

A141 Huntingdon Northern Bypass Transport Study

Pre-Consultation Engagement Analysis Report

Cambridgeshire and Peterborough Combined Authority

21 July 2021

Final



Notice

This document and its contents have been prepared and are intended solely as information for Cambridgeshire and Peterborough Combined Authority and use in relation to the A141 Huntingdon Northern Bypass Transport Study.

Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 33 pages including the cover.

Document history

Document title: Pre-Consultation Engagement Analysis Report

Document reference: Final

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	DRAFT	AB/HJ	CB	MC	RC	30/04/2021
Rev 2.0	FINAL	CB	AB	SA	RC	21/07/2021

Client signoff

Client	Cambridgeshire and Peterborough Combined Authority
Project	A141 Huntingdon Northern Bypass Transport Study
Job number	
Client signature/date	

Contents

Chapter	Page
1. Introduction	4
1.1. Public and Stakeholder Engagement	4
1.2. Structure of Report	5
2. Engagement Strategy	6
3. Pre-Consultation Public Engagement Findings	8
3.1. Survey	8
3.2. Map Pin Findings	19
3.3. Additional Feedback	24
4. Stakeholder Engagement	29
5. Summary and Next Steps	29
5.1. Summary	29
5.2. Next Steps	29
Appendices	30
Appendix A. Survey Template	31
Appendix B. Leaflet	32

Figures

Figure 1-1 - Public and Stakeholder Stages	4
Figure 3-1 - Question 1: Which issues around the A141 neighbourhood area you most concerned about?	9
Figure 3-2 - Question 2: Do you agree that there is a need to reduce road traffic (cars, lorries, vans) in your local town?	10
Figure 3-3 - Question 3: To what extent do you agree that there is a need to allocate road space for dedicated public transport vehicles (bus, coach, taxi, minibus)?	11
Figure 3-4 - Question 4: To what extent do you agree there is a need to allocate road space for non-motorised users (walking, cycling, horse riding)?	12
Figure 3-5 - Question 5: Which issues do you think are a problem in your village or residential street?	13
Figure 3-6 - Question 6: How do you normally travel within your local neighbourhood?	14
Figure 3-7 - Question 7: What matters to you in future development of your local transport network?	15
Figure 3-8 - Question 8: What is your special interest in the road network around Huntingdon and St Ives?	16
Figure 3-9 - Question 9: What is your preferred option?	17
Figure 3-10 - Question 10: Which combination of the options would you prefer to see considered further?	18
Figure 3-11 – Pin Map Locations	19
Figure 3-12 – Additional Comment Locations	20
Figure 3-13 – Area Locations	21

1. Introduction

Atkins has been commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA) to undertake the Huntingdon Northern Bypass and St Ives Transport Study including the development of a Strategic Outline Business Case (SOBC). The overall objectives of the study are to:

- Address current congestion and delay on the A141 corridor, thus reducing journey times and improving reliability, and relieving local routes affected by traffic re-routing from the A141;
- Ensure sufficient transport capacity to accommodate transport demand on the A141 corridor from new growth sites in the region; and
- Contribute to improving connectivity and quality for walking and cycling along and across the corridor, by:
 - incorporating appropriate provision within the scheme; and/or
 - enabling the existing A141 to better support these modes.

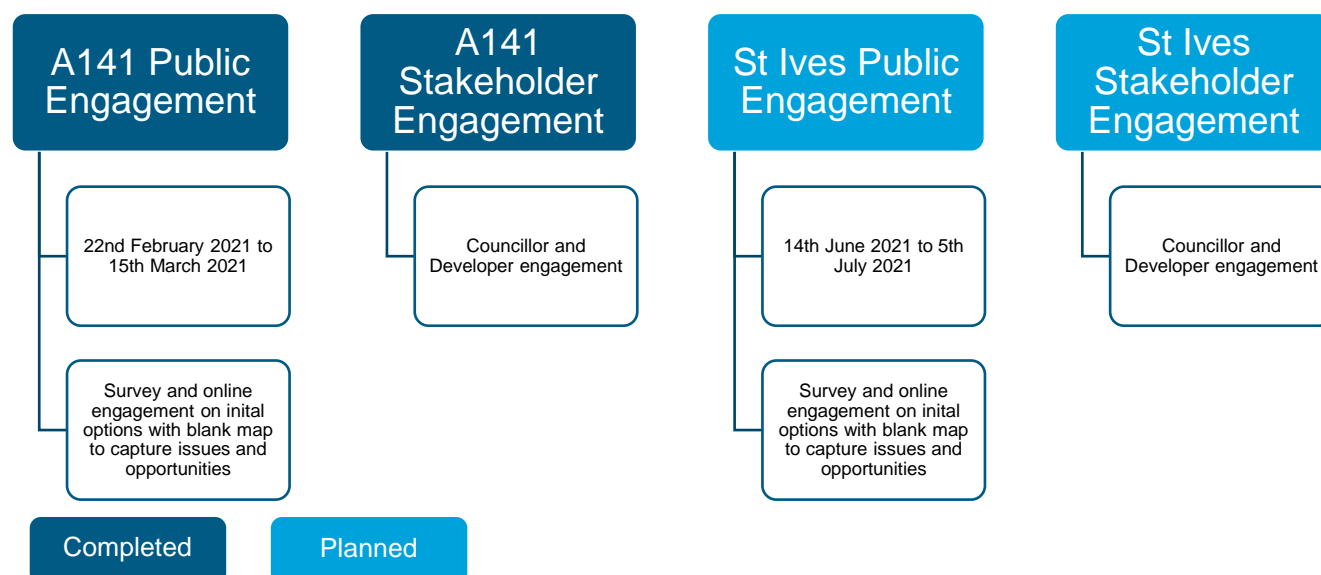
To date the study has included the preparation of an Existing Conditions Report¹ to understand the context of the study area and option identification workshops to consider the type of high-level solutions that may be appropriate to consider as the SOBC process progresses.

Public and stakeholder engagement is key to the overall objectives of the study and a programme of public and stakeholder engagement has been undertaken since the project inception to support the option identification process and to inform and coordinate key stakeholders. This report outlines the main findings of this engagement.

1.1. Public and Stakeholder Engagement

Figure 1-1 shows the overall stages of engagement during the course of this phase of the study.

Figure 1-1 - Public and Stakeholder Stages



This report presents the methodology and findings of the completed stages of A141 public and stakeholder engagement. The outcomes of the engagement undertaken at this stage of the study will be used to inform the Option Assessment Report (OAR) and therefore the development of Options to be taken forward to SOBC. Further engagement and formal consultation will take place as the study progresses.

¹ Atkins (2021) *A141 Huntingdon Northern Bypass Existing Conditions Report*

1.2. Structure of Report

The remainder of this report is structured as follows:

- Chapter 2 sets out the strategy and methodology for the engagement
- Chapter 3 sets out the A141 public engagement results, including
 - Survey responses;
 - Pin Map comments; and
 - Other responses.
- Chapter 3 sets out the stakeholder engagement undertaken on the A141 study to date; and
- Chapter 4 provides a summary of findings and next steps.

2. Engagement Strategy

This chapter sets out the strategy for the public engagement.

Identification of Audience

The engagement was open for anyone to contribute to. The key target audience was identified as users of the A141 to the north of Huntingdon, including local residents and businesses. The understanding of the audience was used as a basis upon which to design the engagement materials, questions and communication strategy.

Design of Materials

At this stage of the study, the key aim of the engagement was to understand public views on the key issues and opportunities within the study area and to gauge opinion on high-level transport concepts to be taken forward for further assessment. Therefore, materials were kept deliberately high-level to allow for a free-flow of comments and considerations. The option packages were broad concepts, with no specific details, alignments, or locations. The pinpoint map was left blank and open-ended and free-form questions allowed for respondents to include a wide range of comments.

Design of Questions

The engagement survey questions were designed to be neutral, clear to understand and were structured to allow people to comment on all areas of the scheme. The survey template is included in Appendix A.

The first part of the survey included questions to gauge respondents' opinions on the most and least important issues and opportunities within the study area. These questions asked respondents whether they agreed or disagreed with various statements on a four-point scale from 'strongly agree' to 'strongly disagree'.

The second part of the survey included multiple choice questions to understand how respondents currently travel and what their interest in the A141 study relates to.

The final part of the survey includes two questions related to the initial concept options and asked respondents to state their preferred option, by rating the options from lowest to highest, and to identify which combination of options they would prefer to see considered further.

Tools for collecting responses

During the Coronavirus pandemic it was not possible to undertake face-to-face engagement. The tool for gathering survey responses was via an online survey presented on the '[Your A141](#)' microsite. It is recognised that online engagement, whilst in theory is available to all, could potentially exclude those without easy access to the internet. Paper brochures and surveys were available upon request from CPCA and were also delivered to businesses and households along the A141 corridor.

Other forms of response included written submissions via email.

Diversity and Protected Characteristics

Information related to diversity and protected characteristics was not collected as part of the initial engagement. It is important to consider diversity and accessibility as the study progresses and this will be incorporated as part of the formal public consultation process where information on matters pertinent to travel (including ages, employment status and disability) will be collected.

Analysis

The strategy for the analysis of the engagement responses was as follows:

- A quality assurance review of the data was undertaken by the Atkins data collection team throughout the engagement period to identify any issues or challenges as they occurred;
- The pinpoint map results were analysed by Atkins and categorised according to:
 - Geographical area; and

- Key themes.
- The survey results were analysed by Atkins as follows:
 - Tick-box questions were analysed using quantitative methods which are then presented as charts and descriptions of headline numerical information; and
 - Open questions were analysed using qualitative methods, namely through thematic analysis.
- The email responses were analysed on a response by response basis; and
- This report was written to summarise the results.

Quality Assurance

To ensure data integrity was maintained, the following checks / processes were performed on the data:

- All personal data was removed before data analysis commenced;
- A visual check of the raw data was undertaken to check for unusual patterns – checks to ensure that responses appear genuine, i.e. information is useful for the project and responses do not include information that is not yet in the public domain e.g. sensitive information from developers, landowners or other stakeholders;
- Text analysis to check for duplicate text – checks undertaken to ensure no bulk entry of responses by an automated process, thus altering the weight of some options; and
- Time stamp checks to check for unusual patterns – checks undertaken to ensure no bulk entry of responses by an automated process, thus mis-representing public opinion.

These checks were completed manually by Atkins, leading to sensitive and/or personal information being removed for the purposes of analysis and presentation.

3. Pre-Consultation Public Engagement Findings

3.1. Survey

In total, 464 responses were received to the online survey and two responses were received by post. For the purposes of this analysis the online and postal responses have been combined. The survey contains responses from a small sample of the total population within the study area and was self-selecting. It should therefore be considered that the responses within this report may not be statistically significant for the overall population, but are representative of the views of those who chose to respond to the engagement exercise.

The following sections summarise the responses on a question by question basis.

Every freeform response has been categorised by Atkins according to whether it was substantive answer or not. Some respondents did not provide substantive answers, for example, 'Not sure' or 'I cannot think of anything'. These answers have been omitted from the analysis. For the purposes of this report, all substantive answers are grouped into key themes that are based on the responses to each question.

In addition, the frequency of comments may sum to more than the total number of respondents, as some responses cover multiple themes.

Question 1: Which issues around the A141 neighbourhood are you most concerned about?

Five issues were presented, and respondents were asked to rank each issue from 'strongly agree to strongly disagree':

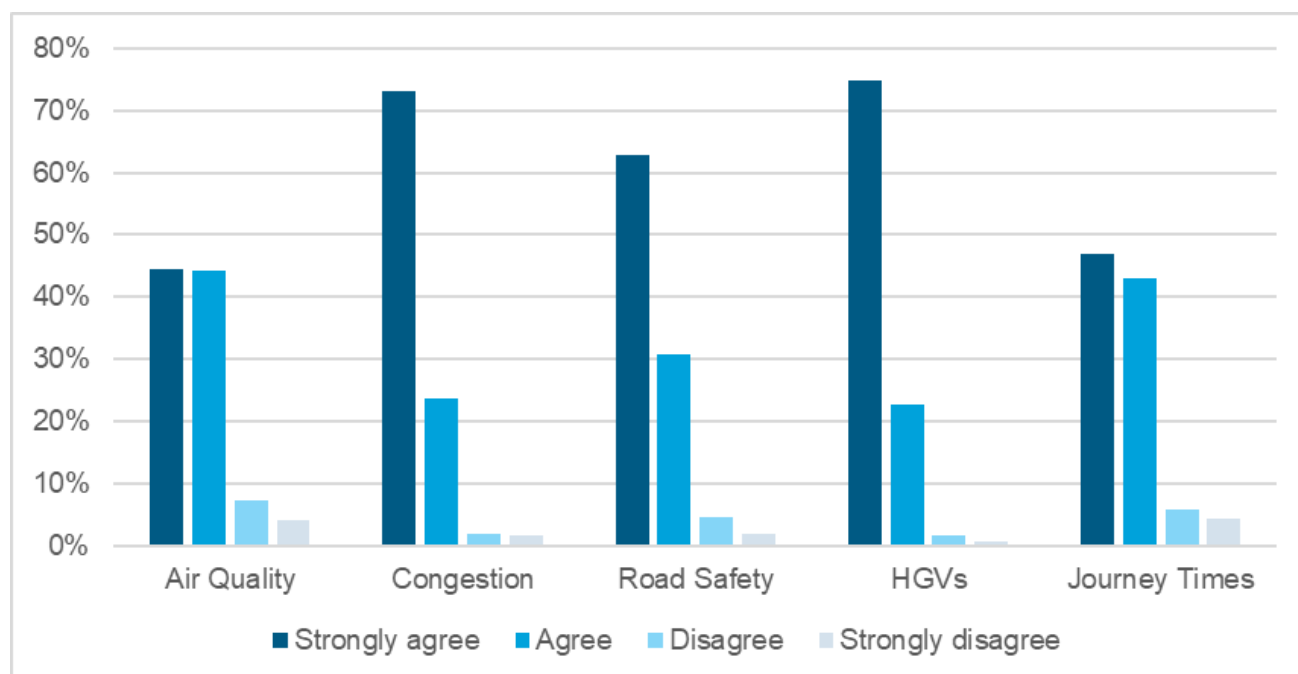
- Improve air quality;
- Reduce traffic congestion;
- Increase road safety;
- Keep lorries away from residential areas; and
- Speed up journey times.

