

A141 & St Ives Improvements Scheme – Frequently Asked Questions (FAQs)

1. Scheme background

1) What is the A141 and St Ives Improvements Scheme?

The A141 and St Ives Improvements Scheme is the name for a comprehensive study to find a long-term, sustainable solution to Huntingdonshire's transport network issues.

This includes improvements to active travel, public transport and road elements.

2) Who is responsible for delivering and funding the scheme?

Cambridgeshire County Council (CCC) is responsible for delivering the scheme, supported by Cambridgeshire and Peterborough Combined Authority (CPCA) as project sponsor.

3) What is the CPCA?

The CPCA is the Mayoral Combined Authority for the Cambridgeshire and Peterborough area, formed in May 2017. Among other responsibilities, it is responsible for strategic transport planning for the area.

To find out more about the CPCA, please visit their website - [Cambridgeshire & Peterborough Combined Authority](#)

4) Why does the A141 matter?

The A141 is the main road between the Fens and Huntingdon. It is a critical part of the Huntingdonshire transport network and a vital gateway into and out of the district. It creates easy connections to:

- The A14, A1, A1123, B1090, A1096 and A1307 roads.
- Fenland towns and villages.
- St Ives.
- Earith.
- Local quarries.
- RAF Wyton.

- The UK's main travel corridors.
- Other areas of future local development.

5) What are the current challenges facing the A141 and local area?

The A141 is already operating significantly over capacity and the local area suffers from:

- Traffic jams and unreliable journey times.
- Road safety issues.
- Poor noise and air quality conditions.
- Rat-running on minor roads and nearby villages.
- A lack of safe, off-road cycle and walking options.
- A lack of good public transport.

6) Which wards does the scheme study area cover?

The scheme study area covers the following council wards:

- Alconbury.
- Fenstanton.
- Godmanchester.
- Hemingford Grey & Houghton.
- Hollywell-cum-Needlingworth.
- Huntingdon East.
- Huntingdon North.
- Somersham.
- St Ives North & Wyton.
- St Ives South.
- St Ives West.
- St Ives East.
- Stukeleys.
- Warboys.

7) Why do we need a new solution?

A new solution is needed to address the challenges outlined in FAQ 5 and enable future growth. As well as addressing current road capacity issues, we also need to improve the entire integrated transport network, to enable short, local journeys to be done more efficiently and in a more environmentally friendly way.

8) Is this scheme related to the A141 Huntingdon Study and the St Ives Area Study?

Yes, the A141 and St Ives Improvements Scheme has been developed by merging of the two parallel studies, namely the A141 Huntingdon Study and the St Ives Area Study.

9) Why were these two studies merged into one scheme?

In 2021, two public consultations were conducted for the A141 Huntingdon Study and St Ives Area Study respectively. Both consultations showed a combination of a bypass and active travel improvements were preferred.

Hence, the CPCA combined the two previous studies and their options to become the A141 and St Ives Improvements Scheme.

10) When will the scheme be delivered?

At the current time the scheme is assumed to be delivered no earlier than 2030. As the scheme matures a more definitive programme for delivery will be communicated and dates for delivery will become clearer.

2. Objectives and benefits

11) What are the scheme objectives?

The scheme objectives are as follows:

- Addressing congestion issues and delay in the scheme area, thus reducing journey times and improving reliability, and relieving local routes affected by traffic re-routing from the A141 and A1096/A1123.
- Improving sustainable travel alternatives to the private vehicle. This includes improvements to both active travel and public transport:
 - Public transport: Improving bus service routing, access and reliability across the scheme area and through St Ives and Huntingdon town centres, including, improved access to Cambridge.
 - Active travel: Improving the quality and connections of walking and cycling along and across the scheme area.
- Enabling growth and development by ensuring sufficient transport capacity exists to accommodate the increased demand generated by new developments in the area, including those within the Adopted Local Plan and beyond.

12) How will the scheme benefit the people of St Ives and Huntingdon?

Theme A: Active travel

- Improved connectivity for those looking to travel by active modes, especially for direct routes between Huntingdon and St Ives and around the A141 corridor.
- Contribution to an increase in active travel usage between Huntingdon and St Ives.
- Additional crossing of the East Coast Main Line to overcome severance issues.
- Improved access between key business locations along A141 corridor.
- Improvements to existing infrastructure along key routes such as Ermine Street and Harrison Way.
- Route alongside bypass to connect future developments and encourage use of active modes in those communities.

