| Date | Reference | P,O or I | Organisation | Text | |
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| 08/02/2022 | #1 | O | Camcycle MRTA MR4P | Text in attachment to email and saved as separate document Mill Road Consultation Process: To: Greater Cambridge Partnership<br>Mill Road consultation: ensuring an effective and inclusive process<br>A joint open letter from the above three groups.<br>We welcome a new round of consultation on improving Mill Road. Whilst we recognise that there are different views about how Mill Road could see improvements to safety, attractiveness of trade and an improved environment, we all agree the consultation must be carried out in an effective, fair and inclusive way.<br>However, we do have some concerns about the process currently being put forward.<br>With regard to the focus groups, we would like to understand the process better. In particular:<br>• What exactly are the hoped-for outcomes?<br>• Why is it necessary for the meetings to be so long?<br>• What process will you be using to select participants?<br>• Who will be presenting to the focus groups and what topics will be discussed?<br>To be more specific:<br>1. Outcomes<br>If people are being asked to give up several hours to the process, it is important that they fully understand its function.<br>Can you explain more about how the outcomes of the workshops will feel into the rest of the consultation?<br>2. Length and the dates of the focus groups / inclusivity<br>We are concerned that a five-hour online meeting:<br>• excludes many shopkeepers, who have limited flexibility, particularly since both are scheduled for trading days.<br>• excludes many people who have childcare responsibilities.<br>• excludes anyone with religious commitments to pray at particular times of the day.<br>• excludes people with no – or only limited – internet access.<br>• excludes children, whose safety on Mill Road is as important as anyone else. | |
| 09/02/2022 | #2 | I | | We love Mill Road but there is too much parking on pavements, and through traffic for this busy shopping area. There is too much traffic for healthy breathing! | |

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| 09/02/2022 | #3 | I | but works for CCC | Dear [redacted]<br><br>Thank you for your response. I am already on the email project alerts from Greater Cambridge Partnership. I have actually participated and made useful contributions at the Newmarket Road public transport improvements consultation meeting held at Abbey Stadium on 9 November 2021 (ticket No. [redacted]). I usually commute to work (][redactedl) from [redacted]. Yesterday was a shopping trip with a colleague when I experienced these safety problems when crossing the Mill Road railway bridge on foot.<br><br>I understand that there are long-term improvement options under consideration, but the situation on the ground demands urgent attention. Some temporary improvements to segregate vehicular traffic from pedestrians could be fixed pedestrian guardrails along the kerb to separate pedestrians from moving vehicular traffic lanes. This sort of improvement would be similar to that undertaken along Westminster Bridge in London. Instead of the heavy car crush railing used in London, there could be “M2 pedestrian guardrails” of galvanized steel fixed into the line where the kerb meets the pavement as shown in the following link: https://www.alpharail.co.uk/technical-drawings/<br><br>The approximate length of these pedestrian guardrails is 180m on each side of the railway bridge. Please refer to the attached photo of the pedestrian guardrail fixing method.<br><br>I also noticed at around 13:18 hours the great hardship a vulnerable motorised wheelchair user who was having great difficulty at the Argyle Street junction with Mill Road where the slope at dropped kerb was steep and precarious to navigate even in dry weather conditions. There also needs to be safe crossing points for vulnerable people and proper signage to warn people e.g. Keep left. The pavements could have lines of directional paint arrows and feet symbols to enhance order and direction of movement along the pavements. It is safer when people can see vehicles coming towards them than what is happening now for people to blindly stepping into the carriageway when moving in the same direction with vehicular movements. This is what disturbed me.<br><br>I consider that the health and safety of pedestrians and other users of Mill Road requires urgent action. The suggested measures could easily be installed overnight by a competent contractor to minimise disruption. An appropriate budget such as the Petersfield & Romsey community betterment fund, road improvement scheme funding, Estate Improvement Scheme (underspend) funds etc. There may be interest to contribute towards these improvements from local business owners and other destination venues in this area if actively consulted to find a solution to enhance the safety of their customers and patrons. | |
| 09/02/2022 | #4 | I | | Hi, I’m trying to register to fill in the consultation but it’s asking for a login - but I don’t have one!<br>I tried to ring as suggested and there are no facilities to leave a message!<br>Please can you help?<br>Thanks | |
| 10/02/2022 | #5 | I | | Hi, I can't register as whatever I put in the Town box comes up as 'No matching postal details'. Please can you help?<br><br>Kind regards | |

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| 11/02/2022 | #6 | I | | Dear [redacted]<br><br>Please can you advise the residents of our area (Coleridge & Romsey ) as to how we will be consulted regarding the mill rd consultation by Greater Cambridgeshire starting on 7th February.<br>1.<br>Is there a local (reliable) postal /residential notice being delivered door to door for example? Or will this all be by hear say, and after it closes we then are informed of the results (this happens frequently ).<br>I am interested as I have only been told recently about the new consultation via mill road for people who are active in encouraging local people and business's in completing a survey, but to date (9th Feb) I've heard nothing about this locally.<br>I would have expected given the contention and divide the last debacle caused using covid as a guise to close the bridge that a more open and transparent form of consultation would have been essential in gaining a democratic line of communication.<br><br>I would like to also highlight that I am affected by the bridge closure, due to my disability. My partners' business is impacted as a self enjoyed tradesperson and my elderly parents who have resided in Romsey since [redacted] are also impacted if the consultation is a closed group, those less able falling by the wayside .<br>All would be happy to work alongside suggestions, but only if a fair consultation exists, only whereby all Neighboring areas are consulted by postal correspondence hence not to exclude those not technically able.<br><br>Your thoughts please on this matter.<br><br>All the very best from a deeply concerned long term resident. Sadly again we face the disturbance in our community, to which I hope the threats to livelihoods and more can be abolished as soon as possible. Working to find traffic calming to make our community safer , not closing roads to further congest other areas is the only way in which the city moves albeit at a slower and necessary pace.<br><br>Kindest | |
| 11/02/2022 | #7 | I | | Please could you send me a hard copy (normal font is fine) of the Mill Road Spring 2022 Consulation brochure. I tried phoning 01223 699906, but got cut off after a long answer message. | |

