

A141 & St Ives Improvements Study

Non-Technical Summary

September 2026

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Strategic and policy context

Mayoral Priority

A141 & St Ives is a key mayoral priority as well as supporting the Combined Authority's Local Growth Plan, aiming to triple the economy by providing stronger connectivity, sustainable economic growth and the delivery of new housing and employment opportunities across the corridor.

North Huntingdon Opportunity Zone

As part of the CPCA Local Growth Plan (LGP), the North Huntingdon Opportunity Zone (NHOZ) presents an opportunity to bring together multiple, linked projects in this area.

Working with HDC

Working with HDC through the Local Plan process to deliver this ambition, not just from day one but throughout the lifetime of the plan.

Draft Local Plan

The Draft Local Plan plays a key role in enabling growth, setting out the policy framework and identifying strategic site allocations needed to support delivery.

Strategic and policy context

- The A141 & St Ives has an important role to play in supporting the delivery of the Combined Authority's Local Transport and Connectivity Plan and Local Growth Plan. Improvements to the corridor have the potential to strengthen connectivity, improve access to employment and services, support planned housing and economic growth, and enhance the efficiency of the wider transport network. The development of the A141 should therefore be considered not only as a highway improvement, but as part of the wider investment needed to enable the Combined Authority's longer-term ambitions for the region.
- The CPCA Local Growth Plan (LGP) presents strategic investment frameworks in the form of 'Opportunity Zones'. These zones are areas across the CPCA where significant growth can be delivered. The North Huntingdon Opportunity Zone (NHOZ) provides an opportunity to bring together a range of interconnected projects, develop a strategy aligned with the CPCA's key growth sectors, and coordinate the delivery of interventions needed to unlock growth.
- Delivering interventions, such as the A141 & St Ives package, provides the connectivity for orbital growth around Huntingdon by strengthening east-west movement, linking new communities to jobs, services and existing destinations in the town.
- HDC's updated Local Plan identifies the North Huntingdon Growth Cluster as extending from Weybridge Farm, to the west of Brampton Hut, through Alconbury Weald and around the northern edge of Huntingdon, broadly following the A141 corridor. The cluster then continues east to include RAF Wyton and Wyton Airfield. The Draft Local Plan estimates that the area could deliver around 15,000 new homes and 15,000 jobs by 2046. It acknowledges that achieving the scale and pace of growth envisaged through the Local Growth Plan (LGP) will require extensive collaboration between local authorities, central government, infrastructure providers, private investors and financial institutions.

Emerging package design

Active Travel

- Two new offline routes between Huntingdon and St Ives
- Fully segregated route along the A1123
- Fully segregated route along Harrison Way in St Ives
- Improvements along the A141 corridor, including a new crossing of the East Coast Main Line