Responses were received from 395 respondents to this question. Not all respondents provided a response to each issue presented.

The majority of respondents 'strongly agreed' or 'agreed' with the issues presented, with fewer respondents 'disagreeing' or 'strongly disagreeing'. The most common issues that respondents were most concerned about were keep lorries away from residential areas (HGVs - 386 respondents strongly agreeing or agreeing with the issue), reduce traffic congestion (congestion - 381 respondents strongly agreeing or agreeing with the issue), and increase road safety (road safety - 368 respondents strongly agreeing or agreeing with the issue). Fewer respondents, but still a significant amount agreed with improve air quality and speed up journey times being issues they are concerned about, with 335 and 331 respondents strongly agreeing or agreeing with the issue respectively.

Figure 3-1 shows the results for Question 1.

Figure 3-1 - Question 1: Which issues around the A141 neighbourhood area you most concerned about?



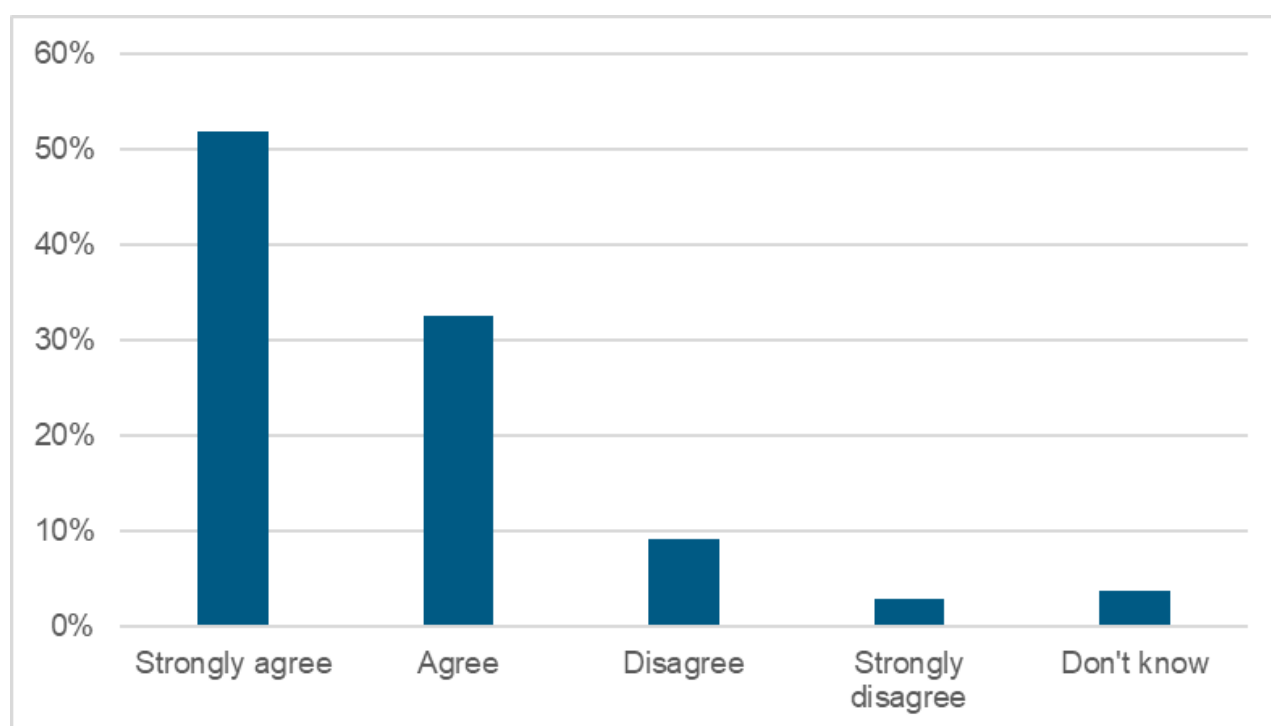
Question 2: Do you agree that there is a need to reduce road traffic (cars, lorries, vans) in your local town?

Respondents were asked to state whether they agreed with the statement in Question 2 by selecting an answer on a scale between 'strongly agree' and 'strongly disagree'. Respondents were also given the option to answer 'Don't know'.

Responses were received from 421 respondents. The majority of respondents 'strongly agree' with the statement, with a total of 84% 'strongly agreeing' or 'agreeing'.

Figure 3-2 shows the results for Question 2.

Figure 3-2 - Question 2: Do you agree that there is a need to reduce road traffic (cars, lorries, vans) in your local town?



Question 3: To what extent do you agree that there is a need to allocate road space for dedicated public transport vehicles (bus, coach, taxi, minibus)?

Two public transport options were presented, and respondents were asked to rank each from 'strongly agree to strongly disagree':

- Dedicated bus and coach lane; and
- Dedicated minibus, taxi, minicab lane.

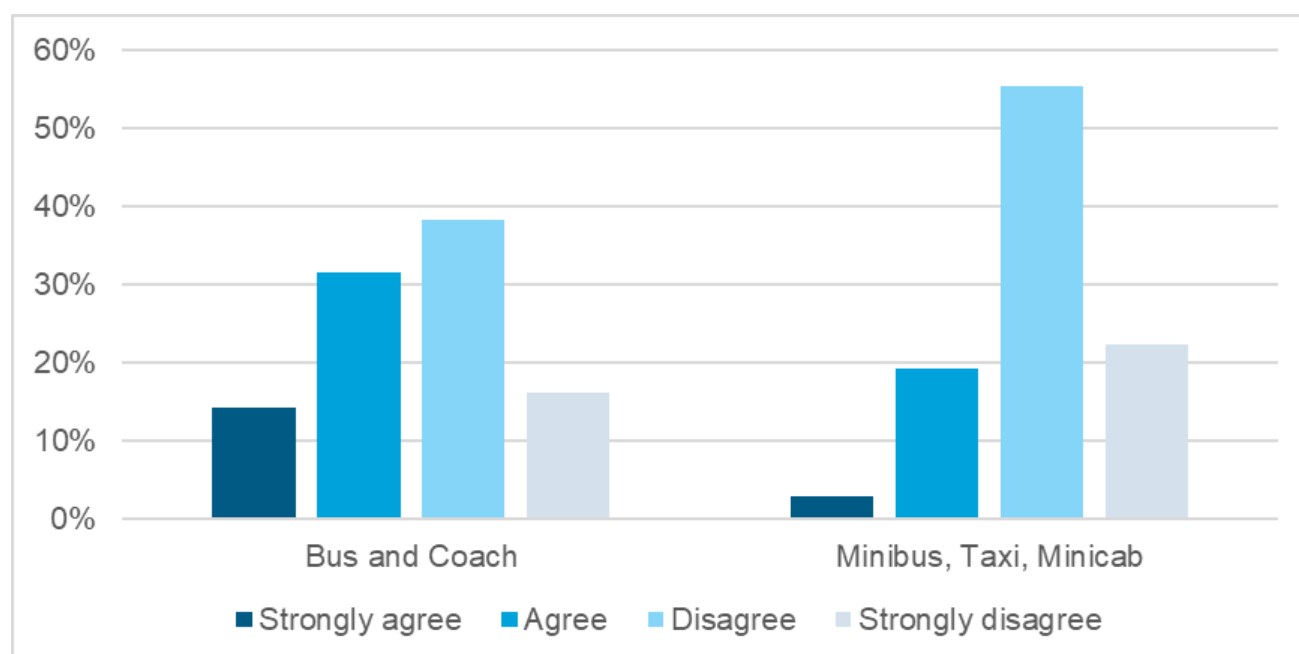
Responses were received from 416 respondents to this question. Not all respondents provided a response to both aspects of the question.

When responding to the first aspect of the question, regarding whether respondents would agree that there is a need to provide allocated road space for a dedicated bus and coach lane, the results were distributed from 'strongly agree' to 'strongly disagree'. The most responses were provided for the 'disagree' option (159), with slightly fewer responses for 'agree' (131). Less respondents felt more strongly about this issue, with 59 responding 'strongly agree' and 67 responding 'strongly disagree'.

When responding to the second aspect of the question, regarding whether respondents would agree that there is a need to provide allocated road space for a dedicated minibus, taxi, minicab lane, the results were skewed more towards 'disagree' (224) and 'strongly disagree' (90). Fewer respondents were in favour of this option with only 12 'strongly agreeing' and 78 'agreeing'.

Figure 3-3 shows the results for Question 3.

Figure 3-3 - Question 3: To what extent do you agree that there is a need to allocate road space for dedicated public transport vehicles (bus, coach, taxi, minibus)?



Question 4: To what extent do you agree there is a need to allocate road space for non-motorised users (walking, cycling, horse riding)?

Three non-motorised user options were presented, and respondents were asked to rank each from 'strongly agree to strongly disagree':

- More dedicated walking space;
- More dedicated cycling space; and
- More dedicated bridle paths.

Responses were received from 419 respondents to this question. Not all respondents provided a response to both aspects of the question.

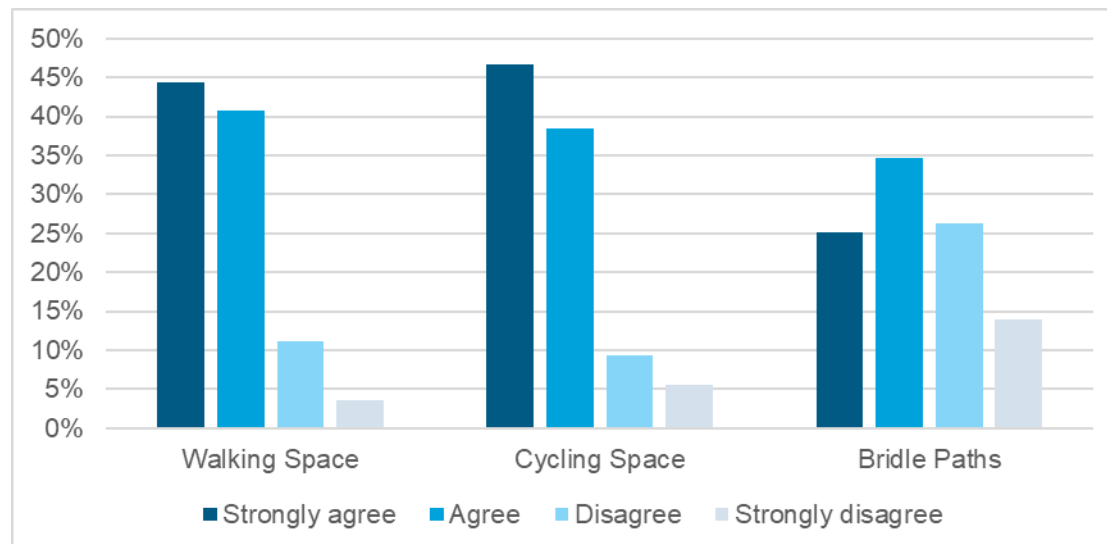
When responding to the first aspect of the question, regarding whether respondents would agree that there is a need to provide allocated road space for walking, the results were skewed heavily towards 'strongly agree' (186) and 'agree' (171). Only 62 respondents 'disagreed' or 'strongly disagreed' with the statement.

When responding to the second aspect of the question, regarding whether respondents would agree that there is a need to provide allocated road space for cycling, the results were also skewed heavily towards 'strongly agree' (194) and 'agree' (160). Only 62 respondents 'disagreed' or 'strongly disagreed' with the statement.

When responding to the third aspect of the question, regarding whether respondents would agree that there is a need to provide allocated road space for bridle paths, the results were more evenly distributed across all four responses. The most respondents answered 'agree' (141), with similar numbers answering 'strongly agree' (102) and 'disagree' (107). A smaller number answered 'strongly disagree' (57).