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| 11/02/2022 | #8 | I | | I would be cycling from the north of Cambridge.<br><br>I like Mill Road.<br><br>I would want to be able to continue to shop/eat/socialise and have fun here into much older age.<br><br>I have been looking ahead to older age for some time and the pandemic has also helped with this.<br><br>There must be public toilets. I don't mind paying for them but they must be kept in operation - no good if people go to a destination but find they can't use a toilet for themselves or with a dependant or someone they care for. I have found during the pandemic I cannot visit local (independent) shopping streets because there are no public toilets. In short I cannot support independents as I cannot visit/shop there: I can only go to large supermarkets as these have toilets.<br><br>As I get older I will also need seating.<br><br>I will ride a wider cycle (possibly a trike, a cargo cycle - for stability and utility use, or even a sociable in conjunction with a friend/partner). It will be an e-cycle. I will need to be able to use roads safely, find cycle parking, and be able to make turns reliably and easily. (My experience is that planners do not know/do not plan for large turning circles for cycles.)<br><br>I will need to recharge the cycle.<br><br>The environment will need to be well lit and clear of clutter and refuse - safe, and safe-feeling.<br><br>Last-mile deliveries by e-cycle are already visible in Cambridge. Plans for Mill Road needs to plan for and enable expansion of e-cycle deliveries. But also people-carrying e-cycles.<br><br>Taxis should not be able to go up and down Mill Road. Buses should not be able to go up and down Mill Road. Deliveries by motor vehicles must be made in very tightly controlled timings outside of commuter and shopping times. | |
| 13/02/2022 | #9 | I | | The web address given on the flyer received the other day is not a direct link to the survey and brings up a list of possibles. It then needs several clicks to locate it - and it then requires a registration to complete. Surely, this should have been made clear to start with - also, why not a direct hyperlink to the survey? Not difficult. | |
| 14/02/2022 | #10 | I | | Please send a hard copy to [redacted] | |
| 14/02/2022 | #11 | | | [redacted] telephoned Contact Centre to request survey. Contact Centre emailed us. | |

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| 15/02/2022 | #12 | I | | I have lived in the Mill Road area all my life ([redacted]years old now) and was an elected Member ([redacted[) for Romsey Ward from [redacted].<br><br>I am writing in support of keeping Mill Road bridge open to all traffic at all times.<br><br>In my view it would be a disaster to allow a minority of 'green' cycle fanatics, who are over-represented on various committees, to dictate the travelling habits of their fellow citizens.<br><br>They want nothing more than to create a car free enclave where they can swan about at will on their cargo bikes, loll around in the twee coffee bars and bistros and watch the value of their houses rocket. A far cry from earlier hardworking residents (many of them employed on the railway) who were delighted that the bridge was open for use by them and the businesses they patronised.<br><br>The pollution argument put forward by the cycle fanatics is false and weak. As more and more vehicles become electric pollution will decrease and even now closing the bridge will simply spread the pollution into neighbouring areas.<br><br>Many cyclists living South of Mill Road have a perfectly safe route via the Carter Bridge built especially for them at a cost of £1 million. Perhaps, if other cyclists don't like using the bridge they would be prepared to walk with their cycles over it.<br>My view is that keeping a modest amount of traffic running 24/7 is actually safer than a few buses running through a few times each hour -unless, of course, the cycle fiends want to ban them too! If only buses are coming through people will get careless but if traffic is constant they will stay more alert.<br><br>I still keep in contact with many, mostly older, inhabitants of Romsey and Petersfield and I'm convinced that there is aa silent majority in favour of keeping the bridge open.<br><br>I am unable to attend meetings now and my computer knowledge is not sufficient for me to use things like Zoom. Please put my views forward at the relevant meetings,<br><br>Yours sincerely<br>[redacted] | |
| 15/02/2022 | #13 | I | | Dear Researchers,<br><br>Please note: there is a mistake in the registered responses you've recorded against my name: re. the question, "I will not cycle on Mill Road because of the traffic" - you have "strongly agree". That should read "strongly disagree". I would - and frequently do - cycle on Mill Rd, despite the traffic. i also drive, on occasion, and walk frequently. It is a major thoroughfare for the city, and should be treated as such: accessible to all. Hopefully a better bus service would decrease traffic, and the shift to electric vehicles will decrease pollution.<br><br>Thank you, | |

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| 16/02/2022 | #14 | I | | Good afternoon,<br>In the Mill Road 2022 Spring 2022 brochure I've been sent I've spotted what I believe is a significant omission in the options listed for "Theme 3: Changes to traffic and access in the medium and long term" which I think is worthy of attention:<br><br>• Restricting motor vehicles from crossing Mill Road bridge<br><br>I believe option, as presented, is too narrow at this stage of consultation and I would recommend it is changed to:<br><br>Restricting motor vehicles from transiting one or more sections of Mill Road.<br><br>Background: I think the focus on the bridge as the designated section as to where 'close' Mill Rd to traffic is too limited and possibly now overly tainted by a long history of debate which has failed to look at the bigger picture, namely:<br><br>How to reduce through-traffic from the Ring Road to the City Centre. ie traffic that completes the journey for the full length of Mill Road without stopping for the benefit of residents or business along Mill Rd. If it is reasonable to assume this can be achieved by 'splitting' Mill Rd, I can seen no reason why there wouldn't be viable options in addition to doing so at the Bridge, and they may well be superior. I therefore feel that the option above could be more productively discussed as "If we were to close Mill Rd to through-traffic where would the best point to do so be?"<br><br>Kind Regards, | |
| 16/02/2022 | #15 | I | | Hi, I'm fillilng out your survey and I have one question: g out your survey and I have one question: What brochure???<br>Thanks,<br><br>P.S. Requiring a password to be between 8 and 16 characters is ludicrous from a security perspective. 16 should be the bare minimum. | |
| 17/02/2022 | #16 | I | | Hello, please could you tell us how we can both individually complete the survey on Mill Road bridge closure when we both share the same email address<br>Thanks | |

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| 17/02/2022 | #17 | O | Natural England | Dear Sir/Madam,<br><br>Our Ref: 383652<br>Greater Cambridge Partnership – Mill Road Spring 2022 Consultation<br><br>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.<br><br>Natural England has no comments to make on the Mill Road Spring 2022 Consultation<br><br>The lack of comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may wish to make comments that might help the Local Planning Authority (LPA) to fully take account of any environmental risks and opportunities relating to this document.<br>Should the proposal be amended in a way which significantly affects its impact on the natural environment, then in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, please consult Natural England again.<br><br>Yours faithfully,<br><br>[redacted}<br>Consultations Team<br>Natural England<br>Hornbeam House, Electra Way<br>Crewe, Cheshire, CW1 6GJ<br><br>Enquiries line: 0300 060 3900<br>Email: consultations@naturalengland.org.uk<br>www.gov.uk/natural-england | |
| 17/02/2022 | #18 | I | | Thanks, {redacted}; I did eventually find it. It should also be linked from the page of the survey that instructs the respondent to refer to the brochure. There has been a lot of talk on Nextdoor and Facebook about how nobody can find it.<br><br>Thanks and kind regards | |
| 17/02/2022 | #19 | I | | Why was I refused a quick meeting with<br>@GreaterCambs<br>&<br>@CambsCC<br>to talk about a whole new concept I had in mind for Mill Road?<br><br>I was so excited about it!<br><br>Now they've put the dampers on it.<br><br>Pls don't say they've already made their minds up what to do to Mill Road & the Bridge? | |
| 17/02/2022 | #20 | I | | And yet<br>@GreaterCambs<br>have turned down my request for a quick, informal meeting. | |