Theme B: Public transport

- Improved connectivity for those looking to travel by public transport, especially for direct routes between Huntingdon and St Ives with links to Cambridge.
- Bus services that meet the needs of a wide range of trips by connecting key locations.
- Contribution to increase in public transport usage between Huntingdon and St Ives.

Theme C: Road

- Reduced congestion along the A141 with reduced journey times and improved reliability between Huntingdon and St Ives.
- The bus gate in combination with the 20mph zone addresses rat-running and improves public transport reliability through St Ives.
- Improved flow of traffic at A1123/B1040 and A1123/Harrison Way roundabouts and reduced queuing along the A1123.
- Increased flow and reduced congestion southbound along Harrison Way with improved access to St Ives Park & Ride.

13) What are the potential challenges and constraints of the scheme?

Theme A: Active travel

- The offline route between south Huntingdon and south St Ives could present a flooding issue. We have sought to route along raised sections and existing paths and the modelling shows strong usage for this route but further discussion with CCC's Local Flood Authority (LFA) team is needed to understand the extent of flooding in the area.
- Feasibility of the route alongside the bypass is to be assessed further by the Design team.
- The package is complementary to the Local Cycling and Walking Infrastructure Plan (LCWIP) and St Ives Non-Motorised User study.

Theme B: Public transport

- The specific locations of the Park & Ride sites are to be confirmed, noting that the Huntingdon Racecourse location will be affected by a flood zone and logistics development between the A141 and A1307.

Theme C: Road

- Feasibility of the extra lane southbound on Harrison Way is to be assessed further by the Design team and subject to environmental surveys to understand impacts and mitigations required.

14) Are any listed buildings affected?

Some of the active travel enhancements may be in proximity to listed buildings. Therefore, we will use conservation consultants' advice and assessment to inform the active travel designs when adjoining the boundary of the property / curtilage (legal boundary) of a listed building before discussing it further with the owner of the property through a more specific consultation exercise.

15) Are there plans for tree planting or ecological mitigation?

There will be at least 10% biodiversity net gain from the schemes. However, we cannot be specific about what it will include or where at this time. More information on this will be presented within the Ecological Impact Assessment (EclA).

16) How does the scheme align with the emerging Huntingdon Local Plan?

Our proposal will adhere to the adopted national and local planning policies. It is anticipated that environmental mitigation measures will be required to comply with relevant regulations and established best practices, this would be discussed in a future planning application.

The Huntingdon Local Plan will be seeking comments on updates to its plan in autumn 2025. Further information is available online at [Local Plan Update - Huntingdonshire.gov.uk](https://www.huntingdonshire.gov.uk/local-plan-update).

We will comply with future planning policy changes.

3. Our proposals

17) How did you come up with these proposals?

Since the merging of the two previous studies, there have been key national, regional and local policy changes. Taking them into account:

- 12 options, considered in unison after the merging of the St Ives Area Study and A141 Huntingdon Study (FAQ 8), were refined to three packages: **Bypass Package A, Bypass Package B and Bypass Package C.**
- The Outline Business Case identified two further options: **Strategic Public Transport Package** and the **A141 and St Ives Travel Network Improvements Package.**
- All five packages were tested in 2024, four were discounted.
- A round of consultation took place in October and November 2024 for views on this package. Based on the feedback and further technical work, the package was amended.

18) What were the details of the package presented at the previous consultation? (16 October 2024 - 27 November 2024)

The package presented comprised of three themes: active travel, public transport, and road. The solutions within these themes were designed to work together to create a sustainable travel network for the A141, Huntingdon and St Ives areas and future developments:

- **Theme A: Active Travel** - Active travel refers to walking and cycling, as well as other 'wheeled' modes of travel. As part of the package, we had proposed seven new active travel routes. The proposals were a combination of offline routes and segregated routes along existing roads and were designated walking, wheeling and cycling routes.
- **Theme B: Public Transport** - Public transport can include buses, trains and Park and Rides. The package proposed three new Park and Ride facilities that were geographically spread around the area with an aim to cater for as many people as possible travelling between local towns and villages and other potential new developments. Additionally, we proposed three extensions to the Cambridgeshire Guided Busway (CGB) to provide communities with greater access into Cambridge. We also proposed two new bus routes to serve key amenities throughout Huntingdon and St Ives.
- **Theme C: Road** - Robust and resilient road infrastructure is vital for economic development and social wellbeing, especially in areas with remote and rural communities, including Huntingdonshire. The package presented a single carriageway bypass that started at Spittals Interchange and carried through to the roundabout at RAF Wyton Airfield. It was designed to travel north of

Huntingdon and south of Great Stukeley and to cross the East Coast Main Line.