Figure 3-4 shows the results for Question 4.

Figure 3-4 - Question 4: To what extent do you agree there is a need to allocate road space for non-motorised users (walking, cycling, horse riding)?



Question 5: Which issues do you think are a problem in your village or residential street?

Seven issues were presented, and respondents were asked to rank each from 'strongly agree to strongly disagree':

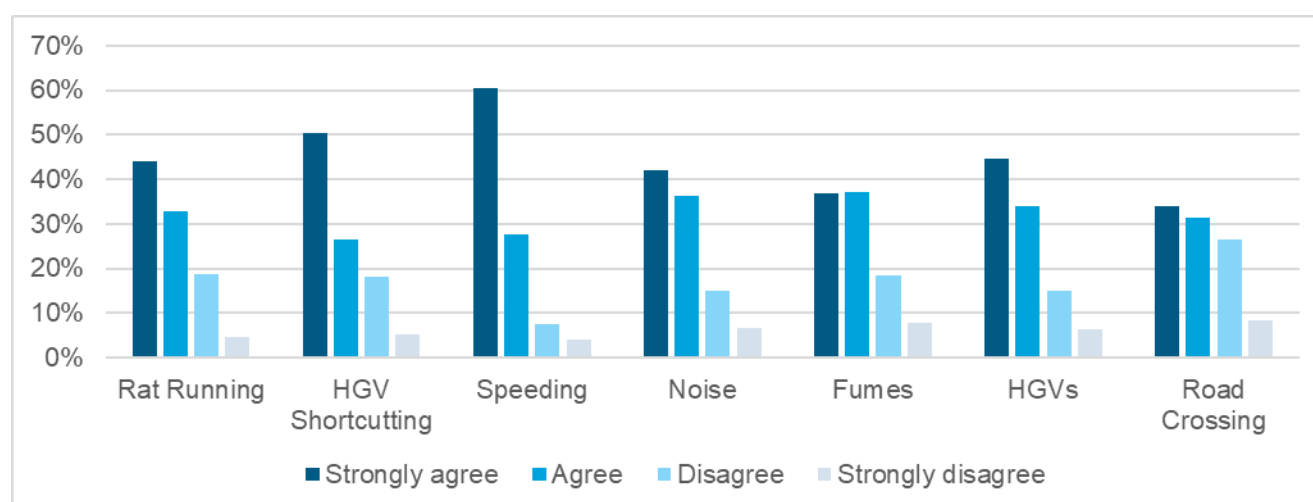
- Commuters using road as a 'rat run';
- Heavy lorries, vans taking short cut;
- Vehicles speeding;
- Traffic noise;
- Traffic fumes;
- Heavy traffic; and
- Difficulty crossing road.

Responses were received from 411 respondents to this question. Not all respondents provided a response to every aspect of the question.

For all issues presented, more respondents 'strongly agreed' or 'agreed' with the issue than 'disagreed' or 'strongly disagreed'. Respondents felt most strongly about the issue of 'vehicles speeding' with 61% 'strongly agreeing' and 28% 'agreeing' with the statement. Views were distributed more evenly when respondents were asked about issues regarding 'difficulty crossing the road'.

Figure 3-5 shows the results for Question 5.

Figure 3-5 - Question 5: Which issues do you think are a problem in your village or residential street?



Question 6: How do you normally travel within your local neighbourhood?

Respondents were asked how they usually travel within their local neighbourhood and were able to select all that applied from the following:

- Walking;
- Taxi/minicab;
- Bicycle or e-bike;
- Wheelchair/mobility scooter;
- Motorcycle or moped;
- Bus, minibus or coach;
- Car/van as a passenger;
- Car/van as a driver;
- Lorry; and
- Other (those that selected other were able to provide details via a freeform box).

Responses were received from 466 respondents to this question. Respondents were able to select multiple answers therefore the total of responses for each mode will be greater than the total number of respondents for this question.

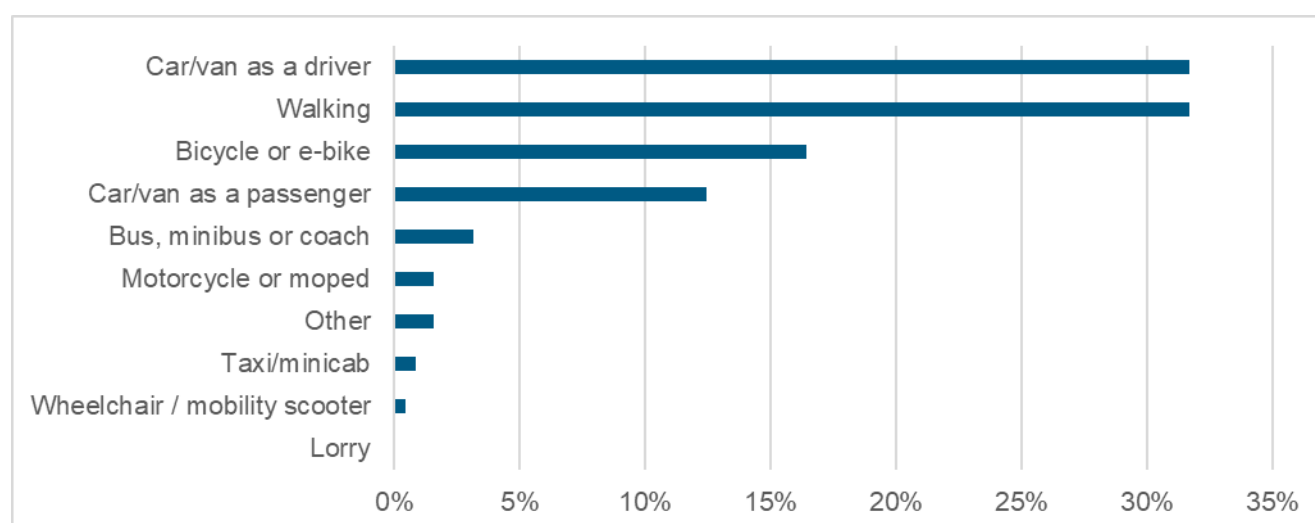
The vast majority (64%) of trips undertaken by respondents in their local area were done so by walking (32%) and car/van (as a driver) (32%). Bicycle or e-bike (16%) and car/van (as a passenger) (12%) were the next most common responses. Other modes captured 3% or less of responses.

'Other' modes were provided by 15 (2%) of respondents, across four different themes:

- Horse riding (11 respondents);
- Motorhome (2 respondents);
- Running (1 respondent); and
- Mobility scooter (1 respondent).

Figure 3-6 shows the results for Question 6.

Figure 3-6 - Question 6: How do you normally travel within your local neighbourhood?



Question 7: What matters to you in future development of your local transport network?

Eight issues were presented, and respondents were asked to categorise each as either 'very important', 'somewhat important', 'not important' or 'N/A':

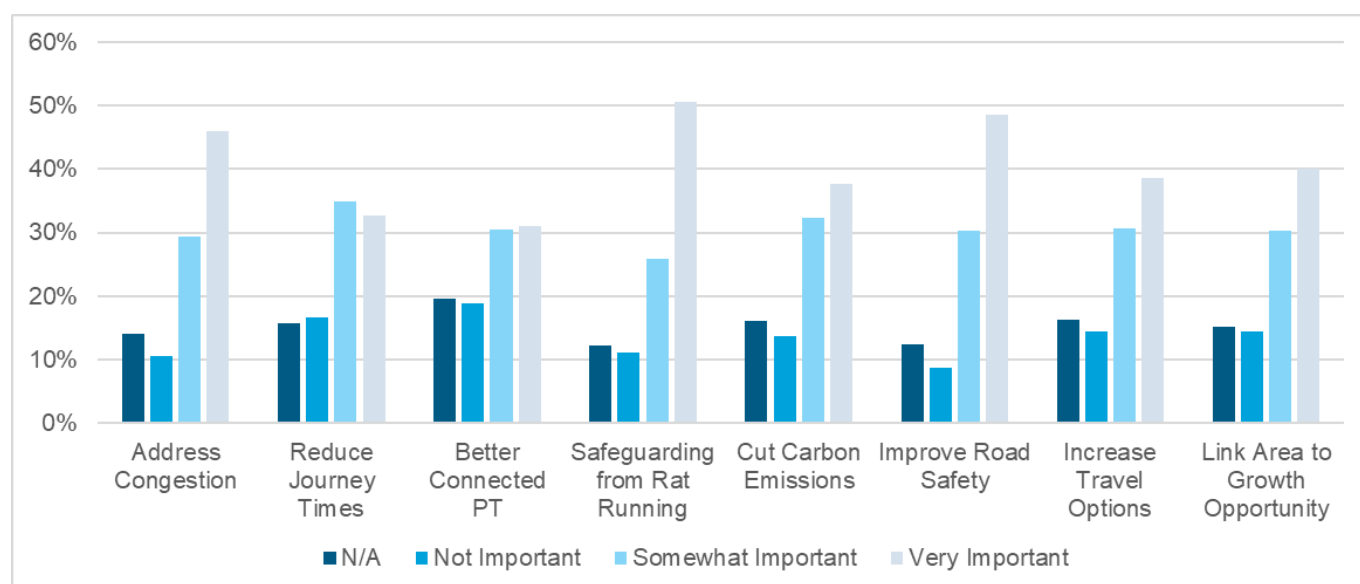
- Address congestion and delay on existing A141;
- Reduce journey times on local routes caused by A141 hold-ups;
- Create better connected public transport;
- Safeguard villages and residential streets from 'rat-runs';
- Cut carbon emissions from traffic jams;
- Improve road safety;
- Increase travel options for local people; and
- Ensure local transport keeps your area linked into growth opportunity – jobs, homes, investment.

Responses were received from 466 respondents to this question. Not all respondents provided a response to every aspect of the question.

'Very important' was the most common response to all issues with the exception of 'reduce journey times on local routes caused by A141 hold-ups' where the most common response was 'somewhat important'. Of the issues where 'very important' was the most common answer, 'safeguard villages and residential streets from rat-runs' and 'improve road safety' has the highest number of responses in this category. 'Create better connected public transport' and 'Cut carbon emissions from traffic jams' were considered less important.

Figure 3-7 shows the results for Question 7.

Figure 3-7 - Question 7: What matters to you in future development of your local transport network?



Question 8: What is your special interest in the road network around Huntingdon and St Ives? Please tick all that apply

Respondents were asked to provide details on the nature of their interest in the road network around Huntingdon by selecting all answers which applied from the following:

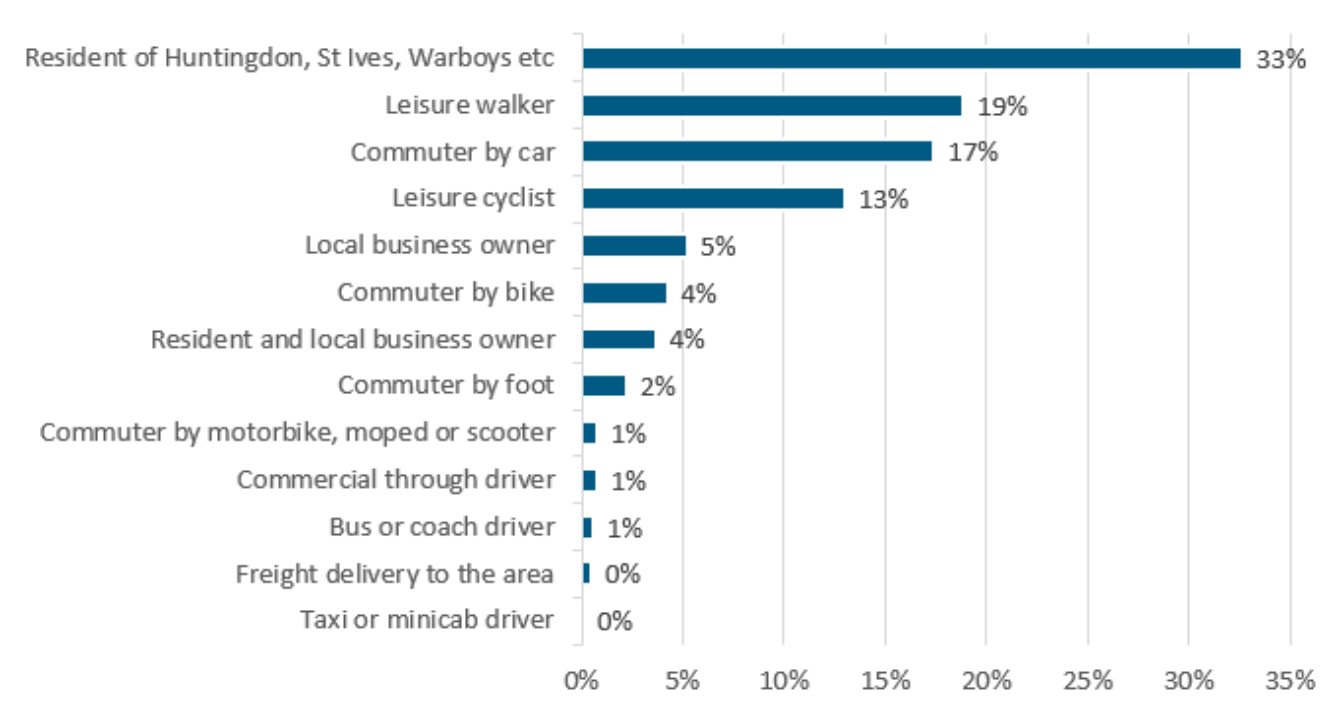
- Resident of Huntingdon, St Ives, Warboys etc;
- Resident and local business owner;
- Local business owner;
- Freight delivery to the area;
- Commercial 'through' driver;
- Commuter by car;
- Taxi or minicab driver;
- Bus or coach driver;
- Commuter by bike;
- Commuter by foot;
- Commuter by motorbike, moped or scooter;
- Leisure cyclists; and
- Leisure walker.