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| 18/02/2022 | #21 | I | | In response to email from SP 17/2/22 at foot of this email: Hi<br>Yes I've received the flyers thanks and I've also had the opportunity to visit ppl on Mill Road this week both of whom are traders of long standing.<br>Both have the same fears and feelings about this new bridge consultation as do several other local people I've talked to about it.<br>This quick question and answer session really isn't sufficient time in which to discuss all that's needed.<br>Surely someone could spare a little of their time?<br>A quick coffee somewhere convenient for them?<br>It's still not clear who the GCP is made up of. I know there's a representative from 3 councils plus the university but I assume there are more besides those four who aren't just admin?<br>Here's a couple of my concerns.<br>This consultation is taking place following the reopening of the Bridge due to ongoing concerns regarding there being no means of enabling Blue Badge Holders to use the Bridge.<br>Why has there been no reference or acknowledgement made to address this concern?<br>There cannot be any decision made that benefits one demographic at great cost to another.<br>That would not only be highly inflammatory but discriminatory also.<br>Favoring a fit healthy group over and above one that more than likely doesn't have the benefits of being fit and healthy is like adding salt to the wound.<br>Also what I've observed time and again is that many peoples' notions of what being disabled actually means is so far off base that it is not only very disconcerting but very worrying also because who can make a sound judgement with such distorted, inaccurate information? No-one can.<br>The next thing I find raises serious concerns is the dominance of one particular group of people once again, in these entire proceedings. By whom I refer to those getting around on bikes.<br>Ok we're fully aware of the active travel remit coming from Central govt, but that ought not to preclude or indeed completely obliterate "Everyone Else", which is precisely what happened when the Bridge was closed based on Social Distancing requirements, which incidentally, it failed to achieve.<br>You see, "Everyone Else" does NOT refer to "all those who refuse to cooperate". It refers to the diversity of the non- cyclists. A quick rundown would include:<br>Builders<br>Carpenters<br>Plumbers | |
| 22/02/2022 | #22 | I | | I have recently completed the questionnaire on the future of Mill Road.<br><br>As a resident of Romsey, I wish to make a strong complaint that the questionnaire is completely biased.<br><br>At least 2 of the questions make the assumption that I am a cyclist, by not offering me the option of stating that I AM NOT A CYCLIST. In fact, I am not a driver either. I am physically disabled and can't walk very far, therefore I am totally dependent on public transport and taxis. I believe I am one of a growing minority in the city. The lack of establishing my mode of transport is almost discriminatory.<br><br>What the questionnaire should have done is establish whether the person completing it is a cyclist, walker, driver, disabled or other. But it didn't, and this supports my belief that the questionnaire results will be biased towards the cyclist.<br><br>I know that many councillors and residents want to make Cambridge city centre car-free, but what happens if you are physically disabled and your options are limited? If the idea of closing Mill Road Bridge to taxis (which I believe are part of the public transport infrastructure), the diversions will add an extra 25% to my taxi fares.<br><br>I shall be attending the Zoom consultations about Mill Road, but would be grateful if you would look again at the 2 questions - I believe they are at the very beginning of the document.<br><br>Kind regards | |

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| 23/02/2022 | #23 | I | | From: [redacted]<br>Sent: 02 March 2022 10:44<br>To: [redacted]<br>Subject: Re: no option to change responses<br><br>CAUTION: This email originates outside of Cambridgeshire County Council's network. Do NOT click on links or open attachments unless you recognise the sender and know the content is safe. If you believe this email to be spam please follow these instructions to report it: https://camweb.cambridgeshire.gov.uk/spam/<br>[redacted]: I'm afraid life is too short for all that. Thanks for trying.<br><br>[redacted] 2 Mar 2022, at 10:12, [redacted] wrote:<br><br>Hi [redacted],<br><br>Sorry for the delay getting back to you. Below is what we think would be the best way of updating your response while a) protecting the integrity of your response and b) avoiding adding too much extra work on yourself by having to redo the survey.<br><br>So, working on the assumption you have the summary to hand:<br><br>Could you send across details of exactly which questions have incorrect answers and what those answers should be.<br><br>Could you send this detail across from the email account used to sign up for ConsultCambs/the Mill Road consultation survey (if you're already emailing from that account, please could you just confirm in your reply). This will ensure we identify the correct entry.<br><br>Kind regards,<br><br>-----Original Message----- | |
| 24/02/2022 | #24 | I | | Who or which council is responsible for the design and wording of the current consultation questionnaire for Mill Road<br>@SouthCambs<br><br>@GreaterCambs<br><br>@CambsCC<br><br>@camcitco<br>? | |

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| 25/02/2022 | #25 | I | | I am writing in response to a leaflet that I received on the future of Mill Road. I would like to put my views in an email rather than completing the online survey.<br>I walk and cycle along Mill Road most days. I very occasionally drive.<br>I want Mill Road to continue as a vehicle road and want the bridge to stay open to all traffic with no changes.<br>I am NOT in favour of closing off any side streets.<br>It is an important road that connects the city centre to other areas. and should, therefore, remain open to all forms of transport.<br>Any restrictions or closure would simply move traffic onto other already busy roads.<br>You state: '... crossing the road can be difficult as the road carries a large volume of heavy motor traffic and is an important bus route'.<br>There are many pedestrian crossings and a zebra crossing along Mill Road so there is no problem at all crossing the road.<br>Cars parked illegally on Mill Road while drivers or passengers nip into shops and take-aways are a big problem and cause jams. There are never any traffic enforcement officers to be seen on Mill Road who could issue fines and move illegally parked cars on. Therefore, I feel this issue needs to be addressed.<br>Please can you confirm that all my views have been recorded. My overall view is that Mill Road should stay open to all traffic and there should not be any restrictions.<br>Yours sincerely<br>[redacted] | |
| 26/02/2022 | #26 | I | | Dear Cambridge County Council,<br><br>I went on -line with the intention of completing this survey but find it is written in such a way that I can't explain my views properly as a resident living in a street directly off Mill Road on the Brooks Road side of the bridge. It does seem to be written in a way that makes assumption about residents preferences and I have abandoned the attempt part way through.<br><br>I would much prefer to write up a statement in my own words to submit. Are we allowed to do this?<br><br>Regards<br><br>[redacted] | |
| 26/02/2022 | #27 | I | | Just did Mill Road workshop thing. Very pleased with the competency of the facilitators. Also. Two very strong opposing voices, on the closing vs opening of mill road bridge, found a compromise they both liked. Let's not waste this | |

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| 28/02/2022 | #28 | I | | Mill Road is a wonderful local resource. It is one of the few roads in Cambridge which actually provides for normal household use - we have greengrocers, hardware stores, picture framers, upholsterers, clothes alterers, dry cleaners, places to replace watch batteries and so much more - not just restaurants. Cambridge needs these local facilities and Mill Road serves a wide area of local residents.<br><br>I feel that the Council has been swayed by an image of cafe society and outdoor use which is unrealistic given our weather and this has led to the crazy scheme to close the Mill Road bridge thus making it far harder for the shops on which we depend to make a living. By all means make it easier for us to use those shops and for all current shops and cafes to survive but do not close Mill Road Bridge again.<br><br>If you do you will destroy a wonderful street and the life that it brings to the wonderful area in which I live. You will also (as happened with the previous closure) create traffic problems on Cherry Hinton Road and rat running through those roads which connect Mill Road to Hills Road. These are residential streets occupied by the elderly and by children who will all be at risk from the increased traffic and emissions.<br><br>Yours sincerely,<br><br>[redacted] | |