19) How has the package developed since the previous consultation? (16 October 2024 - 27 November 2024)

Following the public consultation in 2024, a consultation report was prepared to capture all the feedback received. Responding to the key feedback from the first public consultation:

- A full review of active travel elements of the package was carried out.
- A full review of public transport elements of the package was carried out.
- Further technical work was carried out to test the impact of addressing 'rat-running' and improving road capacity in St Ives.

Your views are very important to us, and we have worked on the feedback that you gave us during the previous consultation. An overview of how we have implemented your feedback into our updated package of improvements are presented below.

Theme A: Active Travel

What you said:

1. We should prioritise safe and direct routes.
2. We should also look to improve existing infrastructure.
3. There are a lack of active travel measures benefiting St Ives.
4. The flood zone between Huntingdon and St Ives would be an issue for the offline route to the south of the A1123.

What we did:

- We have prioritised safe and direct routes between Huntingdon and St Ives as well as improvements around the A141 corridor.
- We have included upgrades to existing infrastructure as well as brand new infrastructure, including along Ermine Street and Harrison Way. We have also included an active travel route alongside the bypass to connect future developments.
- We have aligned the package with a separate active travel study in St Ives. We have also carried out a flood risk assessment to understand what mitigations would be required for the southern offline route between Huntingdon and St Ives.

Theme B: Public Transport

What you said:

1. We should prioritise direct routes and connectivity to Cambridge.
2. Reliability of bus services is poor and impacted by congestion.
3. The Park & Ride site at Giffords Farm would not generate significant demand.

What we did:

- We have updated the public transport services in the package with prioritisation of direct routes between Huntingdon and St Ives, 90% of which would also connect to Cambridge.
- We have provided a series of measures to relieve rat-running and congestion in St Ives.
- We have removed the Park & Ride site at Giffords Farm where demand was relatively low.

Theme C: Road

What you said:

1. The bypass would benefit the A141 corridor and Huntingdon but would not address congestion through St Ives, where there is high HGV traffic.
2. Reliability of journey times through St Ives is impacted by flooding.

What we did:

- We have provided a series of measures to alleviate rat-running and congestion in St Ives.

As a result of your feedback and further technical work, a number of changes have been made to the package since the first consultation. Details of these changes and the rationale behind them are presented below.

Theme A: Active Travel

What changes have been made to the package?

- Revision of the A141 route to now include a new route along the A141 between Ermine Street and the existing footpath that connects to St Peters Road/Kings Ripton Road. Improvements to existing routes along Kings Ripton Road and Sapley Road have also been made in support of connectivity through this area.
- Inclusion of an upgrade to the existing route along Ermine Street.
- Inclusion of a new route/upgrade to the existing route along Harrison Way.
- Inclusion of an active travel route alongside the bypass.

Rationale for changes

Feedback from the first consultation showed that respondents were keen to see upgrades to existing infrastructure as well as completely new routes.

Feedback from the first consultation showed the desire for a focus on prioritising routes that will increase connectivity to and from key business locations and to incorporate active travel routes alongside the bypass to connect future developments.

Theme B: Public Transport

What changes have been made to the package?

- Removal of the Park & Ride site at Giffords Farm.
- Review of all Public Transport services with removal of Huntingdon Park & Ride service and service to Warboys and Chatteris and prioritisation of direct services between Huntingdon and St Ives.

Rationale for changes

Low demand forecast at the Giffords Farm Park & Ride site relative to the other sites. In terms of the public transport services, a focus on ensuring operational viability of the package has led to a revised service strategy being developed.

Theme C: Road

What changes have been made to the package?

- Bus gate on Meadow Lane in combination with the 20mph zone on all roads south of the A1123 and west of Harrison Way.
- Improved capacity at B1040/A1123/Harrison Way roundabouts.
- Banning of right turn from A1123 to Needingworth Road.
- Increased green time for A1123 at Ramsey Road junction signals.
- Extra lane southbound on Harrison Way between A1123 and Meadow Lane.