Responses were received from 466 respondents to this question. Respondents were able to select multiple answers therefore the total of responses for each interest will be greater than the total number of respondents for this question.

A third of respondents declared an interest in the area as a 'resident of Huntingdon, St Ives, Warboys etc'. This was the most common response. 'Leisure walker' (19%), 'commuter by car' (17%), and 'leisure cyclist' (13%), were the next most common responses. All other responses received 5% or less of the response share.

Figure 3-8 shows the results for Question 8.

Figure 3-8 - Question 8: What is your special interest in the road network around Huntingdon and St Ives?



Question 9: What is your preferred option? Please rate the options lowest to highest (1-6)

Respondents were asked to rate the six initial option concepts from highest to lowest on a scale of 1 (lowest) to 6 (highest). Respondents were also given the option to rank an option as N/A if they didn't want to provide a score. Option concepts are shown within the leaflet in Appendix B and summarised as follows:

- Option 1: Full offline bypass with no connections;
- Option 2: Full offline bypass with connections;
- Option 3: Online / Offline option;
- Option 4: Rural travel hubs;
- Option 5: Public transport and active travel; and
- Option 6: Transport network management.

Responses were received from 465 respondents to this question. Every respondent ranked all six option concepts.

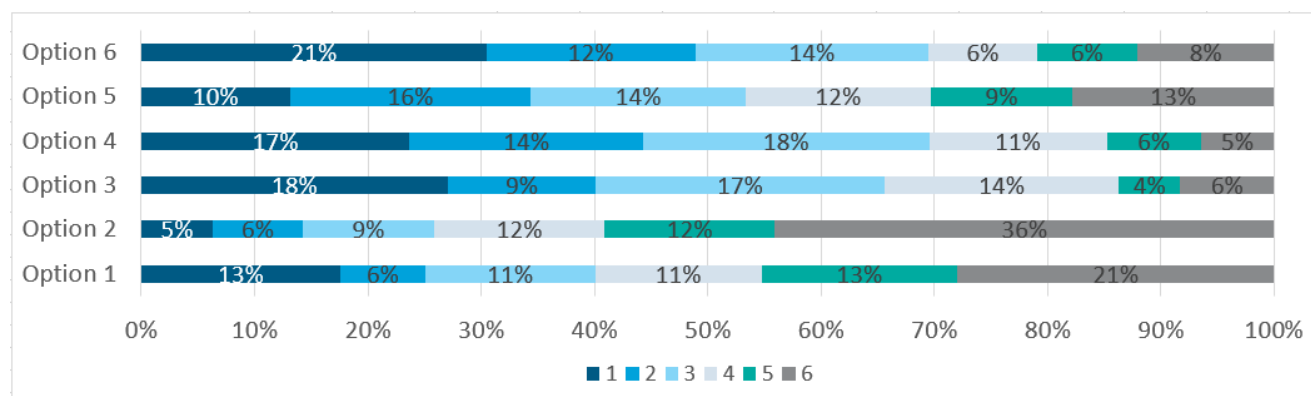
With the exception of option 2, most respondents selected N/A across all options.

Option 2 was ranked as '6' (highest) as the most common response (36% of responses to option 2), with Option 1 being ranked as '6' on the second most occasions (21% of responses to option 1).

Option 6 was ranked as '1' (lowest) on the most occasions (21%), closely followed by option 3 (18%) and option 4 (17%). Ranking of option 5 was more varied.

Figure 3-9 shows the results for Question 9.

Figure 3-9 - Question 9: What is your preferred option?



Question 10: Which combination of the options would you prefer to see considered further?

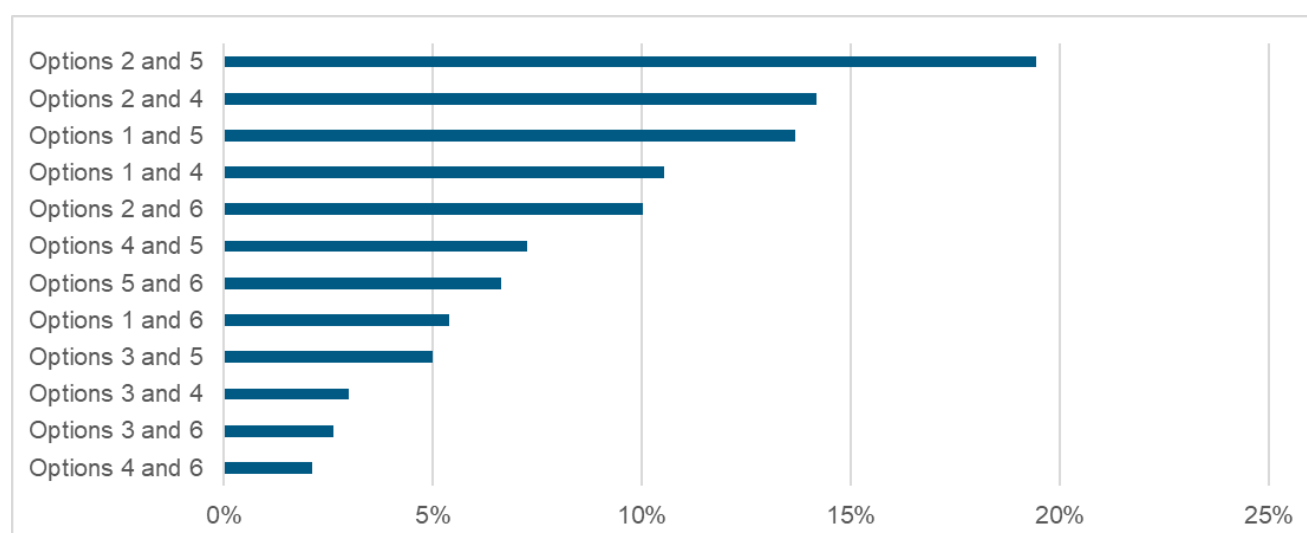
Respondents were asked to suggest combinations of options that they would prefer to see considered further. Respondents were able to provide up to five combinations therefore the total responses will be greater than the total number of respondents for this question.

Responses were received from 388 respondents to this question. 84% of respondents included a bypass (options 1, 2 or 3) in their preferred combinations, with 44% favouring option 2, in combination with another option.

Of all combinations, option 2 and option 5 made up the highest proportion of (19%) all suggestions, followed by option 2 and option 4 (14%), option 1 and option 5 (13%) and option 1 and option 4 (11%). All other combinations accounted for 10% or less of the responses.

Figure 3-10 shows the results for Question 10.

Figure 3-10 - Question 10: Which combination of the options would you prefer to see considered further?



3.2. Map Pin Findings

In total, 209 comments were attached to pin locations on the interactive map. Respondents dropped pins at the locations they wanted to comment on. A map with each pin location is shown in Figure 3-11.

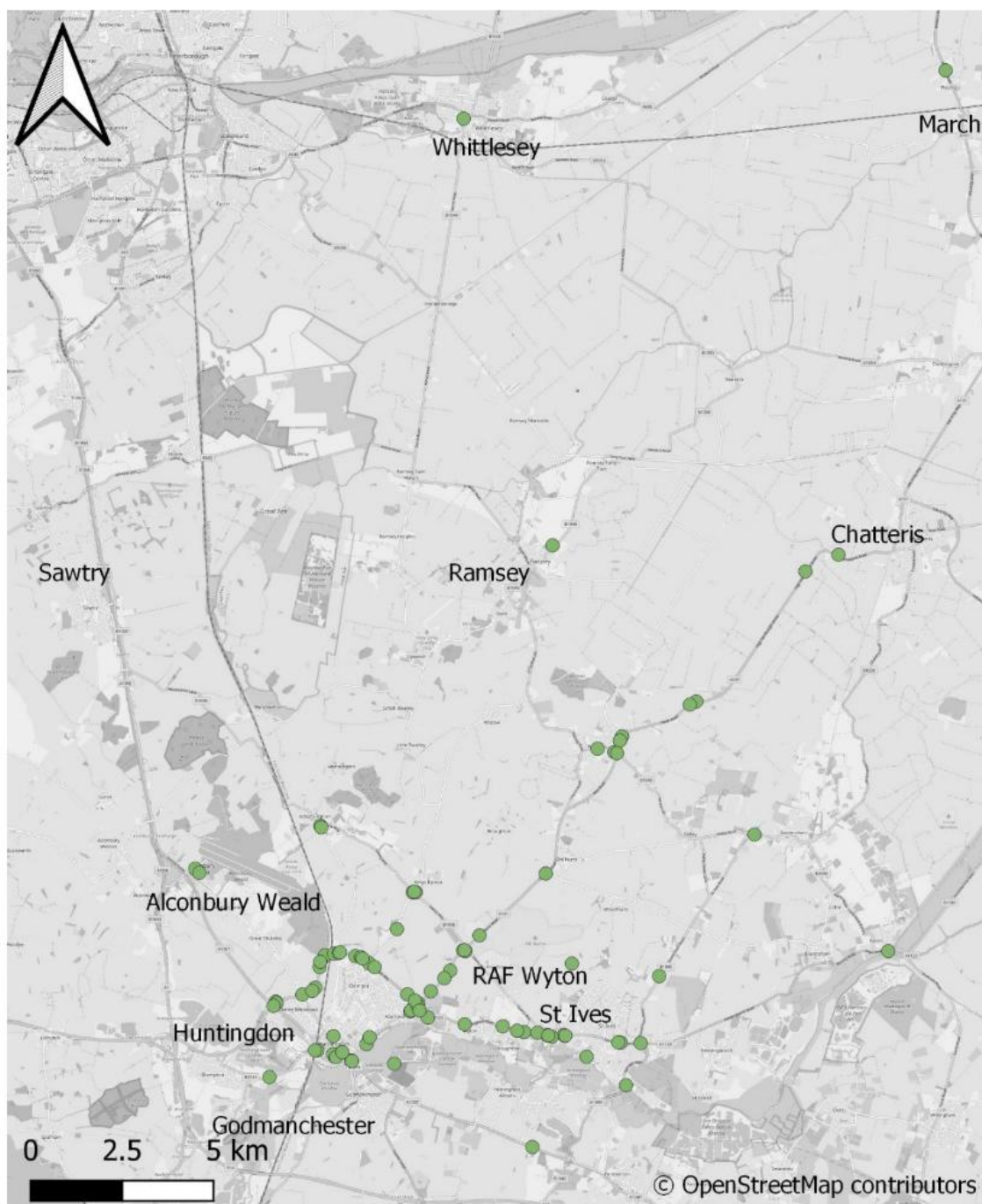
Figure 3-11 – Pin Map Locations



● Pin Map Comment Locations

There were a further 98 comments made that were not attached to pin locations, however the comments provided detail of locations relevant to the comment therefore it was possible to attribute these comments to a location on the map, as shown in Figure 3-12. In addition, a further 146 comments were provided that were not attributable to specific locations, such as “better cycling paths” or “regular local bus services”. These have been combined with the free-form answers and analysed in section 3.3.

