

Cambridge County Council
New Shire Hall, Emery Crescent
Enterprise Campus, Alconbury Weald
Huntingdon
PE28 4YE

Dear Councillor Bulat, Councillor Kerr and Councillor Keane,

Thank you for your detailed response regarding the proposed A141 and St Ives Improvement Scheme. We appreciate the time and effort taken to outline the concerns raised by residents and yourselves. Your feedback is invaluable in ensuring that any future transport improvements to the A141 and St Ives Improvement scheme are both effective and sensitive to local needs.

The project is currently at an early stage of development, which involves developing the initial design for a preferred scheme and preparing the Outline Business Case (OBC) in line with HM Treasury's Green Book requirements and parameters. The OBC is being developed using Government's Five Case Model, covering the Strategic, Economic, Commercial, Financial, and Management cases.

Once the OBC has been prepared, this will be presented to the Combined Authority's Transport Committee for review and consideration as to whether the scheme should progress through to develop a Full Business Case, subject to available funding.

Early engagement with communities helps us to shape these proposals for this important scheme.

The Scheme

We acknowledge your concerns regarding the proposed interventions for St Ives as well as feedback received from the public through the survey, in person and email correspondence. To provide reassurance, all feedback from the second public consultation will be carefully reviewed. Where current proposals may not deliver the intended benefits or present potential safety risks, alternative options will be considered.

The key findings of the consultation will be summarised into a public consultation report, which is expected to be taken to the Combined Authority's Transport Committee in Spring 2026. Feedback from the consultation will be used to further refine the options being presented in the Outline Business Case.

The interventions proposed at the second consultation have been informed by the feedback from the previous consultation event and traffic modelling, which indicates that the proposed measures would improve journey times on Harrison Way.



Bus Gate and Right Turn Restrictions - We recognise the feedback received from residents regarding the bus gate and proposed right turn restrictions and the potential implications for those living on Needingworth Road as well as the builders' merchant. This will be carefully considered as the scheme progresses.

Early engagement, such as this consultation, is vital because it allows us to gather feedback and get a better understanding of potential impacts through local knowledge before progressing to detailed design and the Full Business Case for the A141 scheme. This process ensures that proposals reflect the concerns and priorities raised during consultation, helping to minimise the risk of significant changes later. By involving stakeholders at this stage, we can develop a scheme that is practical, deliverable, and supported by the public.

Additional lane on Harrison Way – The proposed additional lane on Harrison Way will merge after the busway crossing and before the viaduct. Traffic modelling indicates that this intervention would alleviate congestion along Harrison Way between the Morrisons roundabout and the Station Road busway crossing. Congestion may persist further south on Harrison Way. The consultants perceive significant engineering constraints that make providing additional road capacity south of the viaduct unfeasible.

Proposed cycleway across the Meadow - Flooding has been identified as a key issue and was highlighted during the previous consultation. In response, the consultants, prior to this consultation, carried out initial desktop studies to assess potential impacts and identify mitigation measures for the proposed route. Suggested solutions that will be considered include sustainable drainage systems, permeable pavements, and retention ponds. The final approach will depend on detailed design, route alignment, and further investigations as the proposals progress. Additional feedback on the route and alignment has been received during this consultation and will be considered as the design develops, taking into account the factors outlined above in the decision-making process.

Bus routes – The public transport routes are in addition to the existing services designed to provide a mixture of direct access between St. Ives and Huntingdon (via A1307) and routes that aim to serve shorter local distances. We are interested in your viewpoints on where the 'missing' areas could be to support the scheme development and for further consideration and welcome further information you may wish to share.

In terms of the viability of the services, a high-level and initial commercial viability has been undertaken based on benchmarked values. As the plans progress, further engagement will be required with the operators. We continue to work closely with the Combined Authority who lead on the wider discussion around the bus operations.

Presentation and Public Engagement

The project team acknowledge that the consultation materials and supporting data did not fully meet expectations, and we apologise for this. We understand the concerns raised and took steps during the consultation to address them by providing additional printed materials and banners to make the proposals clearer. The team is on hand to explain and address

any concerns about information provided or any questions that people may have throughout the continued development of the scheme.

The maps and route information provided as part of the consultation were presented at a high level because the designs are currently conceptual and indicative, with no elements yet finalised. Detailed designs will be developed as part of the Full Business Case, at which stage more defined proposals will be subject to further engagement and consultation.

We appreciate the concerns raised regarding the availability of data and traffic models. These materials are currently in draft and require further refinement before they can be finalised. All the supporting evidence will form part of the final Outline Business Case documentation, which will be publicly available.

Please be assured that there is no intention to withhold information by the project team. Our priority is to ensure that any data shared is accurate, complete, and presented in a way that supports meaningful engagement and can be understood. As soon as the technical documents are finalised, they will be made available and support the Outline Business Case.

We acknowledge that the datasets referenced pre-date COVID and may not fully reflect changes in travel behaviour since the pandemic. To address this, COVID-related adjustments have been applied in line with Department for Transport (DfT) guidance, an approach accepted by the DfT for business case development at this stage.

A new transport model has recently been developed, and the scheme will use this new updated model which will be addressed during the Full Business Case stage, where:

- A post-COVID base will be established, removing the need for COVID adjustments.
- Updated growth assumptions and major proposed developments will be incorporated.
- With the incorporation of updated data this will reflect the updated traffic movements in the area including HGVs.

Decision-Making and Consultation

We acknowledge your feedback regarding the perceived lack of meaningful engagement with ward councillors. The County Council has an established Member Working Group who, along with Huntingdonshire District Council members, were updated and presented with information prior to the launch of the consultation. As the scheme progresses into more detailed stages, we will seek to arrange more regular engagement with both the Member Working Group and relevant community groups to ensure stakeholders remain informed and involved in the development process.

Alongside the public feedback, there are a number of other factors that will form part of the decision-making process including:

- Alignment with the project objectives

- Consideration of environmental impacts, such as air quality, noise, watercourses, tree canopies, flood zones and landscape:
- Economic and socio-economic benefits
- National, regional and local policy
- Results from technical surveys
- Construction impacts including duration, complexity and risk.

Your Recommendations

We have provided a response to the recommendations included within your letter, outlined below.

Updated Data Collection and Strategic Review

There is an updated transport model, which the scheme will be incorporated into. The existing model has taken into consideration some development and further development will be considered within the new transport model.

Additional River Crossing

In March 2019, the Combined Authority commissioned a feasibility study for a Huntingdon and St Ives Third River Crossing to address local capacity challenges. As related studies progressed, the scope was expanded to include wider growth impacts and compare options such as an A141 bypass and the river crossing. Following traffic modelling and environmental review, the August 2020 Combined Authority Board concluded that the A141 bypass was the better-performing option for tackling congestion and supporting future growth and therefore commissioned a Strategic Outline Business Case for that solution.

Targeted Infrastructure Improvements

In terms of the identified targeted improvements, these suggestions will be considered in line with the wider package considerations upon completion of the consultation review process.

It is important that we continue to develop the scheme following a detailed review of the outcomes of the consultation, making any further refinements to enable the Outline Business Case to be finalised for review by the Combined Authority's Transport Committee. This can then inform the future stages of the scheme, including development of a Full Business Case, which will be subject to funding.

We are committed to continued engagement as the scheme develops, with further consultation planned as part of the Full Business Case stage. Further updates as the scheme progresses will be provided through the project webpage - [A141 and St Ives improvements study | Cambridgeshire County Council](#)

We thank you for your feedback on the scheme and look forward to further engaging as the scheme develops during the outline business case development and in future stages.

Kind regards,

A141 Project Team