Rationale for changes

We received widespread feedback at the first public consultation that the package did not address congestion in St Ives and so a series of measures have been tested to address rat-running and improve road capacity.

20) What does the updated package look like/include?

Theme A: Active travel:

The updated package includes the following routes:

- **Route A:** East Huntingdon to west St Ives (offline).
- **Route B:** South Huntingdon to south St Ives (offline).
- **Route C:** ECML Crossing (offline).
- **Route D:** Ermine Street to Kingfisher Way (offline).
- **Route E:** A1123 Route (online, segregated).
- **Route F:** Sapley Road Route (online, segregated).
- **Route G:** Kings Ripton Road Route (online, segregated).
- **Route H:** Ermine Street/A141 Route (online, segregated).
- **Route I:** Harrison Way Route (online, segregated).
- **Route J:** Bypass Route (online, segregated).

Theme B: Public transport

Park and Ride

The updated package proposes two new Park & Ride facilities, each anticipated to have a capacity for 400 vehicles.

- **P&R 1: Huntingdon Racecourse Park and Ride** - This Park and Ride site will have two different bus services – one serving Huntingdon and one serving both Huntingdon and St Ives. Both routes will extend along the CGB to Cambridge.
- **P&R 2: Wyton Airfield Park and Ride** - This Park and Ride site will have one bus services – the service will link to both Huntingdon and St Ives and along the CGB to Cambridge.

Revised bus service strategy

We are proposing to revise bus services across Huntingdon and St Ives, connecting key locations with direct services while maintaining connectivity to Cambridge.

- **Orange route:** Linking Cambridge to St Ives P&R and Huntingdon Racecourse P&R via St Ives Bus Station, Wyton Airfield P&R and Huntingdon Bus Station (3 buses per hour).
- **Green route:** Linking Cambridge to St Ives P&R and Huntingdon Racecourse P&R via St Ives Bus Station, A1123 and Huntingdon Bus Station (3 buses per hour)
- **Blue route:** Linking Cambridge to St Ives P&R and Alconbury Weald via St Ives Bus Station, A1307 and Huntingdon Bus Station (3 buses per hour).
- **Pink route:** St Ives to Hinchingsbrooke Hospital via St Ives Bus Station and Huntingdon Bus Station (1 bus per hour)

Theme C: Road

The updated package includes the following measures:

- Bypass from Spittals Interchange to RAF Wyton Airfield (single carriageway with intermediate junctions).
- Bus gate on Meadow Lane.
- 20mph zone on all roads south of A1123 and west of Harrison Way.
- Improve capacity at B1040/A1123/ Harrison Way roundabouts.
- Banning of right turn from A1123 to Needingworth Road.
- Increased green time for A1123 at Ramsey Road junction signals.
- Extra lane southbound on Harrison Way between A1123 and Meadow Lane.