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| 01/03/2022 | #29 | I | | Dear Sir or Madam<br><br>I am writing to you concerning your present consultation, concerned with Mill Road bridge, Cambridge, and its immediate surroundings. I have lived for the past 22 years in one of the nearby streets, ([redacted]) and frequently walk, occasionally drive, along Mill Road.<br>I commend the action undertaken by the elected county councillors to abandon the experimental earlier closure of the bridge to traffic. It would be a serious retrograde step for any body, most particularly an unelected one, to seek to reverse that sensible decision in any way.<br><br>I remain very much in favour of one part of your experiment, to try to ensure one-way pedestrian flow across the bridge. Sadly the absence of appropriate signage at both ends has meant that this COVID-19 related initiative was by no means fully complied with. But given the limited width of the pavement, it is a sensible and practical idea, which needs to be better enforced to deliver real benefits.<br><br>There is no question that limiting roadspace to corporation buses (not private coaches) and bicycles did diminish traffic levels either side of the bridge. Obviously, all of those needing to drive over the railway line transferred their journeys to East Road or to Hills Road, neither of them previously at all under-trafficked, both of which in consequence became even more heavily congested. That position has improved, after the Country Councillors'' decision to re-open Mill Road bridge was implemented.<br><br>Those who need to undertake more localised journeys were faced with a series of gratuitous obstructions placed at short intervals along Mill Road, limiting it to single vehicles . My observation was that these obstructions led to a series of (sometimes unpleasant) confrontations concerning who had right of way, compounded especially at the times when shops were taking take necessary deliveries (early morning and late afternoon usually) and road width is consequently diminished further.<br><br>I also am confident from many discussions that the vast majority of shopkeepers providing employment along Mill Road did not favour the closure experiment, and would not wish to see such a failure resuscitated.<br><br>Yours faithfully<br><br>[redacted] | |
| 01/03/2022 | #30 | I | | I am very alarmed that you are spending so much money and time on Mill Road. It would be much better spent on city-wide projects. This focus on Mill Road seems totally out of proportion with what is offered for everyone else and I can assure you the traffic is much worse on other roads. | |

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| 01/03/2022 | #31 | I | | Consultation?<br>Is their any point in wasting peoples time with this charade?<br>The decisions have already been made like so many of your projects and these “consultations” and meetings are just a sham to appease those your decisions effect.<br>Most are now finally starting to see through this.<br>A quango and interest lobby group that can fleece taxpayers by mysteriously always going over budget is not wanted, not now and not ever especially in these financially uncertain and hard times. Please disband yourselves for the good of the city and ALL it’s residents. | |
| 01/03/2022 | #32 | I | | [redacted]<br>Look at people on the board and committee of GCP.<br>They are all members of other interest and lobby groups as well as being on various councils so it’s obvious they push through what they want.<br>They claimed the keep open campaign played dirty but that’s just hypocritical.<br>This is a total conflict of interest all round and I’m shocked and disgusted that this is even allowed to continue. | |
| 01/03/2022 | #33 | I | | [redacted]<br>Greater Cambridge Partnership I attended the zoom call last night, no notes were taken or recorded to put forward to be included in the consultation. Questions were raised via the chat but the chair decided not to read them all out or answer them and instead closed the call 45 mins early!<br>A big majority of GCP members are active camcycle members and they are the people who will be deciding on the future of Mill Road, is this democratic? [redacted] is transport for GCP and he made it clear on the call he wanted Mill road bridge closed as he felt unsafe on his bicycle, then use the Carter bridge which it was built for.<br>Your right [redacted]this exercise is just paying lip service.<br>The consultation survey is very biased for the pro cyclists and GCP have already made their minds up to close Mill road bridge. The whole situation is farcical. | |

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| 02/03/2022 | #34 | I | | Dear [redacted]<br><br>Many thanks for your response. Unfortunately, having already completed the questionnaire, I am unable to access the two questions which mention questions about my cycling habits - but did not give me the option of answering that I do not cycle. However, if you read the first few questions, you should automatically be able to see the relevant questions. I was not aware that not answering was an option, so my only choice was to tick "neither relevant or irrelevant", which does not give a true reflection of my situation.<br><br>If this questionnaire is to have any value whatsoever, the first question should establish whether the person does cycle, can walk, can drive and whether they have any physical disability which prevents them from any of these options. These facts were not established on your questionnaire and therefore makes assumptions. That, to me, means that the statistical analysis of the closed questions is immediately biased. It would be almost impossible to make a statistical analysis of the open comments sections.<br><br>Therefore, I do wish to make this an official complaint. There have also been comments on Next Door Romsey, where other people have noticed this very serious omission. But writing on a blog has no meaning, which is why I am contacting the Council directly.<br><br>As a disabled person who lives off [redacted]. the future of access across Mill Road Bridge by taxis and disabled drivers (who do not have a car and therefore cannot register a number plate) is very important to me. Especially as I can only use taxis to take me to the station and to other destinations where the taxi would have to use alternative routes to avoid the bridge. This means that my taxi fare will rise by around 25% - even more relevant as the price of petrol and diesel is at an all-time high. If at all possible, I would use public transport, but as we only have the C2 bus - Cambridge North via city centre to Addenbrooke's Hospital, this would mean taking a bus to the city centre and then taking another bus to my destination. Not only would this mean that I have to factor in at least 30 minutes extra time, but also tire me out as I[redacted] and walking/standing for long periods causes me a lot of pain.<br><br>As I am not now allowed to drive ([redacted]) but do possess a Blue Badge, this also means that any kind friend who offers me a lift would not be able to register their number plate should there be a facility for scanning a Blue Badge (which I understand is not currently being considered an option).<br><br>As I pointed out in my original email, I am part of a growing minority, and putting on this extra pressure/expense for accessing my city smacks of | |

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| 02/03/2022 | #35 | I | | QUESTIONS:<br><br>Is it the intention to close Mill Road Bridge to taxis?<br><br>Or is it the intention to close Mill Road Bridge to all vehicles apart from public transport?<br>Aren't taxis an integral part of the public transport system?<br><br>Restricting traffic over the whole of Mill Road is only transferring congestion to other areas<br>Why haven't speed cameras been introduced on Mill Road to comply with the 20mpg?<br><br>Why haven't road repairs been carried out on Mill Road and side roads (both roads and pavements) caused by potholes, and leading to quite severe flooding when there is heavy rain and/or long periods of rain?<br><br>Although not a cyclist, I appreciate the potential danger caused by the poor conditions of roads and pavements.<br><br>Why is there not an option on the questionnaire to state that the person does not cycle, cannot walk far, cannot drive and/or physically disabled.<br>Biased and discriminatory.<br><br>Kind regards<br>[redacted] | |

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| 02/03/2022 | #36 | I | | Hi [redacted]<br><br>Thanks for the reply.<br><br>Why are they not recorded? Surely it is very important to keep records of peoples comments and concerns?<br><br>Were their any minutes taken? If not, what is the sole purpose of these calls?<br><br>Many thanks<br><br>[redacted]<br><br>From: Consultations Greater Cambridge<br>Sent: Wednesday, March 2, 2022 3:00 PM<br>To: [redacted]<br>Subject: FW: Mill road zoom call 1st March 2022<br><br>Dear [redacted]<br><br>Thank you for your email concerning yesterday's public meeting.<br><br>I am sorry, but we did not record it.<br><br>However, you are very welcome to sign up for the meeting tomorrow evening, to attend the drop-in session on 16 March or to attend the workshop on Sunday 20 March.<br><br>You can find details in the Key Dates section here: www.greatercambridge.org.uk/MillRoad2022 | |