Figure 3-12 – Additional Comment Locations



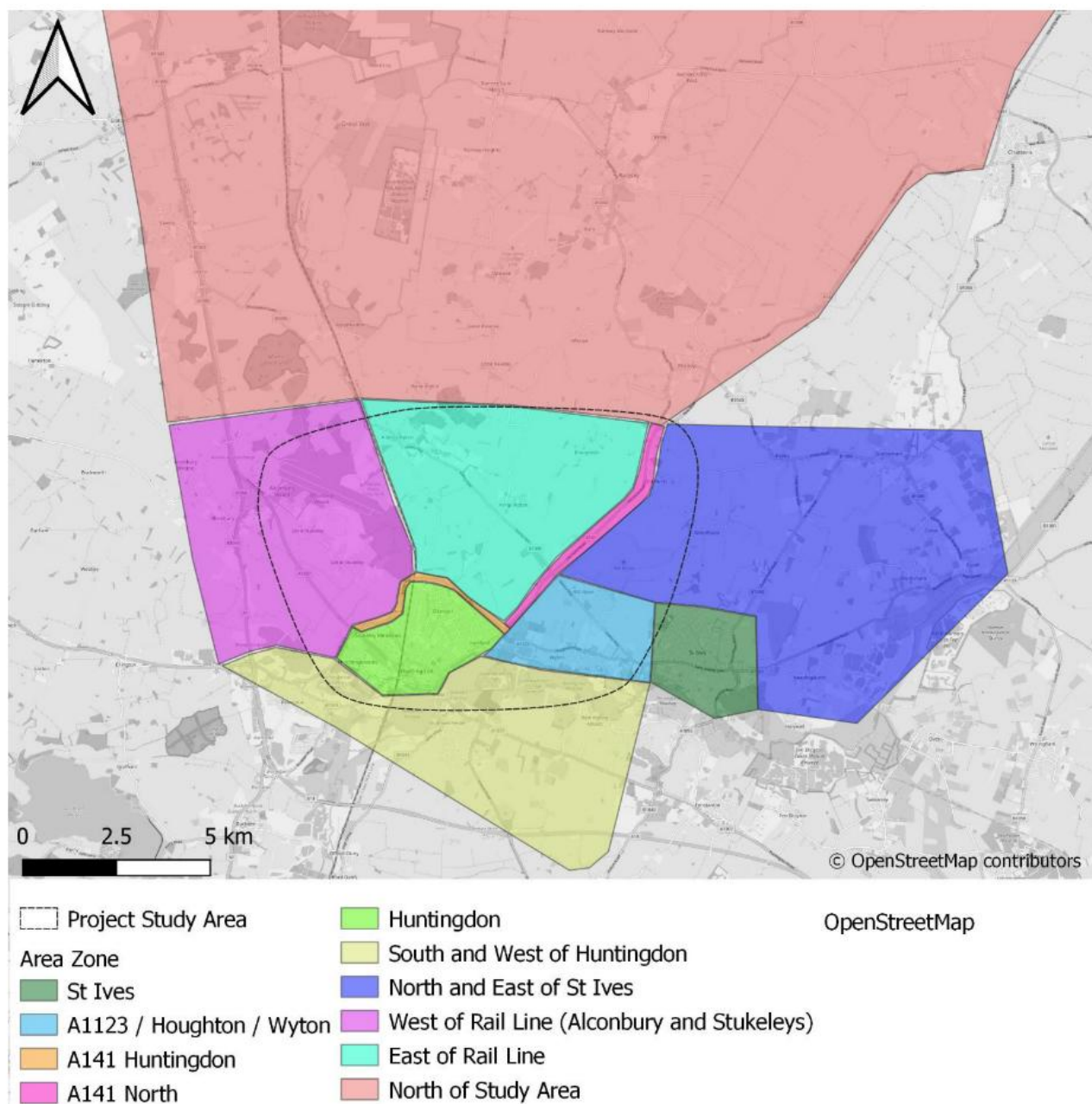
● Additional Comment Locations

To analyse this dataset, Atkins divided the area into ten locations surrounding Huntingdon and the A141 as shown in Figure 3-13. A large number of pins (26% of responses) were dropped outside of the project study area, these included areas to the north and north east of Huntingdon, Warboys, Alconbury and Somersham. The areas are shown in Figure 3-13 and the percentage of responses within each area was as follows:

- Huntingdon - 29%;
- A141 Huntingdon - 18%;
- A141 North - 11%;
- A1123 Houghton and Wyton - 10%;

- East of Rail Line - 8%;
- North of Study Area - 7%;
- St Ives - 6%;
- West of Rail Line - 6%;
- North and East of St Ives - 3%; and
- South and West of Huntingdon - 2%.

Figure 3-13 – Area Locations



3.2.1. Key Findings

A number of key themes have been identified following a review of the comments for each area, these are summarised below.

Huntingdon

The most frequent comment dropped on the map within the Huntingdon area was in relation to providing **new or improved walking and cycling infrastructure** to connect residential areas to places of employment and leisure. Respondents commented that the condition of routes should be improved and infrastructure should be provided to segregate pedestrians and cyclists. Some respondents identified the need for more pedestrian crossings within Huntingdon.

Another common comment in Huntingdon was in relation to the speed and volume of vehicles, particularly HGVs. Comments along this theme discussed both the need for **speed reduction measures** and **traffic management** to improve safety, reduce rat running and ensure that HGVs kept to designated main routes.

Traffic noise, mostly from the A141, was identified by a number of respondents for the Huntingdon area. This was mostly attributed to HGVs.

Other comments placed on the map within the Huntingdon area were:

- The bottleneck of the St Peter's Road rail bridge;
- Need for a connection from the A141 to the new A14;
- Better maintenance of the existing road network;
- Safety concerns for walking and cycling; and
- Congestion.

A141 Huntingdon

The most frequent comment dropped on the map in the A141 Huntingdon area was also in relation to providing **new or improved walking and cycling infrastructure** and a general concern that a new bypass should ensure that existing walking and cycling routes are not severed.

A number of people used the pin comments in this area to suggest **alternative routes** for improvement or a bypass than those presented as part of the options. These are summarised as follows:

- Bypass from Spittal's Interchange to Chatteris and beyond;
- A link from the back of Ermine Street Business Park to a new bypass after the Tesco roundabout;
- Connect Hurricane Close and Percy Close;
- Bypass of the Tesco Roundabout;
- New river crossing;
- Link from Castle Park to A1307 and into Godmanchester;
- Redesign of the East Street / Hartford Road junction to provide better pedestrian access and dissuade rat running; and
- A full bypass.

Comments were also made around:

- The need to improve bus services,
- Better maintenance of the existing road network;
- Protection of Listed Buildings;
- Noise from road traffic; and
- HGVs – volume and speed.

A141 North

The most frequent comment dropped on the map in the A141 north area was related to **congestion**. Comments particularly referred to congestion and delays on the A141 on the approach to the B1090 roundabout and around Warboys.

A significant number of comments were also made in relation to **traffic management**, particularly related to the speeding of vehicles and HGVs.

As with the A141 Huntingdon and Huntingdon areas, respondents also highlighted the need for **walking and cycling links** from rural areas along this corridor.

Other comments placed on the map within the A141 north area were:

- Junction design at the B1090/A141 roundabout to provide a slip from the A141 towards St Ives;
- Park and Ride;
- Maintenance of the existing network;
- Increase road capacity;
- Rat running; and
- Provision of rural transport links.

A1123 Houghton and Wyton

The most frequent comment dropped on the map in the Houghton and Wyton area was related to the need for **more walking, cycling and equestrian connections**, particularly between St Ives and Huntingdon.

A significant number of comments were also made in relation to **traffic management measures**. The majority of the comments on this theme were in relation to HGV's and the need for traffic management to ensure HGVs remain on suitable routes. A number of other comments were related to speeding on this section of the A1123.

Other comments placed on the map within the A1123 Houghton and Wyton area were:

- Safety;
- Maintenance of the existing network;
- Improvements to bus connections; and
- A route suggestion of another river crossing.

East of Rail Line and West of Railway Line

Comments provided in the areas to the east and west of the railway line were in line with similar themes. Provision of **improved walking, cycling and equestrian connections** and **public transport services** from rural communities were the most common responses.

The need for **traffic management measures** to manage speeding and HGV traffic was also a common comment in this area.

A number of **route suggestions** or specific points for improvement were presented, as follows:

- Making Ermine Street through the Stukeleys a 'no through route' to discourage rat running;
- A bypass from Alconbury Weald to Old Hurst Road on the A141;
- A bypass connection to the southern access to Alconbury Weald; and
- Joining the A141 at the BP garage with the old A14 at Godmanchester, bypassing to the east of Huntingdon.

Other comments placed on the map within this area were:

- Park and Ride;
- Road safety;
- Congestion; and
- Maintenance of the existing network.

North of Study Area

The most frequent comment dropped on the map in this area was related to the need to implement **traffic management measures**. The reasons identified for doing so include management of the volume and speed of HGV traffic including through weight limits and general speeding.

Respondents who placed pins in this area also commented on the need to **increase the road capacity**.

One respondent provided a route suggestion which consisted of rerouting the A141 from Sawtry to March.

Other comments placed on the map in this area were:

- Maintenance of the existing network;
- Improvements to bus connections; and
- Improvements to walking, cycling and equestrian connections.

St Ives and North and East of St Ives

Similar themes to those provided for St Ives were included for north and east of St Ives.

The most frequent comment dropped on the map in this area was related to the need to implement **traffic management measures**. The reasons identified for doing so include management of the volume and speed of HGV traffic including through weight limits and general speeding.

A number of respondents provided comments related to the **scope of the A141 study** and the need to extend the study and/or the bypass options to include St Ives as well. This included the suggestion of improving the traffic flow at the McDonalds roundabout (A1123/A1096).

Other comments placed on the map within St Ives were:

- Improvements to bus connections;
- Improvements to walking and cycling connections; and
- Reducing congestion.

South and West of Huntingdon

The most frequent comment dropped on the map to the south and west of Huntingdon was related to **improving walking and cycling links**, particularly from Brampton and Godmanchester.

Three comments were provided that **suggested other routes or transport improvements** in the area, including:

- Guided bus extension along the A1307;
- East-West Rail extension to Northstowe via Cambridge; and
- New river crossing.

Other comments placed on the map in this area were:

- Environmental considerations including Godmanchester Area of Outstanding Natural Beauty; and
- Speed limit reductions on the B1514 to the A141.

3.2.2. Pin Map Summary

In five out of the 10 areas that respondents placed comments, the most prevalent comment was in relation to improving walking and cycling infrastructure and routes for pedestrians. Linked to this, a significant number of comments also related to the improvement of infrastructure for equestrians.

A significant number of comments across all areas were in relation to the speed of vehicles and the volume and speed of HGVs, with some referencing the noise and air quality impacts. The majority of comments suggested the need for traffic management measures, a reduction in speed limit or traffic calming as a solution to these issues.

In specific areas, particularly around Huntingdon, a number of respondents made suggestions for alternative routes for a bypass or other improvements.

3.3. Additional Feedback

Respondents were given the opportunity to provide additional comments in a freeform box at the end of the survey. 170 respondents provided additional comments in this way. Comments have been combined into 26 themes, outlined as follows with the number of occurrences shown in brackets. The total number is in excess of 170 as some comments were applicable to multiple themes.

- Environment (29);
- Engagement Process (24);
- HGVs (24);
- Project Scope (19);
- Equestrians (18);
- Traffic Management (14);
- Public Transport (13);
- Active Travel (11);
- Congestion (11);
- Rat Running (9);
- Enabling Development (8);
- Maintenance (8);
- Highway (7);
- Covid-19 impact (3);
- Safety (3);
- Cambridge Autonomous Metro (2);
- Car Sharing (2);
- Funding (2);
- Parking (2);
- Access to Huntingdon (1);
- Community (1);
- Cost (1);
- Development (1);
- Huntingdon Fire Station (1);
- Reducing the need to travel (1); and
- Spittals Roundabout (1).

These themes have been analysed further and broken down into sub-themes in the following sections.

3.3.1. Environment

The highest number of comments (29) provided by respondents were in relation to a number of environmental factors.

Respondents who mentioned **noise** commented on road noise in relation to the existing A141 and the location of a potential bypass. Comments were also related to road noise as a result of HGVs, particularly at night.

Similarly, a number of respondents commented on **poor air quality** as a result of high traffic volumes and in particular HGVs.

Other comments related to environment were made in relation to preserving and protecting **wildlife**, enhancing and protecting the **landscape**, and **listed buildings**.

3.3.2. Engagement Process

A high number of comments (24) were made in relation to the engagement process. These were particularly related to the structure and content of the **survey**, the structure and content of the **website**, the **description of scheme options** and the **engagement process** in terms of the level of information provided and the need to engage further.

3.3.3. HGVs

HGVs were mentioned in comments 23 times for a variety of reasons.

Related to the environment (section 3.3.1), a number of comments were raised about the **noise** and **air quality** issues associated with HGVs within the study area.

Respondents also commented on the volume of HGVs and the speeds with which they travel, particularly at night.

A number of suggestions were made to help mitigate the impact of HGVs, particularly related to traffic management by restricting HGVs to main routes and signage to encourage HGVs to keep to suitable routes.

3.3.4. Project Scope

19 comments were related to the extent of the project scope or suggested schemes or changes outside of the study area identified for this project. These areas are outlined as follows:

- Woodhurst – particularly in relation to rat running and traffic volumes;
- A141 north of the study area;
- B1040 to St Ives;
- A1123 at Earith bridge – particularly in relation to flooding;
- St Ives – connection to a northern bypass of St Ives;
- A cycleway between Chatteris and Somersham; and
- Bypass for Warboys.

3.3.5. Equestrians

A number of comments (18) were in relation to equestrians. These comments can be grouped under three themes:

- **Access** – particularly in relation to ensuring that all sustainable routes are suitable for equestrians and that routes are not fully tarmacked. Comments also suggested that consideration should be taken at points such as gates to ensure that access is maintained for equestrians;
- **New and improved routes** should be provided for equestrians; and
- Equestrian routes should be **traffic-free**.