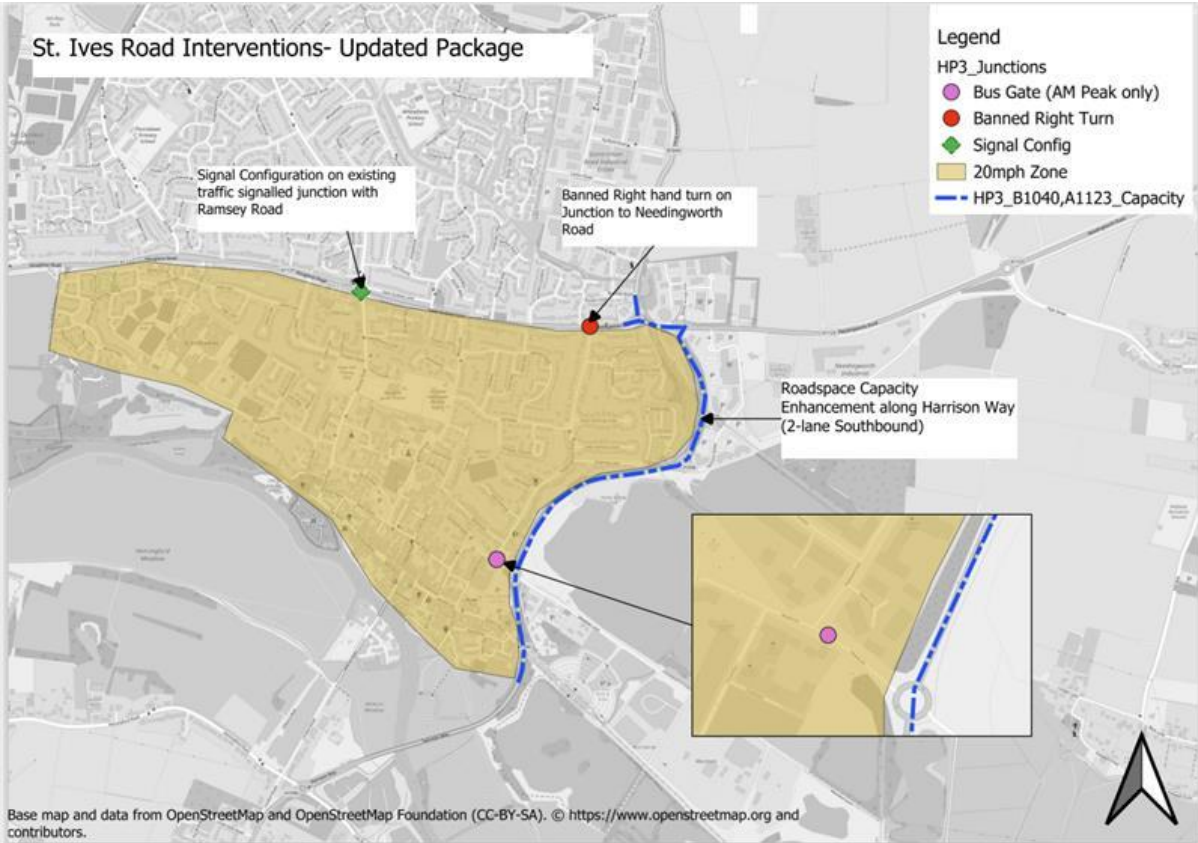
21) Please could you explain the proposals for a bus gate on Meadow Lane in greater detail?

The bus gate on Meadow Lane will be located to the east of Needingworth Road and west of the Meadow Lane / Harrison Way roundabout. The bus gate will not impact access to the Cattle Market Car Park from the east (Harrison Way). Needingworth Road can still be used to access the town centre e.g. Cromwell Place and the Quadrant.

The bus gate is assumed to be operational in the AM peak period only. It would restrict general through traffic in both directions but buses would pass through unhindered in both directions. Once the bus gate re-opens after the AM period, all traffic including buses will be permitted to use the road for the remainder of the day.

The logic behind the proposal of a bus gate on Meadow Lane is that it will contribute to addressing the issue of rat-running in St Ives and will improve public transport reliability through St Ives.

St. Ives Road Interventions- Updated Package



4. Consultation and engagement

22) What consultation and engagement activity has taken place so far?

A first public consultation was open from 16 October 2024 and closed on 27 November 2024.

The feedback received as part of the first consultation is summarised within the consultation report – [Appendix A - First Stage Consultation Report.pdf](#)

23) When is the current public consultation taking place?

The public consultation is open from 08 October 2025 to 19 November 2025.

24) What are you trying to achieve through this consultation?

Through this phase of consultation, we are looking to get your feedback on the proposals to help us finalise solutions that support sustainable growth in St Ives and Huntingdon.

25) How can I have my say?

You can have your say by utilising the following methods:

- To register to attend an online webinar or complete the consultation survey, visit: [A141 and St Ives improvements study | Cambridgeshire County Council](#) or scan the QR code.



- Attend our in-person or online consultation events.
- Download or request a paper survey (including Easy Read) and return to:
Cambridgeshire County Council
ALC2604
PO Box 761
Huntingdon
PE29 9QR

- Alternatively, pick up a paper survey at one of our in-person drop in events or from our unstaffed exhibition at New Shire Hall, Emery Crescent, Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4YE. Exhibition opening hours will be: Monday to Friday, 9am - 4pm.
- Get in touch with us via our various platforms (presented in FAQ 33).

26) Tell me about any other engagement that you are doing.

We are holding events and webinars with residents, local councillors, and other stakeholder groups to seek your views and keep you updated on progress.

