

**Virtual Meeting of GCP A1307 CSET Phase 1 Liaison Group, 11th August 2020.**

Attendees - representatives of GCP (OL and PH), Mott MacDonald, GCP Liaison Committee, Parish Councillors, resident and other groups. Cllrs Kate Kell (KK) Brian Cox (BC) Enid Bald (EB) for Linton. Chairman - Cllr Tony Orgee.

This meeting was to discuss CSET schemes 14, 15, 16 and 17 for the A1307, Linton towards Haverhill. The effect of Covid 19 should be taken into account with reduced road use and more cycling. Also, there is the wider transport picture of the CAM transport project and possible metro/rail routes.

**Scheme 14 - Linton west-bound bus lane**

This would extend 700m from west of the Causeway bridge over the Granta to near The Grip/Hadstock Road. This would have banks, drainage and carriageway separation, needing a 25m width of land-take from the adjacent fields. Cost would be in excess of £1.03million. The Executive Board had approved the TTRO for this at their meeting on 25th June.

Comments - EB - at the executive board meeting, chair's summary was not impartial, with voting on schemes 12 and 13 combined with schemes towards Cambridge, despite these not being linked, and which covered separate issues. The case against the bus-lane was put in a perfunctory way, with only part of the objections by LPC. There are more objections than loss of trees and hedges. The effect on valued landscape had not been assessed. The data was incorrect - the lane would be used for 3 buses each weekday (not per hour - KK) to save 2 to 3 (not 34) minutes, OL responded that there would be 4 buses - still an miniscule amount for such a high cost. Objections by Horseheath and residents were not even acknowledged. CBA was flawed with low benefit over 30 years and based on outdated transport and working patterns (we are still awaiting the data and calculations). Proposal not in line with CAM and its impact. There had been no consultation on the need for a bus lane. Stagecoach were more concerned with getting around Haverhill. This scheme would have no impact on bus times. Consultations are out of date. There is no viable business case. Loss of mature trees and hedges will affect noise levels especially south of A1307 - how "mature" will replacement planting be? The trees lost are part of protected hedges and ancient woodland. The lights at LVC would cause more delay than the time saves by a bus lane. EB commended the lights at the High Street to aid more rapid and particularly safe access to A 1307. PH responded that the board had made their decision in an "unbiased" way (much comment on the "chat"! ) TO noted that decisions and projects were being reviewed post-Covid and that this should be added to that list.

*Generally, the scheme was strongly opposed: many reasons were given for it to be put on hold. It was described as a redundant scheme, "a crazy waste of money"; better to use the money to promote Greenways and sustainable transport. We will see if GCP listen to local voices.*

**Scheme 15 - Bartlow Road Roundabout**

Bartlow Road to be 30mph, layout to include cycle/pedestrian routes. This was linked to the rural travel hub, which might be rejected, so the scheme was in the balance. The hub would not impact bus routes through the village, and land ownership was an issue (only part is owned by CCC)

Comments - MD gave a fulsome critique of the proposed roundabout describing it as a death trap for cyclists, children and those moving slower than the through traffic. He was shocked to see old-fashioned design which would be considered unsafe for most users. Could the old road be used for cyclists? There was strong support for a cycle path to Bartlow, but was there space for the same on Bartlow Road?

The case for the transport hub has not been properly explained in submissions - described as a P+R which could attract more car travel. But, the cars are already here, using High Street and Lanes as P+R. The hub is intended to remove those cars from the village centre and provide cycle parking for commuters from surrounding villages. Linton residents and shoppers need to park in High Street for