

**Public**  
**Key Decision - Yes**

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** A141/St Ives Study

**Meeting/Date:** Cabinet – 17th September 2020

**Executive Portfolio:** Strategic Planning

**Report by:** Service Manager Growth

**Wards affected:** Huntingdon East, Huntingdon North, The Stukeleys, Hemingford Grey & Houghton, St. Ives West, St. Ives South, St. Ives East, Holywell-cum-Needingworth

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### **Executive Summary:**

In April 2018, the A141 Huntingdon Capacity Study (commissioned by Cambridgeshire and Peterborough Combined Authority) and the St Ives Area Transport Study (commissioned by Cambridgeshire County Council) commenced as a joint delivery study to consider the capacity challenges in the area.

The aim of the A141 Huntingdon Transport Study and the St Ives Transport Study is to identify potential transport interventions in the vicinity of the A141 in Huntingdon and in St Ives to address existing capacity and safety problems, as well as accommodating future growth in travel demand resulting from increases in housing and employment opportunities identified in the emerging Huntingdonshire Local Plan to 2036.

The A141 Huntingdon Transport Study is funded by the Cambridge and Peterborough Combined Authority (CPCA), with power delegated to Cambridgeshire County Council (CCC) to run and manage the study through the County Council's Economy and Environment Committee.

In order to ensure the concerns of residents and businesses in the study areas were represented, a Member Steering Group (MSG) was established in March 2019. The group comprised both CCC and Huntingdonshire District Council (HDC) members, all representing the wards affected. The MSG is chaired by Cllr Fuller in his capacity as County Councillor.

In relation to the A141 element of the study the Steering Group will make recommendations to the Highways and Transport Committee, which would in turn make recommendations to the Combined Authority.

The St Ives Transport Study is funded wholly by CCC. The Steering Group will make recommendations to the CCC Highways and Transport Committee which is ultimately responsible for delivering the study.

In parallel it was agreed the Steering Group will make recommendations to Huntingdonshire District Council's Cabinet to ensure that support is obtained from all authorities.

In March 2019, the Combined Authority also approved the commissioning of a Huntingdon Third River Crossing (3RC) feasibility study to also consider how that proposal might address the capacity challenges in the area. In January 2020 the Transport and Infrastructure Committee and Combined Authority Board resolved the A141 study be extended to include the Huntingdon Third River Crossing work and a separate 3RC study no longer be pursued. Following sensitivity testing it was determined that a Third River Crossing is not required in addition to a new A141 and the detailed rationale can be found in the CPCA paper ( Appendix 1) The comparison of the Third River Crossing with the A141 bypass has shown that the A141 bypass offers greater benefits than a Third River Crossing, in particular, by supporting additional growth beyond that identified within the Huntingdon Local Plan.

On the 5th August a paper and supporting papers were taken to the CPCA Board ( Appendix 1) with the following recommendation:

*The Combined Authority Board is recommended to:*

- (a) Note the outcomes of the A141 and Huntingdon Third River Crossing Study*
- (b) Approve the drawdown of budget of £350,000 for undertaking a Strategic Outline Business Case for the A141*
- (c) Approve the drawdown of budget of £500,000 from the Subject to Approval budget within the Medium-term Financial Plan for undertaking a Strategic Outline Business Case and further develop a package of Quick Wins*

That recommendation was endorsed.

On the 15th of September a paper will be taken to CCC Highways and Transport Committee recommending support for the A141 study and next steps, approve the findings of the St. Ives Study, and approve the principle of a new Strategic Study for St. Ives. That paper is not yet in the public domain and will be made available before the meeting.

#### **Recommendation(s):**

The Cabinet is recommended to

- a) Endorse the results of the A141 Study**
- b) Endorse the results of the St Ives Transport Study**
- c) Approve the list of proposals identified in the St Ives study and support CCC in their submission to the Combined Authority for**

**funding, and for consultation and delivery should funding be secured**

- d) Approve the CPCA recommendation of a new dedicated strategic study for St Ives.**

## **1. PURPOSE OF THE REPORT**

- 1.1 To ensure that the road capacity in Huntingdonshire is enhanced as part of meeting the requirements of future growth. Huntingdonshire District Council endorses the outcomes of the A141 and St. Ives studies, and supports the position that a strategic study for St. Ives be undertaken by the CPCA.

## **2. WHY IS THIS REPORT NECESSARY/BACKGROUND**

- 2.1 Huntingdonshire Local Plan 2036 identifies a need for 20,100 homes and 14,400 new jobs between 2011 and 2036.
- 2.2 Paragraphs 4.21 – 4.25 of the HLP2036 demonstrate support in principle for the redevelopment of Wyton Airfield, at scale, if transport challenges can be unlocked.
- 2.3 The provision of a new A141 aligns with the Prospectus for Growth (PfG) for Huntingdon (Appendix 3). The Vision set out in that document identifies North Huntingdon as a direction for growth, offering opportunities for future new homes and jobs. Ambitions for north Huntingdon are further amplified in Area Focus 3 (P26). A new A141 will separate strategic District ( and beyond) traffic from local traffic. This will enable the current A141 to be reviewed in a local context and identify growth opportunities through the plan-led system.
- 2.4 Huntingdonshire is located in the CaMkOx arc, and this proposal will ensure that residents and business in the wider geography benefit from regional investment.
- 2.5 Recognising the significant economic potential of Huntingdonshire as a result of the upgraded A14, a new A141 and transport solution for St. Ives unlocks economic opportunities for towns and villages north of the River Great Ouse by way of better access to jobs and homes. Those benefits would be realised beyond Huntingdonshire.
- 2.6 These schemes offer the ability to plan and incorporate multi-modal travel means and the digital agenda into the construction of the wider scheme to facilitate future technological advances in the automotive industry.
- 2.7 Full details of the technical background to both studies can be found in appendix 1 and appendix 2.

## **3. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND/OR CORPORATE OBJECTIVES**

- 3.1 \* Supporting Growth in Market Towns and Rural Areas  
\* Promoting inward investment  
\* Facilitating the delivery of infrastructure to support housing growth.

#### **4. CONSULTATION**

- 4.1 The studies have not reached the point at which public engagement would be undertaken. As the schemes develop the CPCA and CCC, as the lead authorities, will be responsible for public consultation with support from HDC.

#### **5. RESOURCE IMPLICATIONS**

- 5.1 At this time there are no resource implications. This may need to be revisited should funding be secured and timescales for delivery are confirmed.

#### **6. LIST OF APPENDICES INCLUDED**

Appendix 1 – A141 Capacity and Third River Crossing Study (CPCA)  
Appendix 1a – Option Assessment Report Executive Summary  
Appendix 2 – A141 and St Ives Transport Study (CCC)  
Appendix 3 – Prospectus for Growth – Huntingdon.

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