3.3.6. Traffic Management

14 comments were related to traffic management. The majority commented on the speeding of vehicles through the study area and the need to provide more **speed cameras and checks**. A number of suggestions were also made to reduce the **speed limit** of the A141 to 30mph and reduce speed limits in residential areas to 20mph.

The HGVs within the study area have also been referred to in relation to traffic management, particularly around **speeding of HGVs** and the need to provide traffic management to reduce this. Specific reference was made to the need for traffic management to discourage HGVs on the A1123 Houghton Road, and to install measures and **signage** to ensure that HGVs remained on main routes.

3.3.7. Public Transport

Public transport comments were provided under a number of sub-themes, as follows:

- Flexibility in public transport provision;
- Lack of rural public transport services;
- Connecting residential and employment hubs;
- An A1307 sustainable transport corridor;
- Coordination with the Cambridgeshire Guided Busway and Cambridgeshire Autonomous Metro;
- Providing priority for public transport and other sustainable modes on the B1514; and
- Park and Ride.

3.3.8. Active Travel

Active travel comments were provided under a number of sub-themes, as follows:

- More and improved routes;

- Connection between Huntingdon and St Ives;
- Connections between villages and employment hubs;
- Segregated routes (both from traffic and from other active modes); and
- Provision of leisure routes.

3.3.9. Congestion

A number of comments (11) were made in relation to **existing congestion**, particularly where the **bypass options** were shown as tying in with the existing highway network at Tesco roundabout, Hartford roundabout and Wyton roundabout. Comments related to the existing congestion being made worse if additional traffic was directed via the bypass to these junctions.

Reference was also made to existing congestion on Huntingdon Ring Road.

3.3.10. Rat Running

A number of areas of concern in relation to rat running were identified by respondents as follows:

- Residential areas;
- A1123/A141 – rat run for HGVs;
- Ermine Street and the Stukeleys – from the A1;
- Woodhurst; and
- Pidley.

3.3.11. Enabling Development

Respondents (8) noted that in order to accommodate and/or enable development, additional transport capacity was required. A number of comments identified that any option taken forward should not **prejudice planned or committed growth** but rather the scheme should be seen as an **opportunity to enable growth** to happen sustainably. One comment identified the need for the **scheme to be built out before growth occurs**.

3.3.12. Maintenance

Comments from respondents related to maintenance were grouped under three themes:

- **Potholes**;
- **Rural road conditions** – particularly around need for road sweepers and maintenance of the camber of the road; and
- **Landscape maintenance** around the A141 and particularly at the BP garage.

3.3.13. Highway

A number of comments (7) were made in relation to the highway options set out in the engagement material. There was a consensus, among the highway comments received, that should a bypass come forward it should be **dual carriageway**. One respondent detailed that the bypass should **avoid the Tesco's and Hartford Roundabout**. Another specifically mentioned the need to improve **St Peter's Road** and another suggested that a bypass should connect to a **St Ives northern bypass**.

Two respondents provided detailed route descriptions for a bypass option as follows:

- *"Link Spittles (over Ermine St) to Tesco roundabout, Dual Tesco to Kings Ripton road/Spittles way junction, Then Fly over Kings Ripton Road directly due-east to Raf Wyton(A141) (Marked), also improve Sawtry Way into St Ives"*.
- *"The bend at Kings Ripton Road/Sapley Road and the Spittles way Bypass connected together. Joining the A141 at Huntingdon (BP Garage Roundabout) with the old A14 at Godmanchester bypassing to the east of Huntingdon and completing the circle"*.

3.3.14. Other themes (with 3 or less comments)

The following summarises the remaining themes from the freeform comment box:

- **Covid-19 impact** – respondents noted the change in travel behaviour as a result of the Covid-19 pandemic and the associated reduction in traffic. They subsequently questioned whether there was a need for a bypass given this reduction;
- **Safety** – respondents noted safety concerns accessing the A141 from rural areas including the Old Hurst / A141 junction;
- **Cambridge Autonomous Metro** – respondents noted the need to consider interaction and coordination with CAM and the need to provide sustainable connections;
- **Car Sharing** – respondents mentioned the need to encourage car sharing;
- **Funding** – respondents identified the potential to secure funding for the scheme through S106 agreements with developers;
- **Parking** – respondents commented that introducing workplace parking charges or increased parking charges would lead to a decline in people accessing the town centre and a potential increase of parking in residential streets;
- **Access to Huntingdon** – one respondent identified the need to promote access to the town centre;
- **Community** – one respondent suggested that options need to consider benefits to the local community;
- **Cost** – one respondent commented on the expensive costs of options;
- **Development** – one respondent commented that a bypass would lead to infill development;
- **Huntingdon Fire Station** – one respondent identified the need to consider the response times from the proposed Huntingdon Fire Station;
- **Reducing the need to travel** – one respondent commented that options should be reducing the need to travel by encouraging people to work from home and enabling cheaper deliveries; and
- **Spittal's Roundabout** – one respondent suggested that the traffic signals at Spittal's Roundabout could be removed.

4. Stakeholder Engagement

CPCA and Atkins held two online stakeholder meetings during the engagement period, one with Members and one with landowners and their representatives.

The meetings included an overview of the scheme aims and objectives and set out the initial option concepts for consideration. Stakeholders were then welcomed to comment on the options presented and encouraged to respond to the online engagement survey and / submit responses to the project team. A number of written responses were received.

In general responses were consistent in that they favoured a bypass option (1, 2 or 3) in conjunction with sustainable transport measures (4, 5 and 6), particularly from new developments. Option 2 was the most favoured bypass option, with one response preferring option 3. One of the responses favoured widening of the existing A141 over a bypass. Reasons for support of option 2 included better integration with the road network, with planned and existing developments and reducing the barrier effect of the existing A141. Concerns with the full bypass options (1 and 2) related to construction costs, land and environment impacts, and the encouragement of infill development.

5. Summary and Next Steps

5.1. Summary

A public and stakeholder engagement programme was run between the 22nd February and the 15th March to gauge initial opinion on six option concepts for the A141 study and to understand the issues that are important to those who live, work and travel within the study area.

An online brochure and survey, also available as a hard copy by request, was used to capture responses from the public. Two stakeholder workshops were held to introduce option concepts to stakeholders and to encourage them to feedback to the project team via the survey and email.

Survey respondents felt most strongly about issues related to the volume and speed HGVs, and the associated air quality and noise issues, congestion, road safety and vehicles speeds. The majority of respondents were in agreement of the need to reduce road traffic and the need to reallocate road space to walking and cycling infrastructure. Fewer respondents felt that there was a need to reallocate road space to public transport.

In terms of options, respondents most favoured a combination of bypass options and sustainable travel options, with combination of Option 2, a bypass with junctions to the existing network, and Option 5, sustainable travel and active travel measures, being most favourable.

In general stakeholder responses were consistent with each other in that they favoured a bypass option (1, 2 or 3) in conjunction with sustainable transport measures (4, 5 and 6). One of the responses favoured widening of the existing A141 over a bypass.

5.2. Next Steps

The findings from this engagement programme will feed into further option assessment and development as the study progresses. Comments and option suggestions made for the St Ives area will feed into option identification for the St Ives Transport Study ahead of public and stakeholder engagement on the St Ives study in May 2021.

Appendices



Appendix A. Survey Template



Your A141 - Feedback Form

Your A141

Feedback Form

Thank you for taking the time to fill out this form. The consultation starts 22nd Feb and ends 15th March 5:00pm.

If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so we can understand where you live in relation to the options.

Name

Address

Postcode

Email Address

If you are responding on behalf of an organisation, please provide the name below

Contact us at:

youra141@cambridgeshirepeterborough-ca.gov.uk

Have Your Say!

1. Which issues around the A141 neighbourhood are you most concerned about?

	Strongly Agree	Agree	Strongly Disagree	Disagree
Improve air quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keep lorries away from residential areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed up journey times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Do you agree there is a need to reduce road traffic (cars, lorries, vans) in your local town?

Don't know	Strongly Agree	Agree	Strongly Disagree	Disagree
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. To what extent do you agree there is a need to allocate road space for dedicated public transport vehicles (bus, coach, taxi or minibus)?

	Strongly Agree	Agree	Strongly Disagree	Disagree
Dedicated bus and coach lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dedicated minibus, taxi, minicab lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. To what extent do you agree there is a need to allocate road space for non-motorised users (walking, cycling, horse riding)?

	Strongly Agree	Agree	Strongly Disagree	Disagree
More dedicated walking space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More dedicated cycling space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More dedicated bridle paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Which issues do you think are a problem in your village or residential street?

	Strongly Agree	Agree	Strongly Disagree	Disagree
Commuters using road as a 'rat run'	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heavy lorries, vans taking short cut	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicles speeding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic fumes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heavy traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Difficult crossing road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. How do you normally travel in your local neighbourhood?

Walking	<input type="radio"/>	Bus, minibus or coach	<input type="radio"/>
Taxi/minicab	<input type="radio"/>	Car/van as a passenger	<input type="radio"/>
Bicycle or e-bike	<input type="radio"/>	Car/van as a driver	<input type="radio"/>
Wheelchair/mobility scooter	<input type="radio"/>	Lorry	<input type="radio"/>
Motorcycle or moped	<input type="radio"/>	Other	<input type="radio"/>

7. What matters to you in future development of your local transport network?

	N/A	Not Important	Very Important
Address congestion and delay on existing A141	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce journey times on local routes caused by A141 hold-ups	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create better connected public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safeguard villages and residential streets from 'rat-runs'	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cut carbon emissions from traffic jams	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase travel options for local people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensure local transport keeps your area linked into growth opportunity – jobs, homes, investment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. What is your special interest in the road network around Huntingdon and St Ives? Please tick any that apply:

1. Resident of Huntingdon, St Ives, Warboys, etc.	<input type="radio"/>	8. Bus or coach driver	<input type="radio"/>
2. Resident and local business owner	<input type="radio"/>	9. Commuter by bike	<input type="radio"/>
3. Local business owner	<input type="radio"/>	10. Commuter by foot	<input type="radio"/>
4. Freight delivery to the area	<input type="radio"/>	11. Commuter by motorbike, moped or scooter	<input type="radio"/>
5. Commercial 'through' driver	<input type="radio"/>	12. Leisure cyclist	<input type="radio"/>
6. Commuter by car	<input type="radio"/>	13. Leisure walker	<input type="radio"/>
7. Taxi or minicab driver	<input type="radio"/>		

9. What is your preferred option? Please rate the options highest to lowest (1-6):

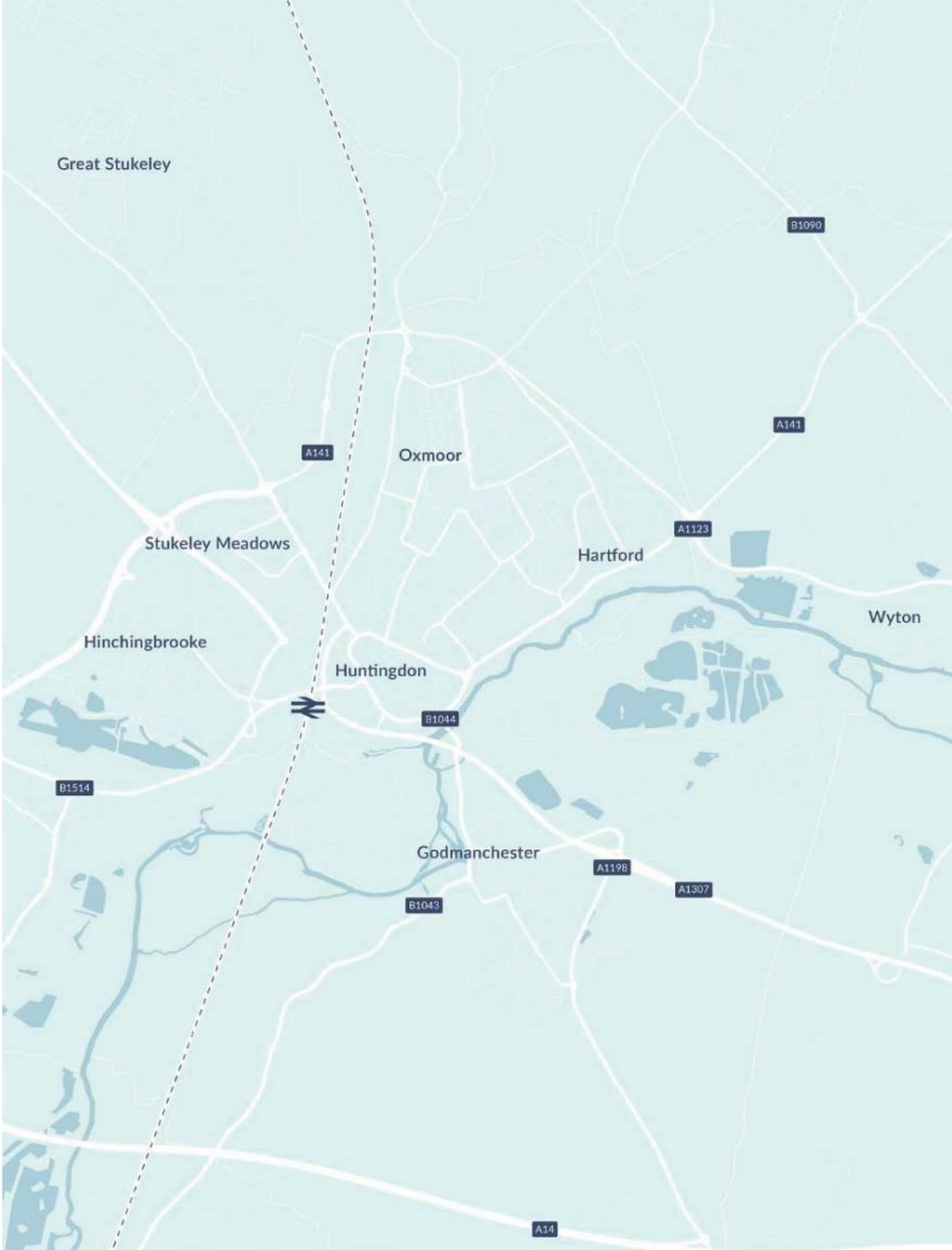
Option 1 Full Offline Bypass with no connections	Option 2 Full Offline Bypass with connections	Option 3 Online / Offline Option
<div></div>	<div></div>	<div></div>
Option 4 Rural Travel Hubs	Option 5 Public Transport and Active Travel	Option 6 Transport Network Management
<div></div>	<div></div>	<div></div>

10. Which combination of the options would you prefer to see considered further? Please choose a maximum of five combinations from the options below.