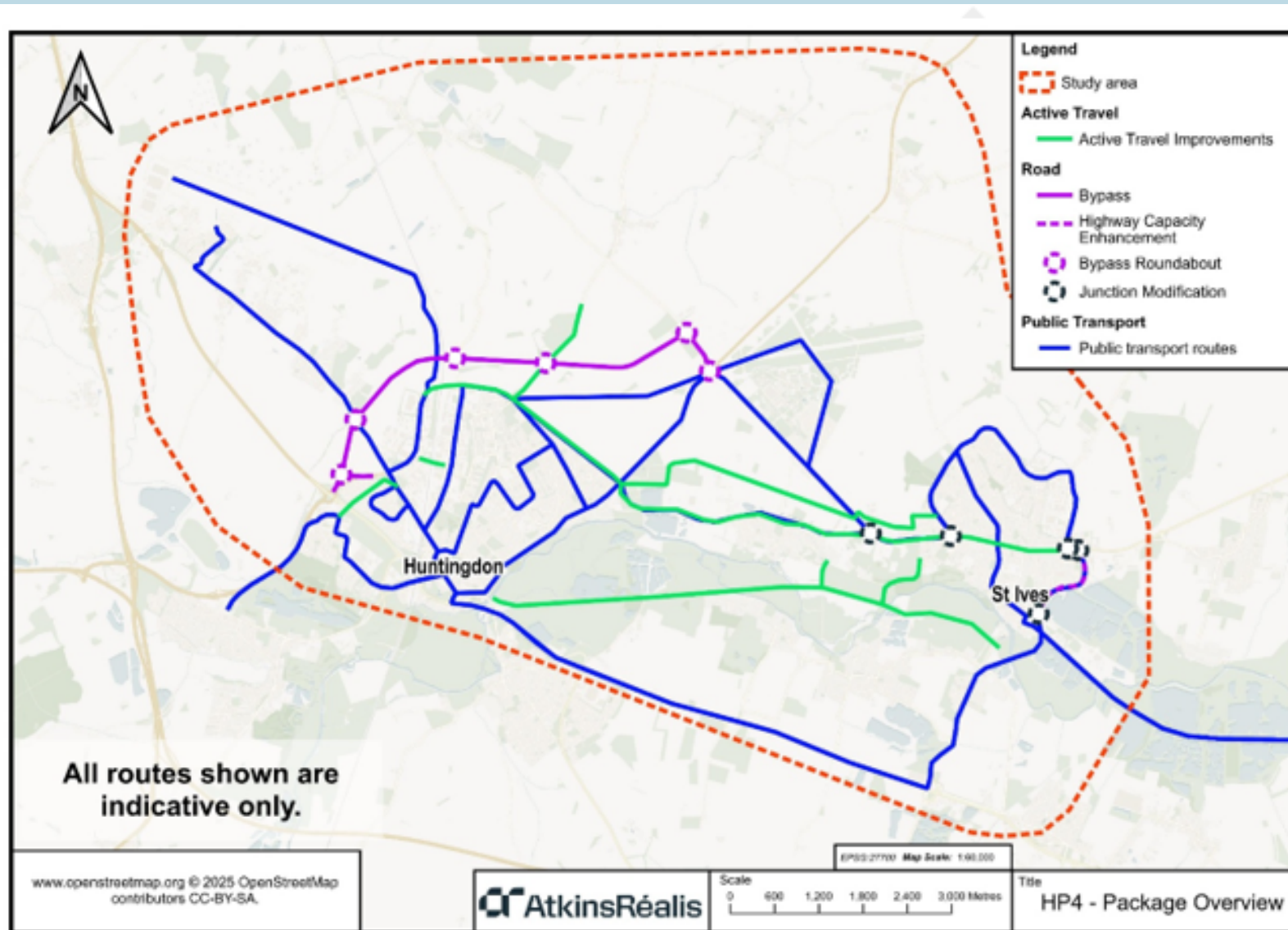
Public Transport

- Two new Park & Ride sites – Huntingdon Racecourse and Wyton Airfield
- A range of new bus services between St Ives, Wyton, Huntingdon and Alconbury Weald, including four routes to expand the Cambridgeshire Guided Busway

Road

- Bypass from Spittals Interchange to new roundabout on B1090 (dual carriageway with intermediate junctions) with dualling of B1090 to A141 roundabout
- Extra lane on Harrison Way between A1123 and busway (tidal flow) with partial signalisation of Meadow Lane junction and improved capacity at B1040/A1123/Harrison Way roundabouts

Emerging package map



Capturing consultation feedback

Consultation 1 – October/November 2024

You Said

- Lack of intervention to address congestion in St Ives
- Prioritise direct public transport and active travel routes
- Congestion also impacts reliability of bus services
- P&R site at Gifford's Farm would not generate significant demand
- Flood zone may cause issues for offline active travel routes

We Did

- Full review of Active Travel measures
- Full review of Public Transport measures, driven by an assessment of operational viability of the routes
- Further modelling to test the impact of addressing rat-running and improving road capacity in St Ives

Capturing consultation feedback

Consultation 2 – October/November 2025

You Said

- Continued support for improving connectivity, supporting sustainable travel and addressing congestion
- Concerns raised in relation to St Ives highway measures
- Concerns raised in relation to alignment of offline active travel routes
- Greater focus on High Growth scenario testing

We Did

- Alternative approach to managing congestion in St Ives following concerns raised regarding the Meadow Lane bus gate and associated restrictions
- Review of bypass operation from High Growth scenario modelling
- Realignment of offline active travel routes
- Review of High Growth public transport services

