council officers, partners, service users and community representatives.		
<p>Council officers have carried out this CIA but a wider range of stakeholders and members of the public will have an opportunity to comment on the LTP3 refresh during June and July 2014 when the draft document will be consulted upon through staffed events and via an online survey.</p>		

### What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	✓		
Disability	✓		
Gender reassignment	✓		
Marriage and civil partnership	✓		
Pregnancy and maternity	✓		
Race	✓		

Impact	Positive	Neutral	Negative
Religion or belief	✓		
Sex	✓		
Sexual orientation	✓		
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	✓		
Deprivation	✓		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

## Positive Impact

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council will be seeking responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders will be made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested;

there is a positive impact on all protected characteristics.

It should be noted that the LTP3 sets out at a high level, transport schemes planned for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities and LTP3 objectives are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Supporting and protecting people when they need it most - we will provide a safety net for vulnerable people until they can take back control of their own lives. Our support will be targeted to those most in need and where we do provide support, it will be to help people towards independence.
- Helping people to live independent and healthy lives in their communities - we want people to be in control of their own lives, as individuals and as part of their community.
- Developing our local economy for the benefit of all - We will help people to access the support they need to get the jobs being created in Cambridgeshire – supporting children and young people to stay in learning and providing a range of options for adults. Across the county, we'll ensure that people can travel safely and are able to access economic opportunities.

### LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

### LTP Objective 2

Supporting and protecting vulnerable people.

### LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

### LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

### LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

## Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting people when they need it most	✓	✓✓			
Helping people to live independent and healthy lives in their communities	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

## Negative Impact

## Neutral Impact

## Issues or Opportunities that may need to be addressed

## Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

A wide range of groups will be made aware of the consultations that are carried out, and can feed into the consultation. A list of groups contacted can be made available if required.