

**A141 & ST IVES TRANSPORT STUDY**

**To:** Highways & Transport Committee

**Meeting Date:** 15<sup>th</sup> September 2020

**From:** Steve Cox, Executive Director, Place and Economy.

**Electoral division(s):** Huntingdon West, Huntingdon North and Hartford, St Ives North and Wyton, St Ives South and Needingworth, The Hemingfords and Fenstanton, Godmanchester and Huntingdon South.

**Forward Plan ref:** Not applicable      **Key decision:** No

**Outcome:** Report the results of the A141 & St Ives Transport Study to Committee.

**Recommendation:**

- a) Endorse the results of the A141 and St Ives Transport Study as set out in section 2 of the report.
- b) Approve the list of proposals identified in the St Ives study set out in paragraphs 2.6 and 2.7 for submission to the Combined Authority for funding, and for consultation and delivery should funding be secured.
- c) Approve the new strategic study for St Ives providing funding for it is made available and a suitable funding agreement with the Combined Authority is agreed.

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## **1. BACKGROUND**

- 1.1 The A141 & St Ives Transport Studies commenced in May 2018. The studies have now concluded and have produced a comprehensive assessment of current and future transport issues for the area, summarised in an Options Assessment Report (OAR). The St Ives Transport Study was funded by Cambridgeshire County Council (CCC) via Scheme Development funding, with the A141 Transport Study funded by the Cambridgeshire and Peterborough Combined Authority (CPCA). The work aimed to develop and assess a range of potential improvement options for the A141 Huntingdon, and St Ives Town Centre and the results are so closely linked that they have been reported together.
- 1.2 The Economy and Environment Committee in February 2018, approved the commencement of the work and provided recommendations for the Members on the Member Steering Group (MSG). These Members on the MSG are listed in Appendix A. Technical work has been commissioned from Skanska and carried out with management by officers, and oversight by eight MSG meetings. Within the project team there has been close collaboration between Huntingdonshire District Council (HDC), CCC, and CPCA officers. The work has seen the production of a transport model for the area, and the production of a robust evidence base to inform transport planning, local plan development, and the assessment of proposals in this area.
- 1.3 The A141 Transport Study has considered a range of interventions that would provide the most benefit for accommodating additional growth beyond that already identified within the Huntingdonshire Local Plan to 2036. A key intervention identified through the work has been a need for major investment in a new outer alignment for the A141 instead of more limited interventions at the existing junctions. It has also tested options against a proposed Third River Crossing between Huntingdon and St Ives.
- 1.4 The St Ives Transport Study has proposed a package of interventions, along with a number of 'quick win' proposals that can be delivered more easily, but also established the case for further study work to look at a larger, more strategic solution to ease the existing situation on the A1123 and facilitate further growth in St Ives over that already in the adopted Local Plan.
- 1.5 The A141 Study, as a CPCA funded project was reported to the Combined Authority Board in August 2020, with a recommendation to release further funding to undertake more study work and scheme development in this area, and take forward the strategic recommendations of both Studies. This report provides a brief summary of the A141 Study, and a more detailed report on the St Ives Study.

## **2. MAIN ISSUES**

- 2.1 The objective for A141 Transport Study was to identify a range of potential transport interventions on the A141 corridor between the Spittal's Way and Ermine Way junction and

the Sawtry Way (B1090) junction, principally to provide capacity in the corridor for future growth beyond that identified in the adopted Huntingdonshire Local Plan to 2036 and to unlock development sites.

2.2 A range of interventions were considered:

- Option 1 local junction improvements on the existing A141 (two-lane entry and exits on all junctions)
- Option 2 signalisation of existing A141 junctions
- Option 3 online dualling of the existing A141
- Option 4 offline single carriageway bypass
- Option 5 offline dual carriageway bypass.

2.3 The studies used information from bespoke runs of two transport modelling tools. This comprised of the strategic transport model for the whole area, the Cambridge Sub-Regional Model (CSR2), and also a Paramics micro-simulation model covering Huntingdon and St Ives, which provides an assessment of network performance in more detail.

2.4 The assessment of the A141 demonstrated that major investment in a new, strategic road link located along a similar alignment to that identified in the Long Term Transport Strategy would be required, and would deliver sufficient benefits to warrant further investment in the refinement and development of such a scheme. This would be a significant project and would need to proceed through the Department for Transport's (DfT) Business Case process as well as requiring consultation and completion of the appropriate consents processes. Funding for the next stage of work has been agreed by the Combined Authority, who will lead the development of a Strategic Outline Business Case for this scheme. More details on this can be found in the report to CPCA Board in August 2020.

2.4 The main objectives for the St Ives Transport Study were to examine options for reducing existing congestion on the main A1123 and A1096 corridors in the area and to reduce unwanted through traffic on the roads in St Ives town centre. Consideration was also given to improving bus journey times through the town centre.