Strategic and economic narrative

Current and Future Challenges

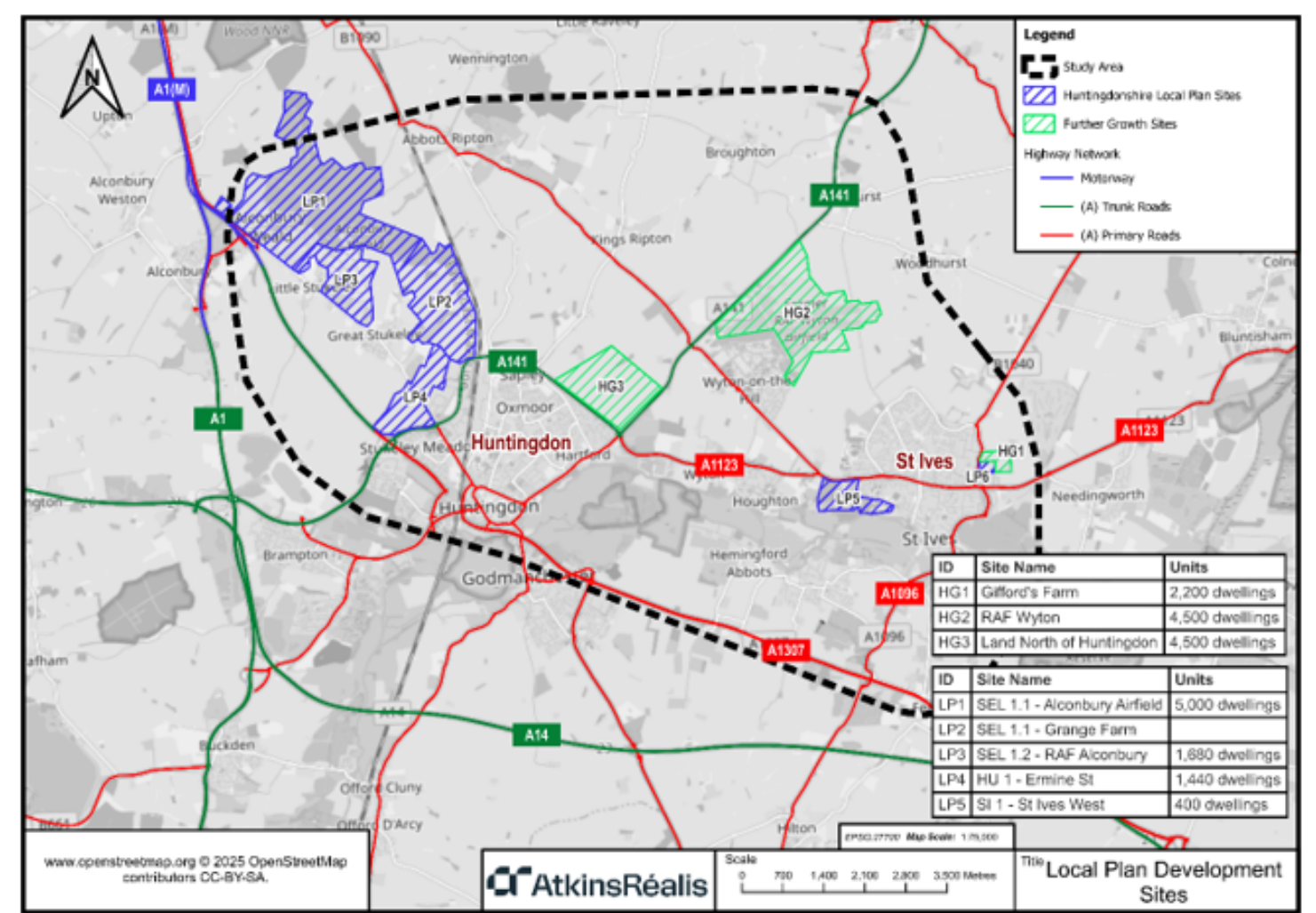
- Unlocking growth and development
- Car dependency & social isolation
- Congestion and rat-running
- Poor active travel provision
- Poor public transport connectivity

Package Objectives

- 1.Enabling growth and development** by ensuring sufficient transport capacity to accommodate transport demand in the study area from new growth including those within the adopted and emerging Local Plans.
- 2.Addressing congestion issues and delay in the study area**, thus reducing journey times and improving reliability, and relieving local routes affected by traffic re-routing from the A141 and A1096/A1123;
- 3.Improving travel options.** This includes improvements to both active travel and public transport:
 - **Public transport:** Improving bus service routing, access and reliability across the study areas and through St Ives and Huntingdon Town Centres;
 - **Active travel:** Improving connectivity and quality for walking and cycling along and across the study area.