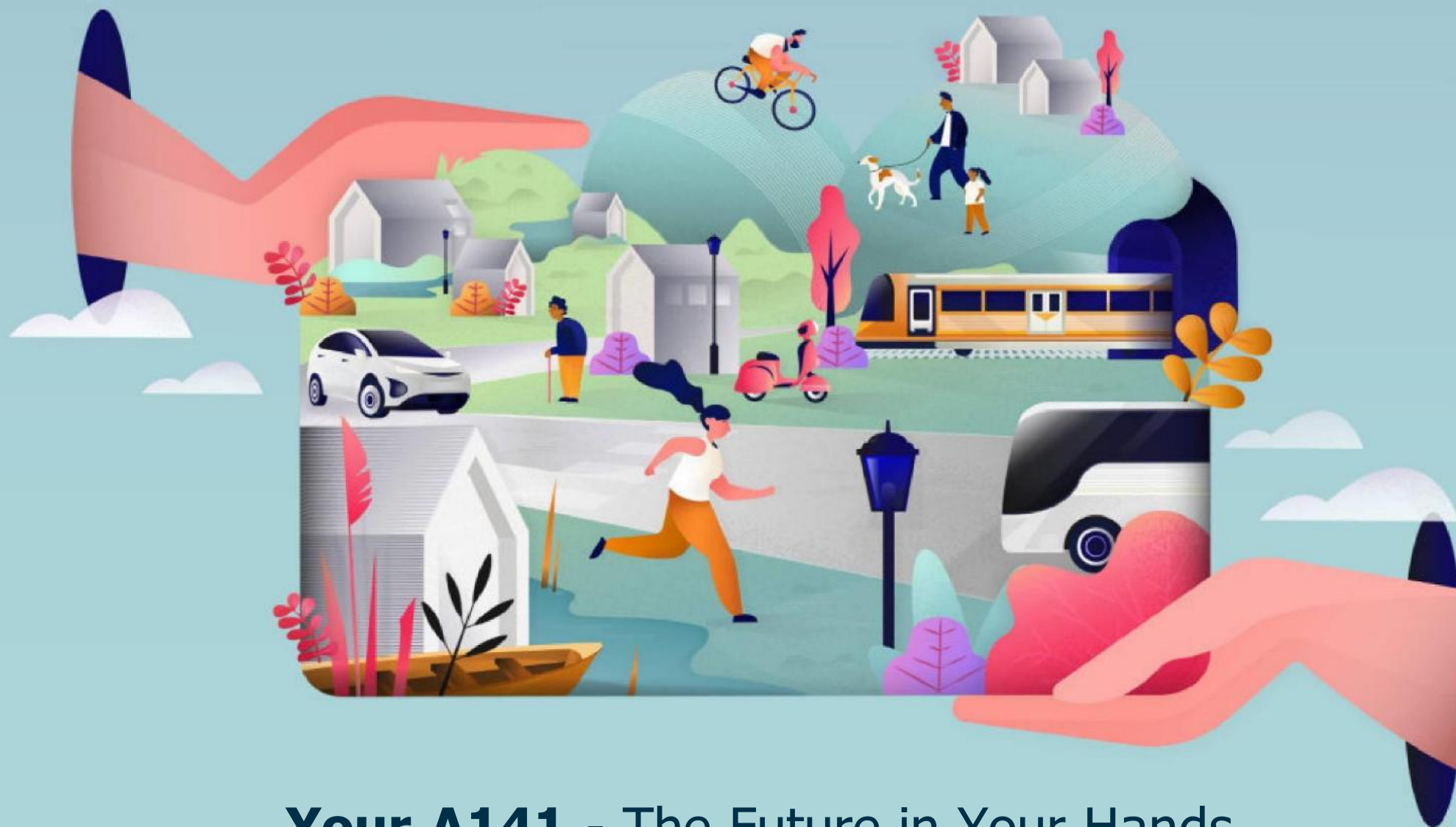
Option 1&4	Option 1&5	Option 1&6
<div></div>	<div></div>	<div></div>
Option 2&4	Option 2&5	Option 2&6
<div></div>	<div></div>	<div></div>
Option 3&4	Option 3&5	Option 3&6
<div></div>	<div></div>	<div></div>
Option 4&5	Option 4&6	Option 5&6
<div></div>	<div></div>	<div></div>

11. What improvements would you like to see in the local area to encourage wider active travel. You can also draw a max. of 5 X's on the map to highlight where you would like these to be considered further.

If you wish to submit additional comments please use a supplementary piece of paper and submit with this form.



Appendix B. Leaflet



Your A141 - The Future in Your Hands



**Mayor of Cambridgeshire
& Peterborough**



At the Combined Authority

We want to upgrade the A141 but we don't want to do it without hearing your views first. We want to know what you think, whether you're at the Huntingdon end or whether you're in the wider Fenland area.

We know how important this route is and we know how disadvantaged you are having to use it in its current format. Please help us, please look at our survey and add your points to how we can improve this important route.

Thank you.

Introduction

Why does the A141 Matter?

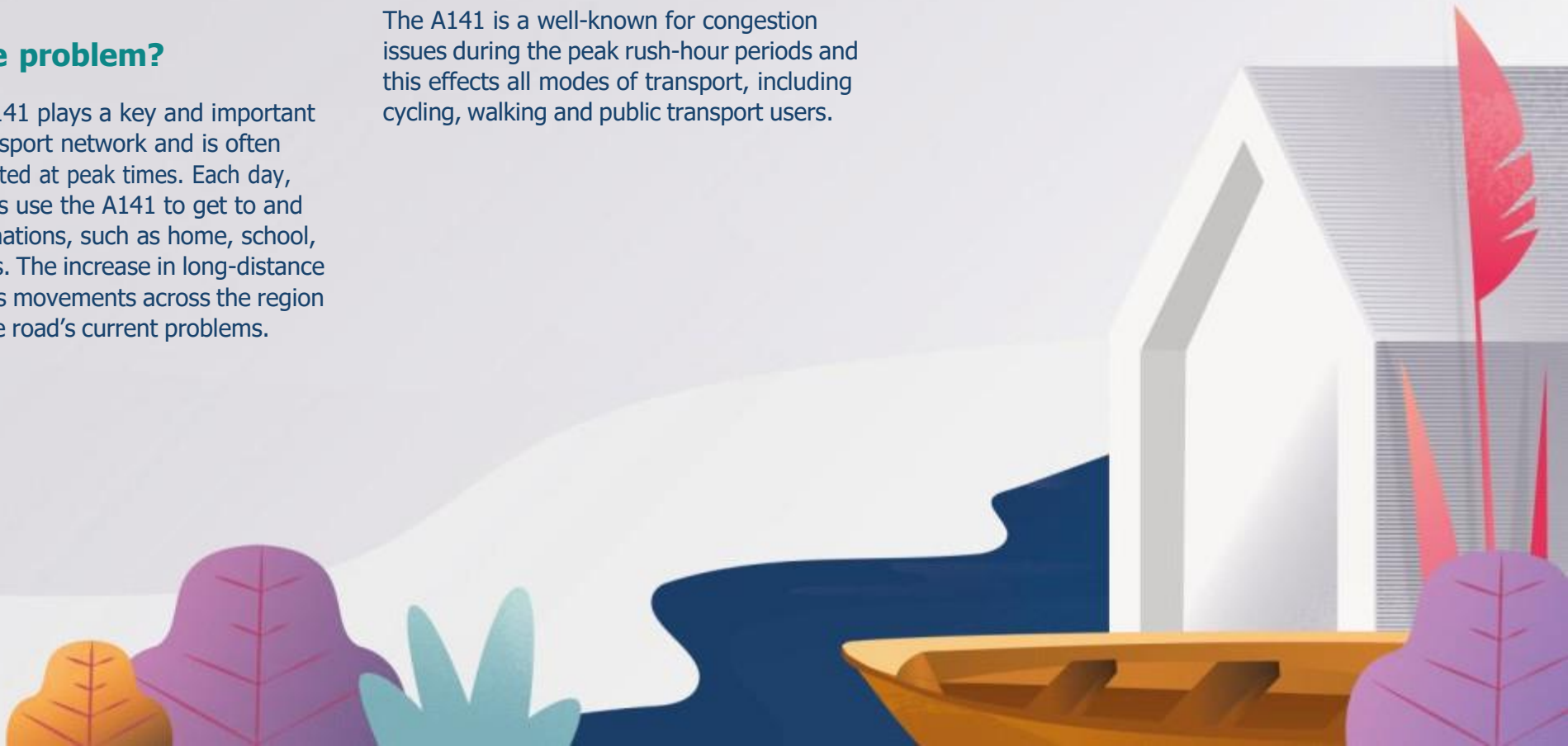
The A141 is the main road from the fens and it is crucial for the whole Huntingdon and St Ives area: north-east, it connects villages and towns within rural Fenland; west, it links the wider region via the A14 and the A1.

What's the problem?

The existing A141 plays a key and important role in our transport network and is often severely congested at peak times. Each day, thousands of us use the A141 to get to and from key destinations, such as home, school, work and shops. The increase in long-distance container trucks movements across the region only adds to the road's current problems.

Huntingdon and those living and working beyond the district boundary often travel by private car, increasing the pressures on the A141 and connector roads which feed into it. Rat-runs through the villages create disturbance, and air and noise pollution for the community.

The A141 is a well-known for congestion issues during the peak rush-hour periods and this effects all modes of transport, including cycling, walking and public transport users.