2.5 The modelling undertaken builds on the transport evidence that supports the adopted local plan and indicates that there are several junctions along both the A1123 and A1096 that are operating at capacity with the introduction of the planned growth in the adopted Huntingdonshire Local Plan. This existing congestion leads to high volumes of through traffic using the roads in the Town Centre as an alternative to the A1123 and A1096. The scope for mitigation at these junctions has been investigated and it has been established that there is very little that can be done within the existing highway boundary over and above that secured for the development set out in the adopted local plan. The modelling undertaken in support of the A141 and St Ives transport studies indicates that in order to facilitate additional development in St Ives over and above that in the adopted local plan

there needs to be a wider strategic study to investigate traffic movements in St Ives with a view to putting forward a more strategic solution to the existing issues.

- 2.6 The St Ives study considered and tested a range of options, including cycling and walking improvements along with junction improvements and alterations to the current road layout along the key A1123 and A1096 corridors, and on roads connecting those corridors through St Ives town centre. The key recommendations for implementation are:
- Introduction of a 20mph speed limit across St Ives Town Centre
  - A right-turn ban for all traffic from Needingworth Road onto A1123 St Audrey Lane
  - Replacing the roundabout at the A1123 St Audrey Lane / B1040 Somersham Road junction with traffic signals
  - Changing priorities at the Ramsey Road / North Road, Globe Place / North Road / Broad Leas and Globe Place / West Street / East Street junctions.
- 2.7 The St Ives Transport Study also considered three further areas of work which have produced separate reports covering bus accessibility, pedestrian and cycling wayfinding, and an on-street parking review. Outcomes from these reports produced three packages of 'quick win' schemes comprising of:
- Improvements to bus stop infrastructure
  - Delivery of comprehensive walking and cycling signage across St Ives
  - Changes to on-street parking restrictions in the town centre area, to reduce illegal and inconsiderate parking and to minimise the obstruction to buses and large vehicles in St Ives Town Centre.
- 2.8 It is proposed to submit all of the St Ives measures above to the CPCA with a worked up and costed programme to request funding which if agreed, would mean that these measures can move into delivery, again following the usual processes and consultation.
- 2.9 In addition to the transport improvements proposed for investment, the St Ives and A141 studies tested a number of different development scenarios for the Huntingdon and St Ives area. This has helped to provide a robust evidence base for use in any future work, including by partners in the development of future Local Plans or associated transport strategies. Furthermore, the studies have also demonstrated the case, following review of the results of the A141 Study, for further investment in a new study for St Ives to look at a wider, more comprehensive solution to strategic traffic issues. Funding to deliver this new St Ives study was allocated by the CPCA in their August 2020 Board report and CCC are expected to lead on this.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 A good quality of life for everyone**

Transport investment in St Ives and Huntingdon has been identified which could reduce traffic from inappropriate routes, and deliver improved facilities for more sustainable travel modes.

#### **3.2 Thriving places for people to live**

Transport investment has been identified and funding allocated by the Combined Authority for further study work into strategic infrastructure in the area which will cater for future growth requirements and improve the transport network and the economy. Smaller scale measures to reduce congestion and provide for more sustainable transport has also been identified.

#### **3.3 The best start for Cambridgeshire's children**

There are no significant implications for this priority.

#### **3.4 Net zero carbon emissions for Cambridgeshire by 2050**

Investment in walking, cycling and public transport will provide low-carbon travel options and assist the Council in achieving this objective.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

If approved, resource will be required to cost and work up the St Ives proposals, and then deliver them subject to approval of funding by the Combined Authority.

#### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

A funding agreement with the Combined Authority will be required to release funding for delivery of schemes, which would be expected to be implemented through the Highways Service Contract or other appropriate procurement routes.

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

Risks around funding will be addressed in a funding agreement with the Combined Authority, and delivery risks for individual projects will be managed by experienced staff using robust processes.

#### **4.4 Equality and Diversity Implications**

An equality impact assessment for the St Ives Study is currently being worked up. This assessment is underway.

#### **4.5 Engagement and Communications Implications**

Appropriate consultation on the implementation of projects will be carried out in accordance with standard process.

#### **4.6 Localism and Local Member Involvement**

A member steering group has provided direction and received updates on the study work throughout, following the appointment of the supplier, Skanska.

#### 4.7 Public Health Implications

There are no public health implications at this stage.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus de Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Kate Parker

Source Documents	Location
Combined Authority Board Paper, August 2020 A141 and St Ives Transport Studies Options Assessment Report	<a href="https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/a141-board-papers/">https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/a141-board-papers/</a>
St Ives Bus Service Accessibility Review Report St Ives Pedestrian and Cycling Wayfinding Audit Report St Ives On-street Parking Review Report	<a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/st-ives-transport-study">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/st-ives-transport-study</a>



## **Appendix A**

### St Ives & A141 Study MSG Members

- Cllr Ryan Fuller (Chair) - CCC
- Cllr Angie Dickinson - HDC
- Cllr Jon Neish - HDC
- Cllr Mike Humphrey - HDC
- Cllr Sam Wakeford - HDC
- Cllr Tom Sanderson - CCC
- Cllr Graham Wilson - CCC
- Cllr Steve Criswell - CCC