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| 02/03/2022 | #37 | | | Hi.<br><br>The impact of closing mill road bridge is massive for both residences and buisness.<br><br>As a taxi drive and residence I do beg the bridge to stay open.<br><br>The residence of the other side of the bridge they have to pay more for thire taxi fairs and petrol as they have to drive extra 20 minutes to go just after the bridge it is rediculoes to even think about closing the bridge .<br><br>Those people who want the bridge closed are residence that live the rich part of the city and use cycles everywhere and they are privileged. They want the whole mill road to be for themselves. Selfish people<br><br>Keep mill road bridge open .<br><br>[redacted] | |
| 03/03/2022 | #38 | I | | I use Mill Rd most days of the week by either car, bus, cycle or walking and have done so for over [redacted] years. Starting with walking to junior school then cycling to senior school and also to work and lastly making good use of my bus pass.<br><br>It is imperative that Mill Rd bridge is kept open for cars and not closed anymore. It is a lifeblood for anybody living on the eastern side of Cambridge wanting to reach the city centre in order to go shopping, visit their bank, the transport hubs and reach the leisure facilities there.<br><br>The best way to make it easier for access would be to make ALL shops, restaurants etc to have their deliveries made between 7.00 p.m. and 7.00 a.m. thus freeing up the footpaths for pedestrians and disabled people during the day and stop lorries and cars parking on them as they do now.<br><br>[redacted] | |
| 04/03/2022 | #39 | I | | We say leave mill road as it is, when it was closed it was like a ghost town, mill road is a thriving community, people walk down mill road look in shops, stop anc | |
| 06/03/2022 | #40 | I | | Please email a copy of the brochure so i can complete the survey. | |

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| 09/03/2022 | #41 | I | | Hello,<br><br>I have filled in your consultation survey for the future of Mill Road, and have the following question/remark:<br><br>Option 2: it's all very well to 'add greenery' and make the road prettier, but if you are not going to change the traffic levels, and everything else stays the same, where on earth are you planning to put 'the greenery', please?<br><br>There isn't enough space on the pavement as it is, even to comfortably walk side by side with a child, a dog, or indeed as a person with luggage or in a wheelchair.<br><br>Mill Road is not safe as it is. The only viable option is 'option 3', and the wording for that one is really air-fairy. What do you mean with 'some time in the future'? Surely, given the obvious safety issues and near-accidents I witness every morning when crossing that bridge, safety needs to be improved fast. It would also be hugely helpful to actually acknowledge the fact that there can be no additional green spaces if the traffic isn't restricted in some way or other.<br><br>I currently hate Mill Road as a pedestrian, as a cyclist, and as a driver. My children have had several near accidents just walking to school.<br><br>That road is not a happy experience in any circumstance. Also, I've completely stopped shopping on Mill Road since the bridge reopened. It's no pleasure anymore, and crossing the road with children and a dog is far too difficult to bother. It's a crying shame. Please do something.<br><br>[redacted] | |

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| 09/03/2022 | #42 | I | | To whom it may concern<br>Mill Road is a very old part of this city of ours. It has its own character like nowhere else in the city. This was even before the 'international' influence came along! Mt mum was brought up in the area and after living in [redacted] for a while, I also live in it as well!<br>When the bridge was closed, our side, where the mosque is situated, just seemed dead! Am sure the shops struggled and there seemed to be no atmosphere apart from the cafes. I suppose we reaped the benefit of the empty paths and the 'student population'. I personally hated going up the road, to some shops, with no traffic passing by, no noise, sounds of people, children etc., the 'buzz' had gone. I am not quite sure but got the impression it didn't affect over the other side of the bridge so much, as they could go as far as Devonshire Road and also being closer to the hub of the city.<br>We need a compromise, a bit of everything suggested, eco-friendly solutions, trees, traffic, transport, plants. Mill Road is part of our city, not just the Romsey area and it can't be allowed to be 'cut off' from the rest of the city and surrounding areas. So, allowing access for people easily to come, visit and marvel at our unique 'Mill Road', also the beautiful mosque!!<br>[redacted] | |

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| 10/03/2022 | #43 | I | | PS Looking again, I see I got confused. My apologies; my answers are correct to the question about traffic conditions today. I am in favour of traffic restrictions, and I feel they worked well last year.<br><br>Apologies for my confusion.<br><br><br>[redacted]<br>_____<br>From: [redacted]<br>Sent: 10 March 2022 18:01<br>To: [redacted]<br>Subject: Re: Thank you for completing Mill Road spring 2022<br><br>Dear Researchers,<br><br>I am very surprised to see this as the question below 'How far do you agree or disagree with the following statements about Mill Road today, with no restriction on traffic movement?'<br><br>When I filled in the form, the question appeared to be the opposite, referring to the time of restrictions on Mill Road. All my answers refer to the time of restrictions.<br><br>So my answers to that question are largely the opposite of what I think of the situation now.<br><br>How can I correct this? Why is the question so confusing? That is quite misleading and throws the whole exercise into question.<br><br>Please let me know how to correct my answers.<br>Thank you,<br>[redacted] | |

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| 11/03/2022 | #44 | I | | Dear [redacted],<br>Thank you for your message below. Here are my comments for the consultation process, which I hope will be useful and helpful.<br>Kind regards<br><br>[redacted]<br>--------<br>I am a resident of [redacted], which is just off Mill Road on the [redacted] side of the bridge and I am writing here rather than answering the questions posed in the on-line consultation questionnaire because I felt that did not allow me to express my views sufficiently freely.<br><br>I am a pensioner with long term health problems and have to use a mobility scooter to get around the local area (though even this has been constrained during the last two years of Covid restrictions). For longer distances, I need to use taxis, as I no longer drive. Using the bus is not an easy option for me because I can only walk for short distances and so this not does not provide the glib solution that is mooted by some of those who would like to see the Mill Road bridge closed. Nor can I get around by bike!<br><br>I moved to the area to be near my family in [redacted], after my husband passed away, and from the outset I was attracted here by the vibrant and diverse community of Mill Road, with its many independent shops. Yes, it was (and is) busy with traffic, but the light controlled crossings provide a safe way to cross from one side to the other and I don't find that a problem. This is a working community, not merely a leisure one.<br><br>When the bridge was closed to traffic during the lock down period, that immediately posed difficulties for me, because taxis (as well as private cars) could then not take the direct route into town. It not only increases the time taken to get from my home to the centre, but greatly increases the cost of the taxi fare. Yes, if the weather is clement, I could use my mobility scooter, but not if it rains as this adversely affects the electrical controls, which is constraining in itself. (This is an important point, as I often find that's not generally well understood).<br><br>To say that the bridge could be open to blue badge drivers is to fail to understand that the blue badge refers to the user, not the car, nor necessarily the driver. I am a blue badge holder and gave up my driving licence voluntarily two years ago. When I travel by car I either have a lift from family or occasionally a friend or I have to take a taxi, so the blue badge could be used in a number of different vehicles. Therefore is it difficult to see how this could work as a practical option based on number plate recognition. | |

