



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**JAMES PALMER**  
CAMBRIDGESHIRE &  
PETERBOROUGH MAYOR

Agenda Item No: 2.3

## Report title: A141 Huntingdon Strategic Outline Business Case

To: Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee

Meeting Date: 06 January 2021

Public report: Yes

Lead Member: Mayor James Palmer

From: Paul Raynes  
Director of Delivery & Strategy

Key decision: No

Forward Plan ref: Not applicable

Recommendations: The Transport & Infrastructure Committee is recommended to:  
Note the update on the aims of the Strategic Outline Business Case

Voting arrangements: A simple majority of all Members.

# 1. Purpose

- 1.1 To report on the aims and programme of the Strategic Outline Business Case (SOBC) for the A141.

# 2. Background

- 2.1 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.
- 2.2. In March 2019, the Combined Authority subsequently approved the commissioning of a Huntingdon Third River Crossing feasibility study to also consider how that proposal might address the capacity challenges in the area.
- 2.3. At this stage emerging findings from the A141 Huntingdon Capacity Study and St Ives Area Transport Study suggested that they needed to take into account the wider growth issues in the Huntingdon and St Ives area. It was therefore agreed by the January 2020 Transport and Infrastructure Committee and Combined Authority Board that this work be extended to include the Huntingdon Third River Crossing work.
- 2.4. The change to the study scope meant that it was necessary to compare the performance of the wider road network as a result of both schemes. The proposal for a Huntingdon Third River Crossing was therefore included within the traffic modelling and a high-level environmental desktop study for the area. The options compared included a bypass route for the A141 North of Huntingdon as well as the river crossing.
- 2.5 The outcomes of the previous study concluded and subsequently reported at the August 2020 Combined Authority Board. Evidence demonstrated that an A141 bypass was the better performing option for addressing current and future congestion and growth. The Board decided to take that option to SOBC stage.

# 3.0 The Strategic Outline Business Case

- 3.1 Procurement of a contractor to prepare the SOBC has now completed. Atkins has been appointed.
- 3.2 The key aims of the SOBC are:
  - To reduce spatial inequalities across Cambridgeshire and share and expand the benefits of the success of the Greater Cambridge area;
  - To ensure that the planned employment and housing growth in the Huntingdon and St Ives area can be accommodated;
  - To address current congestion and delay, reduce journey times and improve reliability, and on local routes impacted by the traffic and congestion on the existing A141;

- To form part of a co-ordinated package of investment in this area which will cater for increased capacity for all modes of transport;
- To embed a safe systems approach into all transport operations to achieve Vision Zero; and
- To contribute to the reduction of emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change.

3.3 Consideration will also be given following the recent announcement by the government's review of the Green Book. Further emphasis of the strategic context will need to demonstrate that the proposal makes a specific contribution to the government's intended strategic goals but also to local social and economic aspects and policies.

3.4 The SOBC plan requires strong engagement with partners and the community. The consultant and Combined Authority are working collaboratively with Cambridgeshire County Council as Highways Authority to ensure a compliant approach to modelling development, and with Huntingdon District Council as the Planning Authority. In addition, engagement with Network Rail and Highways England has also commenced. The project will hold monthly Members Group meetings, members of the project team attend a roundtable meeting with developers organised by Huntingdon District Council and the Combined Authority participates in the North Huntingdon Growth Strategy Board. The public, businesses and parish councils will also be engaged directly through a virtual exercise (see Next Steps below). These discussions will assist in the development of the SOBC.

3.5 The SOBC is programmed to take between six to eight months.

## 4. Next Steps

4.1 Virtual public engagement will commence in February 2021 and will seek views on a list of strategic options. It is planned to utilise the information from the public engagement to support decisions about selecting a short list of options.

4.2 Following public engagement the Option Assessment Report and the SOBC will be submitted to the Combined Authority in July 2021.

## 5. Financial Implications

5.1 There are no significant financial implications to report at this stage.

## 6. Legal Implications

6.1 This Committee meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020 (SI 2020 No.392).

## 7. Background Papers

### 7.1 August 2020 Combined Authority Board Paper

[CA Board Paper August 2020](#)