Online survey

- To complete the consultation survey, visit: [A141 and St Ives improvements study | Cambridgeshire County Council](#)

Public drop-in events and webinars

- A total of four public drop-in sessions will be held, two in Huntingdon and two in St Ives. To ensure that the public drop-in events are accessible to everyone and that the consultation covers people from diverse age groups and socio-economic backgrounds, three of the drop-in events will be hosted on weekdays and one on a Saturday.
- A total of four online webinars will be hosted, of which one will be public a webinar open for anyone to register and attend. There will be three dedicated invite-only webinars, one each for members, developers and key stakeholders.
- The location and dates of the public drop-in events and webinars are presented in the table below:

Date	Time	Location
Wednesday 22 October 2025	11am – 3pm	Huntingdon Town Hall, 53 High Street, Huntingdon, PE29 3AQ
Thursday 23 October 2025	2pm – 7pm	St Ives Corn Exchange, The Pavement, The Old Riverport, St Ives, PE27 5AD
Thursday 6 th November 2025	6pm-7pm	Public online session
Saturday 8 November 2025	9am – 12.30pm	The Coneygear Centre, Butts Grove Way, Huntingdon, PE29 1PE
Thursday 13 November 2025	2pm – 7pm	Burgess Hall, One Leisure, Westwood Road, St Ives, PE27 6WU

Consulting with landowners

We will be reaching out to affected landowners individually and will be inviting them to dedicated surgeries to discuss the scheme proposals in detail.

27) How will my views be considered in the next stages of the scheme?

At the end of the consultation period, we will analyse your feedback and use it to inform the next stages of the A141 and St Ives Travel Network Improvements - Updated Package and any potential changes to our proposals.

28) What other factors will you be considering in your decision-making process?

We will be considering the following factors in our decision-making process:

- **Environmental** – any environmental impacts such as air quality, noise, watercourses, tree canopies, biodiversity, flood zones and landscapes must be assessed and considered fully.
- **Objectives** – the preferred option must align with the objectives of the project as much as possible.
- **Benefits and costs** – the economic and socio-economic benefits of the preferred option must outweigh the costs.
- **Policy/political** – national, regional and local policies may change, and the package may need to evolve to reflect this.
- **Technical** – results from technical surveys must be taken into consideration to ensure the preferred option is deliverable.
- **Public feedback** – the opinions of the public will be considered and fed into the future scheme development before making a final decision.
- **Construction** – all elements of the scheme such as duration, complexity and risk of work must be considered.

29) How can I find out more about the scheme?

As described throughout this FAQs document, there are a number of ways to gather information during the consultation:

- To register to attend an online webinar or complete the consultation survey, visit: [A141 and St Ives improvements study | Cambridgeshire County Council](#)
- Attend our in-person consultation events.
- Throughout the consultation, we will also have an unstaffed exhibition at New Shire Hall, Emery Crescent, Enterprise Campus, Alconbury Weald, Huntingdon, PE28 4YE. Exhibition opening hours will be: Monday to Friday, 9am - 4pm.

- Get in touch with us via our various platforms (presented in FAQ 33).

5. Next steps and more

30) What will the next steps be?

After the second public consultation, the next steps will be:

- 1) **Second public consultation report** – February 2026
- 2) **Completion of the Outline Business Case and Preliminary Designs** – Spring 2026
- 3) **Publication of the Outline Business Case** – Summer 2026
- 4) **Development of the Full Business Case** – Summer 2026 to late 2027

31) What is the Outline Business Case (OBC)?

The Department for Transport (DfT) defines an Outline Business Case (OBC) as the second stage in the development of a project business case, following the Strategic Outline Case (SOC) and preceding the Full Business Case (FBC).

The purpose of the OBC is to:

- Demonstrate why an intervention is needed.
- Explore different options to solve existing problems, with the outcome of identifying a preferred option.
- Assess whether an intervention provides value for money.
- Consider how an intervention could be delivered.
- Ensure that an intervention is affordable.
- Establish a plan to manage the intervention.

32) What will happen after the final publication of the Outline Business Case (OBC)?

Following the publication of the Outline Business Case, the next stage of the project is dependent on:

- The outcomes of the business case.
- Future available funding.
- Development of designs of the selected solution.
- Seeking the required agreements such as planning permissions.

33) How can I get in touch?

Get in touch with us via our various platforms:

- Via email: TalkA141@cambridgeshire.gov.uk
- Via telephone: 0345 045 5212
- Via Facebook: [@CambridgeshireCC](https://www.facebook.com/CambridgeshireCC)

34) Can I get a copy of the consultation materials in an alternative format or language?

Yes, if you require any of the material in an alternative format or language, please email or call us on the details above (FAQ33).