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| 12/03/2022 | #45 | | | Hi Folks,<br><br>I have just received the flyer for the above and would like to make the following suggestion.<br><br>I am an elderly ([redacted]) woman but reasonably fit and cycle whenever I can. I really appreciated the closure of Mill Road Bridge to through traffic as it felt much safer. However, I do understand the need to keep it open for the various shops and facilities in the area so would suggest that the bridge is single line with traffic lights at each end, making way for cycle lanes in each direction. I feel this would stop traffic who want a quick way into and out of Cambridge as the lights would slow everything down and only traffic needing to use that route can continue to do so, even if it takes longer.<br><br>All theist,<br><br>[redacted] | |

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| 14/03/2022 | #46 | I | | To Greater Cambridge Partnership<br><br>You ask for our views on your brochure MILL ROAD SPRING 2022.<br><br>I am writing to you as I am becoming increasingly concerned that Petersfield residents may be seduced by the promise of better things for Mill Road without the possible impact on its side roads being properly assessed.<br><br>While not disputing that improvements to the street are needed, my chief concerns are:<br>1.  That this consultation is premature.<br>2.  If Mill Road bridge is closed to motor vehicles, then there may be irreversible consequences to several side streets.<br><br>1.  There are two new housing developments proposed or under construction (Ironworks Site; Travis Perkins Site) on the City Centre side (West) of the Mill Road bridge. This involves over three hundred new homes and a significant amount of new “workspaces”.<br>Before a full and proper public consultation can take place the impact that the new traffic movements generated by these developments will have on Mill Road will need to be assessed. Surely this cannot be properly done until these developments have been occupied and in use for at least a year, if not more. These new traffic movements are bound to impact on Mill Road (up and down) and some of the surrounding streets (e.g., Tenison Road; Devonshire Road; Coleridge Road) and beyond (Ring Road; East Road).<br><br>In-situ in-depth street level pollution studies are an essential part of consultations such as the one proposed. They are needed to measure the average pollution levels in Mill Road and the relevant side streets<br>A.  Now.<br>B.  After the new housing developments mentioned above are fully occupied and the workshops are in use.<br>C.  After a further trial closure of the Mill Riad bridge to assess its effect on pollution levels.<br><br>2.  If as part of the proposed improvements for Mill Road the bridge is closed to the bulk of through traffic, then the impact on Tenison Road, Devonshire Road and the western part of Mill Road will be significant. This will spill over into neighbouring side streets such as Glisson Road.<br>Traffic-wise Mill Road is not a major through-route but it is a secondary through-route so if it is closed to the bulk of traffic movements, then these traffic movements will have to reroute to elsewhere in the city. | |

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| 14/03/2022 | #47 | O | Mill Road 4 People | Mill Road - A Street for People:<br>Response to the GCP Mill Road Consultation<br>This document is Mill Road 4 People's formal response to the GCP Mill Road Consultation<br>conducted between February and March 2022.<br>1<br>We are pleased that CCC and the GCP have undertaken the first<br>consultation, and with the measures that the GCP has taken to<br>encourage wide participation. However, while we appreciate that the<br>consultation must be robust and as inclusive and representative as<br>possible, we were surprised that the main question was whether traffic<br>should be reduced on Mill Road; we were hoping that this first stage of<br>the consultation would provide people with some ideas of how traffic<br>might be reduced.<br>2 Traffic on Mill Road has been a much-discussed<br>problem since the 1970s (as the illustration, right, shows). We have<br>already presented evidence of overwhelming support in both Romsey<br>and Petersfield for traffic reduction,<br>3 and, despite the enormous<br>problems with the County Council's last survey,<br>4<br>the results were<br>nonetheless in favour of keeping even the controversial bus-gate as a<br>means of reducing traffic.<br>With these data in mind, and given the City, District and County Councils' climate strategies,<br>5<br>we were disappointed that the first proposal in your survey ("Theme 1") was to 'do nothing'.<br>Mill Road is the most dangerous road in Cambridgeshire, with many accidents occurring<br>particularly on and around the bridge; you have a moral duty to act. We are also concerned | |

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| 14/03/2022 | #48 | I | | MILL ROAD 2022 – proposals for Mill Road.<br><br>I have already completed the recent survey into traffic proposals. In addition while improvements to the street are needed, I believe:<br><br>1. That this consultation is premature.<br><br>2. If Mill Road bridge is closed to motor vehicles, then there may be irreversible consequences to several side streets.<br><br>3. The two new housing developments proposed or under construction (Ironworks Site; Travis Perkins Site) on the City Centre side (West) of the Mill Road bridge involve over three hundred new homes and a significant amount of new “workspaces”.<br><br>Before a full and proper public consultation can take place the impact that the new traffic movements generated by these developments will have on Mill Road will need to be assessed. This cannot be properly done until these developments have been occupied and in use for at least a year, if not more. These new traffic movements are bound to impact on Mill Road (up and down) and some of the surrounding streets (e.g., Tenison Road; Devonshire Road; Coleridge Road) and beyond (Ring Road; East Road).<br><br>4. In-situ in-depth street level pollution studies are an essential part of consultations such as the one proposed. They are needed to measure the average pollution levels in Mill Road and the relevant side streets<br>A. Now.<br>B. After the new housing developments mentioned above are fully occupied and the workshops are in use.<br>C. After a further trial closure of the Mill Riad bridge to assess its effect on pollution levels.<br><br>5. If as part of the proposed improvements for Mill Road the bridge is closed to the bulk of through traffic, then the impact on Tenison Road, Devonshire Road and the western part of Mill Road will be significant. This will spill over into neighbouring side streets such as St Barnabas Road and Glisson Road.<br>Traffic-wise Mill Road is not a major through-route but it is a secondary through-route so if it is closed to the bulk of traffic movements, then these traffic movements will have to reroute to elsewhere in the city. | |