Current Challenges



Peak time congestion



Unreliable journey times



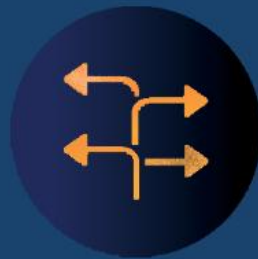
Road safety issues



Rat-running on
minor roads



Lack of safe, off-road
cycle route



Lack of active
travel options



Air and noise quality
issues due to congestion

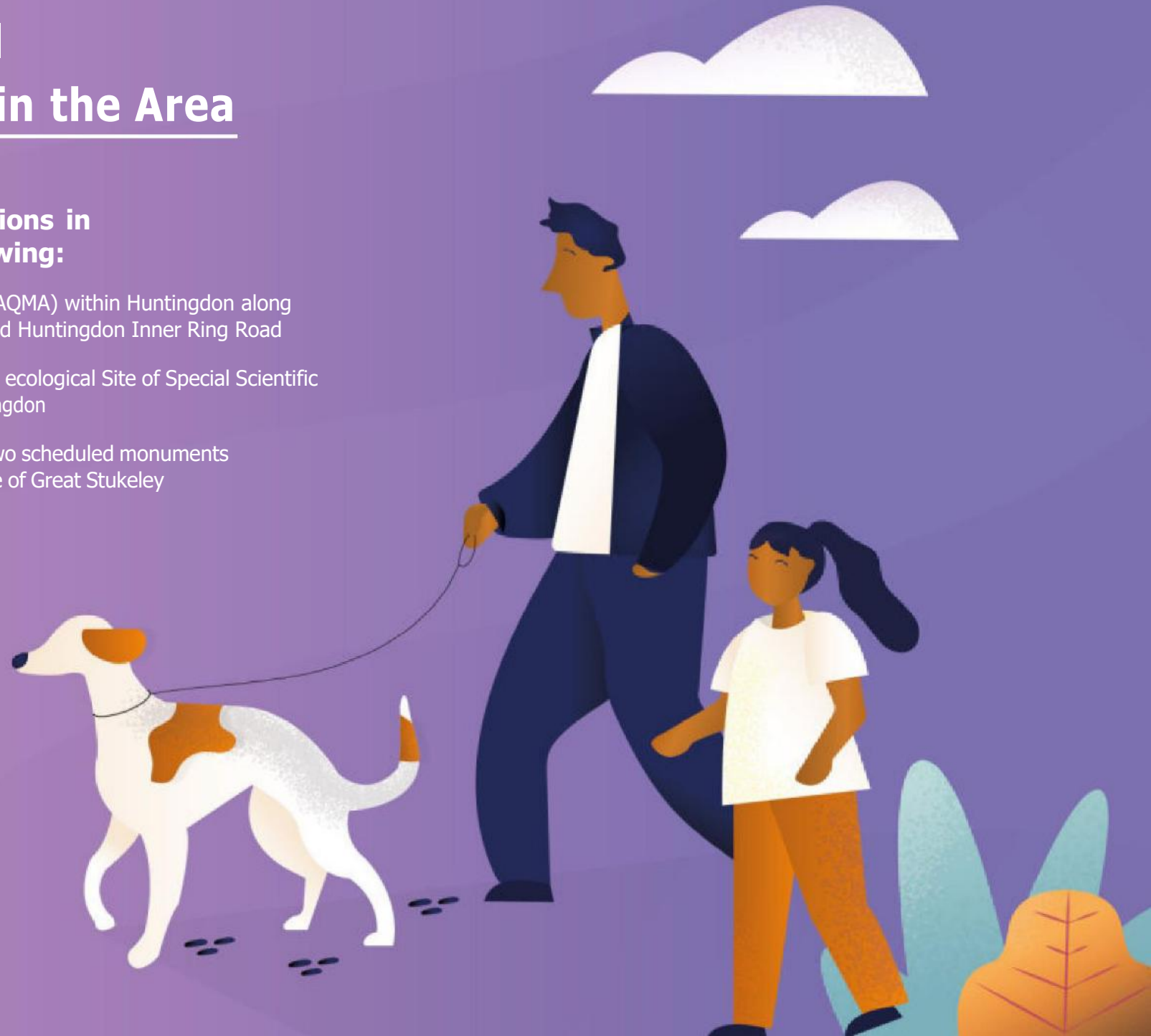


Limited provision for
public transport

Environmental Considerations in the Area

Environmental considerations in the area include the following:

- An Air Quality Management Area (AQMA) within Huntingdon along the A1307, A141, B1044, B1514 and Huntingdon Inner Ring Road
- The Great Stukeley Railway Cutting ecological Site of Special Scientific Interest (SSSI) to the north of Huntingdon
- Two Grade II listed buildings and two scheduled monuments (Roman Barrows) around the village of Great Stukeley



An illustration on the left side of the page shows a person with dark skin and curly hair, wearing a dark blue long-sleeved shirt and yellow trousers. They are holding a thin, light-colored cane. The person is standing next to a stylized tree with a dark blue trunk and a large, rounded, pinkish-red canopy. The background consists of soft, wavy shapes in shades of purple, pink, and light blue.

The Way Forward

**Doing nothing
is not an option**

So, the A141 Improvement Scheme to tackle the road's current problems is going to happen – but the actual option has yet to be decided. That is where your insights, views and comments come in.

The Combined Authority and partners will use the results to help decide the best way forward for the A141 Improvement Scheme.

The Options



Option 1

Full Offline Bypass with no connections

- A new bypass from Spittals Interchange to Sawtry Way roundabout (B1090/A141), with no connections to existing roads or the new developments



Option 2

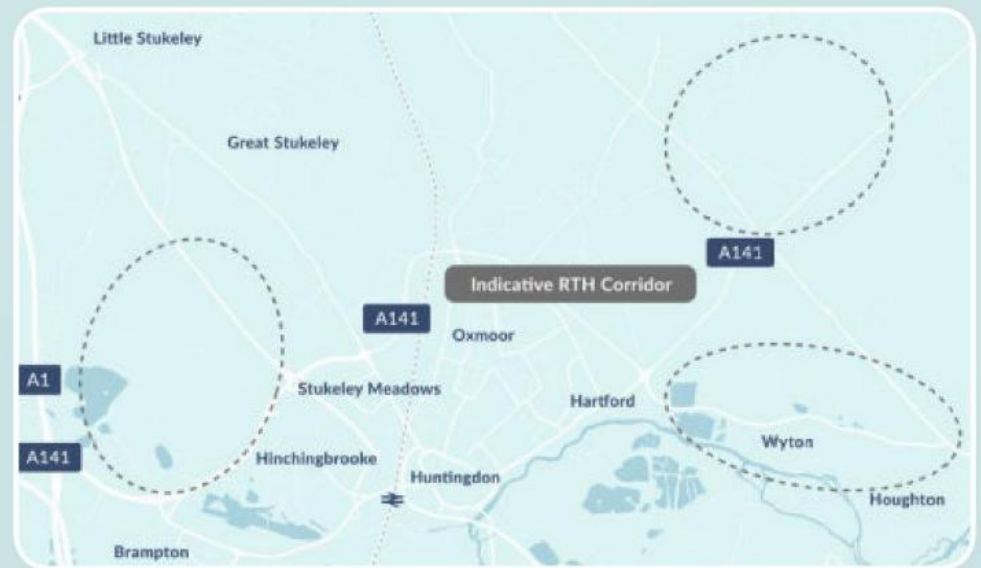
Full Offline Bypass with connections

- A new bypass from Spittals Interchange to Sawtry Way roundabout (B1090/A141)
- Three junctions with the existing road network (Ermine St, Abbots Ripton Road and Kings Ripton Road)



Option 3 Online / Offline Option

- A new bypass from Spittals Interchange to the Tesco Roundabout
- Widening of the existing A141 from the Tesco Roundabout to the Hartford Roundabout



Option 4 Rural Travel Hubs

- Indicative locations of potential Rural Travel Hubs (RTHs)*
- The arrows represent the areas which each RTH would aim to serve, with specific site locations to be defined
- Implementation would likely require combining with bus priority infrastructure towards Huntingdon



* Rural Travel Hub (RTH) – small, flexible transport interchanges at key locations, allowing more people to access sustainable transport networks.



Option 5

Public Transport and Active Travel

- Upgrading / extending the existing Old Houghton Road bridle path
- Dedicated walking and cycling infrastructure from the Ermine Street Business Park to the A1123/A141 junction along the current A141 and from the Ermine Street Business Park to St. Peters Road
- Additional walking and cycling crossing points over the East Coast Main Line
- Public Transport infrastructure along St. Peters Road and opening access at the old Sapley Road crossroads for public transport
- Public transport and active travel connections between new developments and Huntingdon town centre



Option 6

Transport Network Management

- Potential areas to implement measures to discourage car travel. Measures could include:
 - A Clean Air Zone (CAZ)*
 - Environmental weight limits**
 - Workplace Parking Levies***
 - Increasing parking charges
 - Reducing parking availability
- These measures would need to be combined with other positive measures to provide travel alternatives

* Clean Air Zone (CAZ) – area where targeted action is taken to improve air quality, in particular by discouraging the most polluting vehicles from entering the zone.

** Environmental Weight Limit – weight limit preventing large vehicles from using inappropriate roads, routes and areas.

*** Workplace Parking Levy (WPL) – a charge on employers for the number of parking places they provide that are regularly used by employees.

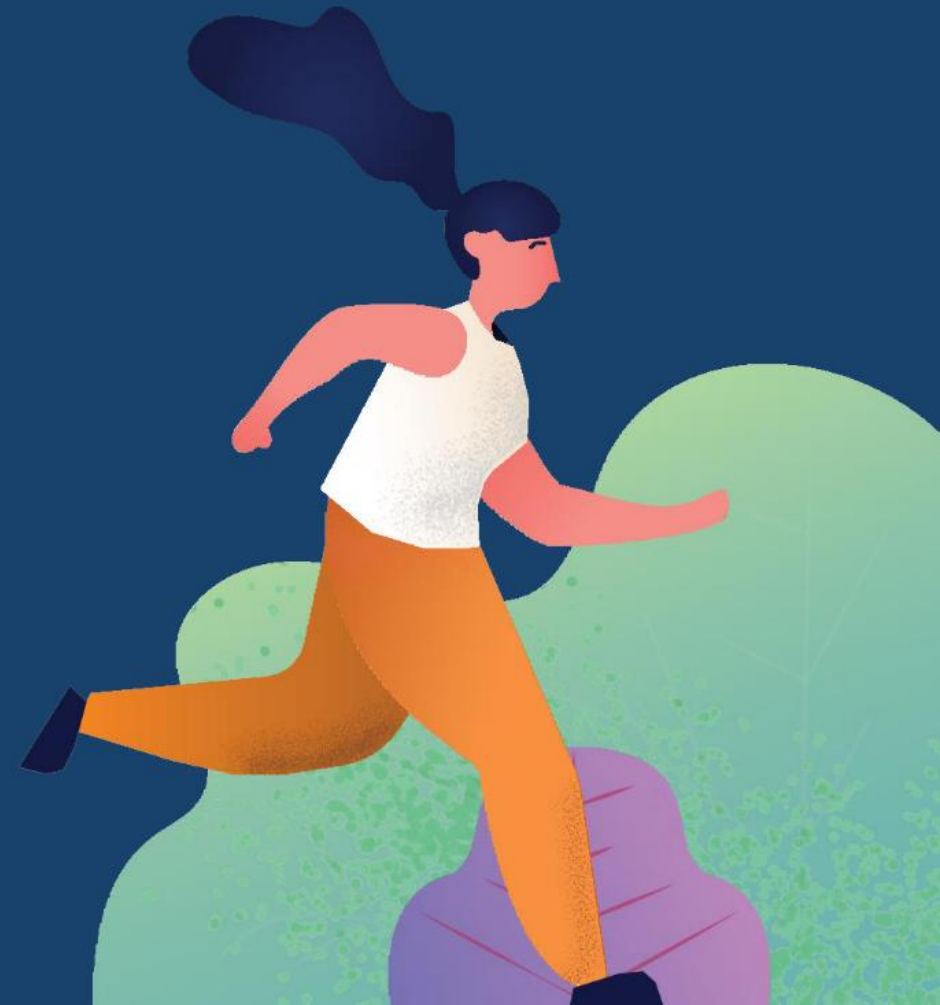
The Goals

Wider policies aim to:

- Attract investment and good-earning employment opportunities
- Improve access around Huntingdon to/from road and rail networks and to/from London
- Extend the success of Greater Cambridge across the region
- Improve capacity, reliability and speed for public transport and opportunity for cyclists, walkers, and equestrians
- Maintain traffic at or below 2018 levels
- Cut vehicle mileage
- Intercept or substitute car trips with alternative transport modes
- Contribute to the reduction of emissions to 'net zero' by 2050, to minimise the impact of transport and travel on climate change

A141 Improvements aim to:

- Address current congestion and delay on the corridor, reducing journey times and improving reliability
- Ensure sufficient highway capacity to accommodate transport demand on the corridor from new growth sites in the region
- Improve connectivity and quality for walking and cycling along and across the corridor by:
 - Incorporating appropriate provision within the scheme
 - Enabling the existing A141 to better support these modes



A141 Countdown

Spring 2021

We will analyse the public engagement responses and undertake additional technical work.

Autumn 2021

Report on the findings within a Business Case and options selected to the Combined Authority Board.

Winter 2021

Commitment for funding to commence the Outline Business Case preliminary design.

Further discussions to be held with the Department for Transport (DfT) to discuss next stages.

Autumn 2022

Outline Business Case completed and commence Full Business Case and Detailed Design.

Indicative: dependent on conclusions of Autumn 2021 report.



Have Your Say!

This is #YourA141, your future.

Your opinion will shape the all-important decision on how and where we should improve the A141. Please now consider the options and tell us which you prefer.

GPDR Statement: The Cambridgeshire and Peterborough Combined Authority is a controller for the purposes of the Data Protection Act 2018. We collect, process and store a wide range of information, including personal information to deliver our services efficiently. We are responsible for managing the information that we hold and recognise that this information is important to you. We take our responsibilities seriously and use personal information fairly, correctly and safely in line with the UK's data protection laws. Anyone who receives information from us is also under a legal obligation to do the same and will have a set of data protection clauses included in any contract with us. Where we need to share sensitive or confidential information, we will do so only with consent, or where we are legally able to do so.

Contact us at:

youra141@cambridgeshirepeterborough-ca.gov.uk
www.youra141.co.uk



Rebecca Crowther
Atkins Limited
5 Wellbrook Court
Girton Road
Cambridge
CB3 0NA

Tel: +44 (0)1223 276002
Fax: +44 (0)1223 277529

© Atkins Limited except where stated otherwise