Local Plan and High Growth development sites

- Design of the package has been underpinned by modelling of a High Growth scenario.
- In addition to development sites included in the adopted Local Plan, the High Growth scenario includes:
 - Wyton Airfield (approx. 4,500 houses)
 - Land north of Huntingdon (approx. 4,500 houses)
 - Giffords Farm (approx. 2,200 houses)

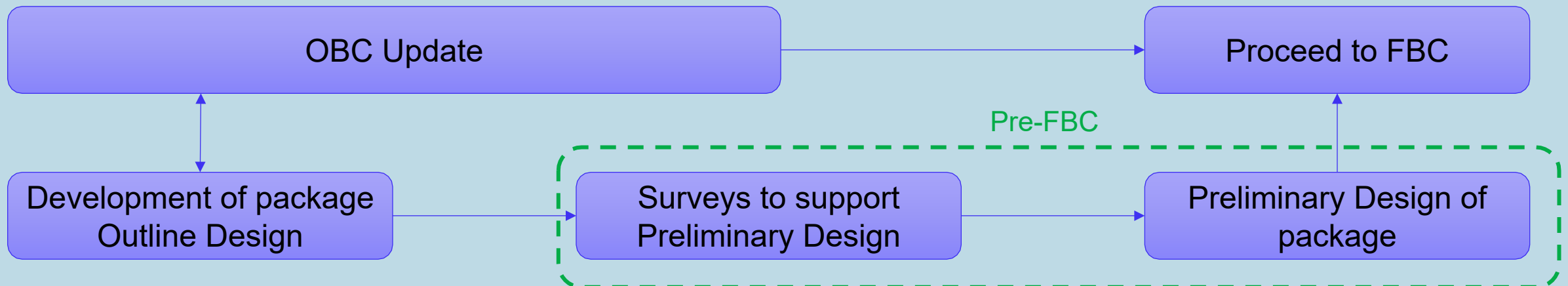


Key economic outputs from OBC

- Model outputs have been used to inform an appraisal of scheme benefits and dis-benefits. This includes:
 - Monetised assessments of journey time impacts, safety impacts, active travel impacts and wider economic impacts;
 - Full range of environmental impacts; and
 - Qualitative assessments of construction impacts, reliability impacts, social and distributional impacts.
- Scheme cost estimates have been developed based on package design information covering Capex, Opex and Maintenance & Renewals.
- Under the High Growth scenario (including COVID adjustments), the package is forecast to achieve a Benefit Cost Ratio (BCR) over 2 including wider economic impacts, which represents High value for money.
- The most likely estimate for the overall capital cost of the package is £330m in 2026 prices.

Potential route forward

- With the OBC stage approaching completion, a scope and programme is being prepared for a pre-FBC stage that would involve surveys, the development of preliminary designs and updates to the Business Case. This will help to demonstrate that further design maturity is being progressed and ensure a smooth transition to the FBC.
- It is anticipated that work on the pre-FBC stage will commence from September 2026, with completion of surveys and preliminary designs by Spring 2027 followed by updates to the Business Case.
- Alongside this a scope for the FBC, including detailed design, is to be prepared with a view to commencing the FBC in Summer 2027.
- Timescales for the Business Case process are indicative and subject to change as clarity on potential funding routes emerges.