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| 14/03/2022 | #49 | I | | Dear [redacted],<br>Mill Road Consultation.<br>I attended one of the Mill Road workshops in which you made a presentation. My wife and I are fully engaged in this consultation process and will be completing the consultation forms this week and hope to meet you[redacted]<br>I am writing to you because I don't feel I have really had an opportunity to air some of my thoughts on the Mill Road experiment so far. I will explain why below.<br>I live in [redacted] where I have resided for [redacted] years. I have maintained the speed indicator device [redacted]for the last five years, since its deployment following the completion of the [redacted] project. As well as providing a useful tool to remind drivers to keep their speed under control, the device also provides traffic counts and the opportunity to analyse the speed data.<br>I have attached a copy of a typical weekday traffic count profile in [redacted] (southbound traffic) during bridge closure. It is compared with a pre-bridge closure sample. I had to compare with the same weekday and also a date during school term. My saved data was limited, hence the early date. You of course have access to the Cambridge Insight Data for the relevant monitoring points, S41, S2, S6 for confirmation. The peak time 8-9am was the critical time for my observations (including manual checks).<br>As well as keeping my pulse on the traffic numbers and speed, I have also been monitoring pollution INSIDE my house for the last five years in order to gain a better understanding of how the traffic problem in [redacted] impacts the environment within our house and the neighbourhood in general. I should add that I am a retired analytical chemist who has focused on environmental analysis at various times throughout my career.<br>This dual interest has provided me with a unique breadth of knowledge about traffic and pollution in [redacted]. It is both fascinating and depressing to observe the nitrogen dioxide levels inside our house increase as diesel cars start to back up at the traffic lights on [redacted] This is when all our windows are closed so pollution gains access through chimneys and air vents under the suspended floors. A typical Victorian house problem in our extended neighbourhood!<br>When I heard that the Mill Road bridge was going to be closed, based on my experience of the large number of taxis and private cars which constantly move to and fro between the station and Mill Road, I knew that a new traffic rat run would develop between East Road / Mill Road / Tenison Road (and the smaller side roads) / Station Road and eastwards down Hills Road (and return journey). This is in fact what transpired. Over much of the Mill Road bridge closure, train traffic was minimal and virtually none of the new rat run turned into the Great Northern Road to access the station.<br>I observed new nitrogen dioxide peaks inside my house between the am and pm rush hour traffic periods. These new peaks coincided with the changes in traffic flow during the day. I have marked these on the attached chart. There was a direct correlation between the bridge closure, rat | |

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| 16/03/2022 | #50 | O | Historic England | Dear Sir/Madam<br><br>Mill Road, Spring 2022 - Consultation on the future of Mill Road<br><br>Thank you for consulting Historic England on future of Mill Road Bridge, Cambridge. As the Government's Adviser on the historic environment, Historic England is keen to ensure that protection of the historic environment is fully taken into account at all levels and stages of the local planning process.<br><br>Mill Road is a vibrant and active place, with a wide range of shops and services. It provides both for locals and also is something of a destination too. Mill Road lies within the Mill Road Conservation Area. Close to the bridge lies the grade II listed Cambridge City Branch Library. Dating from 1897 this single storey, red brick building is divided into 8 bays by paired and single Corinthian pilasters. The west end facing Mill Road has a Baroque church type facade.<br><br>Any proposals for this area should seek to conserve and where opportunities arise enhance the historic environment.<br><br>Historic England broadly welcomes the aim of improving the quality of place. We welcome proposals for improvements to the public realm as well as plans to improve walking and cycling infrastructure in area. A reduction in traffic along this relatively narrow road through the Mill Road Conservation Area could have some positive benefits for the historic environment.<br><br>Increases in walking and cycling and the associated reductions in the use of private vehicles can have positive effects on the historic environment. This can be from reduced noise and air pollution, parking, traffic and congestion. Air pollutants can cause buildings and structures to decay. Traffic noise can affect how we experience historic places, and visual clutter from parked cars can affect the settings of historic spaces and how we move around them.<br><br>Historic England has produced guidance setting out good practice for street management, Streets for All <https://historicengland.org.uk/images-books/publications/streets-for-all/> and further information on transport and the historic environment can be found on our website <https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/>. | |
| 16/03/2022 | #51 | I | | Hello,<br><br>In reading over the options, I rather like the ethos behind theme 2, my only concern is that I have witnessed multiple times in Mill Rd where drivers (particularly cabs) get frustrated when facing any traffic obstruction (cars parked on the pavement, stopped buses, etc) and speed dangerously past the obstruction.<br><br>This puts cyclists and pedestrians in danger, so my suggestion would be stronger enforcement of the speed limit.<br><br>Cheers,<br>[redacted] | |

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| 16/03/2022 | #52 | I | | Details:<br><br>Please find attached Request a Service:<br><br>[redacted]<br><br>[redacted]<br>Work phone:<br><br>Request Service details<br>Request type: Mill Road<br>Details of enquiry:  Called customer back to complete Mill Road survey. Customer also wanted to raise concerns that during the question asking about ethnicity, it doesn't mention South American/hispanic anywhere. Customer was frustrated by this as South America is a whole continent and it seems to have been left off in regards to ethnicity. Can this be amended on the form? Customer says they dont want to be contacted in regards to this request, just amend if possible but not to worry if this isnt possible. | |
| 16/03/2022 | #53 | I | | Dear GCP<br><br>I have filled in the online consultation for Mill Road but wanted to provide evidence of the kind of illegal parking that happens daily on the road. This desperately needs sorting out or there will be more accidents and it is currently disproportionately affecting disadvantaged groups or groups with protected characteristics.<br><br>The examples below are from a single trip walking between the bridge and Parker’s piece on a typical Saturday afternoon. Things get worse in the evenings.<br>You can clearly see drivers are completely blocking the footway and parking on zig zag lines for the zebra crossing. Physical measures to prevent this behaviour are the only solution.<br><br>Please contact me if you need any further information.<br>[redacted] | |

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| 20/03/2022 | #54 | I | | [redacted]<br><br>1. I *strongly disagree* with leaving things as they are. It may seem like the line of least resistance but it will do nothing to alleviate the pavement parking, narrow footways or reduce the 12,000 vehicles using the road. Much of the road is too narrow for this volume of traffic, and it harms those walking or cycling. The data on accidents at junctions shows this.<br><br>2. I *strongly agree* with improving the quality of the place. Made more attractive, people who avoid it now will return, and those who hadn't discovered it will find it and keep coming back.<br><br>3. I *strongly agree* with making changes to access in the medium and longer term. Together with option 2, they will create a street that is vibrant, lively, thriving and beautiful. A place many will want to spend money. Don't be afraid of taking leadership and making those much needed changes so everyone can benefit. Deliveries will still be required, blue badge holders will still need access and should expect to have it, buses must be allowed through too, of course. But with far less traffic, all these will be done in a safer environment with less pollution. changes to the road layout can be done in really attractive way as Waltham Forest in London discovered.<br><br>regards<br><br>[redacted] | |

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| 20/03/2022 | #55 | O | St Barnabas Church | Dear Mill Road Consultation Team,<br><br>Thank you for the opportunity to contribute to the consultation and for all the work that is going into it. It is so valuable and timely to consider the future of Mill Road within the whole picture of plans for Cambridge.<br><br>I welcome the important focus on environmental concerns, safety for pedestrians and cyclists and the desire to invest in the development of a vibrant, sustainable locality.<br><br>I want to raise for your consideration one feature that would be adversely affected if access to cars was completely stopped. That is the role that charities and places of worship contribute to support disadvantaged people and, wider than that, the contribution we make to well-being.<br><br>Mobility concerns<br>As I live and work here, the aspect that I became acutely aware of with both bridge closures, was access for people who are not able to cycle or walk far or hop on an electric scooter. That's important for people trying to get to worship services, midweek activities and for the charities on the road that serve disadvantaged people as well as families - among them Salvation Army, Life Craft, Ditchburn Place, along with ourselves on the Petersfield side of the bridge. With the consultation considering closing the road at both ends that would then affect the work of Romsey Mill, other places of worship, charities & Brookfields. I want to raise that as a serious concern for charities, places of worship & health services as there are many people who need access by car (including those with mobility constraints, the elderly and families with young children) who would not qualify for a blue badge.<br><br>Serving disadvantaged people<br>As I reflected further, I recalled the work of the Cambridge Churches Homeless Project (CCHP) prior to lockdown. There were three churches along Mill Rd partnering with CCHP to give overnight accommodation to homeless people. Each night was set up in a different church and packed down the next morning – car access was essential for that project to take place. I'm aware that CCHP has changed its way of working due to COVID but wanted to share that as an example of churches working together to serve the city and the importance of car access to make that happen.<br>Currently at St. Barnabas, we're partnering with Social Services to offer support in parenting with disadvantaged families. I'm sure that, in these challenging times, different ways of support for people will be a growing aspect of our work and will serve the city's objectives around care and well-being. | |