Pre-FBC indicative timeline

Sep-26 Oct-26 Nov-26 Dec-26 Jan-27 Feb-27 Mar-27 Apr-27 May-27 Jun-27

Surveys



Preliminary Design



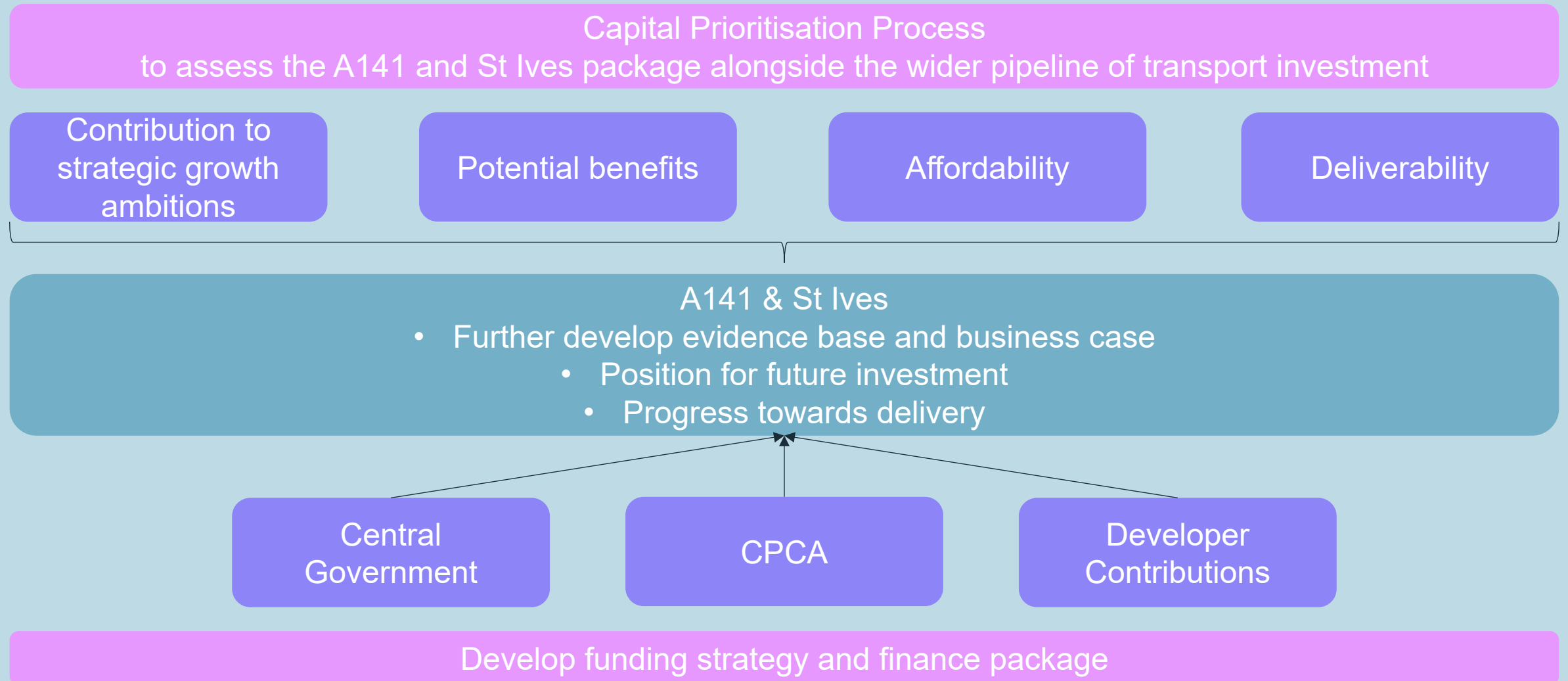
Business Case update (modelling and Economics)



Key dependency to note is the completion of the surveys that will feed into the updates to the designs across various disciplines.



Potential funding routes



Potential funding routes

- The CPCA Capital Prioritisation Process is currently underway, and this considers each scheme's strategic contribution, deliverability and stakeholder context, with particular emphasis on alignment with the Local Growth Plan and Local Transport and Connectivity Plan. The process is intended to provide a robust evidence base to determine which schemes should be prioritised for delivery, further development or future investment. The A141 & St Ives is in this pipeline for assessment.
- For the A141 & St Ives, this means considering the scheme in the context of the wider transport network and the strategic growth ambitions for the area, alongside its maturity, affordability, deliverability and potential benefits. The process will help identify the most appropriate route for the scheme at this stage; whether that is progressing towards delivery, further developing the evidence and business case, or positioning the scheme for future investment.
- Funding will be pursued through a range of channels. It is common for infrastructure schemes of this scale not to be fully funded from the outset, with Government, CPCA and developer funding opportunities identified and secured over time.
- Delivering the A141 & St Ives works will require developing a financing package, potentially incorporating central government contributions as well as local value capture mechanisms to support upfront delivery. A robust funding strategy depends on firming key inputs: aligned housing trajectories, clarity on defence and advanced manufacturing investment, and a fully defined infrastructure programme and phasing.
- This phase should therefore test borrowing and capital sequencing options, establish clear infrastructure cost-sharing principles with landowners and developers, and engage national government and delivery agencies through a coherent, jointly-owned proposition. Strong programme discipline and coordinated stakeholders are essential to unlocking investment at the right time and scale.

Governance

- CPCA remains fully committed to the scheme and will continue to drive its progression into the Full Business Case (FBC) phase.
- As the scheme owner, CPCA will ensure continued progress through the Local Government Reorganisation (LGR) process and will provide regular updates through stakeholder engagement and governance channels.
- This will create opportunities to communicate the key strategic objectives underpinning the scheme, alongside updates on delivery and progress.
- Project Boards will continue to meet monthly, with representation from CPCA, CCC and HDC. Membership will be reviewed as necessary to reflect any changes to regional organisational structures.
- Independent third-party assurance will continue to be undertaken through CPCA's established frameworks, providing robust scrutiny and validation of completed business case stages.