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| 20/03/2022 | #56 | I | | [redacted]<br>Mill Road consultation<br>My Views and ideas on the future of Mill Road. - March 2022.<br>Background: I have been a resident living near Mill Road since [redacted] and I use it daily. I walk, cycle, ride a moped and drive along it.<br>I'll present some Mill Road views and then finish with some thoughts on more general Cambridge traffic solutions.<br><br>1. All bridges in Cambridge should remain open to all traffic, including Mill Road Bridge.<br>It's a simple matter of geography. Cambridge is bounded by the A14 on the North and the M11 on the South West. It is divided into sections within this by the River Cam and the railway line. These two obstacles separate large centres of work and residential areas which naturally cause traffic bottlenecks on the road network within Cambridge.<br>There are 4 bridges across the river for cars and 4 bridges across the railway line for cars. Removing or blocking any one of these bridges has been shown to increase the traffic across all others to an intolerable degree.<br><br>2. Mill Rd has to remain open as a thoroughfare.<br>Mill Road is not in itself, a main shopping destination. It does not have the variety of shops on it to enable locals to avoid shopping regularly elsewhere. It's breadth of shops, particularly in Petersfield, is not very wide. Typically, it's used to top up supplies that have run out between weekly supermarket shops. It doesn't sell new clothes for example. It's got a wide range of specialist grocery shops, an oversupply of hairdressers, estate agents, charity shops, bike shops, off licenses and cafes, but you don't need to frequent these often or might not be able to afford to visit these regularly.<br>People need to traverse Mill Rd to access shops beyond Mill Rd because by itself, it does not provide for everyone's needs. There is very little parking, so you cannot transport bulky goods or a high quantity of goods to/from Mill Rd shops.<br>Shops beyond Mill Rd therefore need to deliver goods and groceries to people living on or near Mill Rd. Mill Rd needs to be open to vehicles to be able to do this. It's no good saying you don't need a car living near Mill Rd, when you then have to rely on a delivery van to bring supermarket groceries to your door. It all counts as necessary traffic in the end.<br>Mill Rd is also not a major employment district like the Science Park or Addenbrookes or the City Centre. People need to get from around the Mill Rd area to these centres of employment.<br><br>3. Proposed Traffic reduction methods shows a misunderstanding of the problem. | |

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| 20/03/2022 | #57 | I | | Dear Mill Road Consultation,<br><br>Many thanks for the opportunity to express an opinion.<br><br>I have walked, cycled and driven around Cambridge (and the world) for over [redacted] years. (I can't use buses because those near me run only in the morning so you can't go anywhere and come back the same day.) I believe in diversity, and that no one form of transport is inherently more virtuous than any other. These modes of transport form a complex ecosystem, and each exists because of people's various needs, which cannot simply be denied. And of course, any argument against cars based on fumes will become obsolete as electric cars take over.<br><br>Cycling is good, and I do it a lot, in the city and far beyond. But some policies promoting cycling are very excluding and show a lack of compassion, even a cruelty, towards people who are unable to cycle with all loads in all weathers. Those of us who can manage all or most of our transport by cycle are very privileged: we probably work at home or live near our work, aren't old or frail enough to fear pneumonia from getting drenched in rain, don't have sciatica, lumbago or endometriosis, don't have to carry old people, luggage, tools and equipment, animals, multiple toddlers, visitors from out of town, sick passengers, heavy shopping, wheelchairs, prams, zimmer frames… Concern for the registered disabled is commendable, but there are probably many more people who have limited mobility but are not disabled enough to qualify for a blue badge, or (as I know from helping some old people) are too modest to ask for one. I was once reminded of this situation when I had a leg injury myself, and would have been housebound for months without a car. What are we doing for all those non-cyclists? The cycling lobby is well-organised and influential; where is the equal voice for pedestrians, pensioners, or all sorts of people who are infirm or wobbly?<br><br>Cambridge is particularly disadvantaged in layout terms, in that the city is cut in two by both the railway and the river, with very few road crossings across either. So any restriction on traffic in one place leads directly to pile-ups elsewhere. To close Mill Road is to displace traffic onto Hills Road and Coldhams Lane.<br><br>I believe that closing bridges is inherently bad for society. History shows again and again how a major strategy to damage a community and economy is to sever their bridges. Conversely, as Ai Weiwei said in the Guardian only this week about China's current massive road and rail development programme across Eurasia, there is a Chinese saying: "if you want to be rich, build roads first."<br><br>Specifically concerning Romsey, this survey doesn't acknowledge that the interests of people on the two sides of the bridge are very different. | |

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| 20/03/2022 | #58 | O | Cambridge Green Party | Cambridge Green Party response to the<br>'Mill Road 2022' consultation<br>March 20, 2022<br>Introduction and summary<br>We (Cambridge Green Party) are responding in the form of a separate document, rather than through the online consultation. We believe this consultation fails to meet all the criteria laid out in the government's Code of Practice on Consultation1<br>. The questions do not allow all views about Mill Road to be appropriately represented. For example, Q9 asks: "What do you consider to be the most important issue affecting the way that you use Mill Road?" and only one option can be ticked – most of the options given are closely inter-related and many respondents are likely to feel that two or more are equally important. We consider that congestion, parking, pavements are all important and are concerned that issues such as safety of pedestrians and cyclists are not listed as options.<br>We would like to see publicly available simulations or accessible models of the various proposals to better enable people to see how these would work.<br>We note that page 10 of the Mill Road 2022 brochure states that the consultation is linked to four other transport consultations. However, the document gives only the most general information and it is left to respondents (most of whom are not paid consultants or traffic experts) to work through the details of other transport schemes to understand how closing the bridge might impact on them or how they would impact on Mill Rd.<br>The key points of our response are:<br>• We believe that a transition from fossil fuel-powered transport to cycling, walking and use of public transport, and the use of electrically powered vehicles, is an essential step towards tackling the climate crisis as well as air pollution and other more local problems.<br>• Conversations about the long-term development of Mill Road have been on-going for many years and there is a wealth of evidence to draw upon. The Greater Cambridge Partnership (GCP) appears to have overlooked this. The consultation brochure and survey are disingenuous and appear to be a delaying tactic, prolonging decision-making and increasing conflict rather than | |

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| 21/03/2022 | #59 | I | | Dear Cambridge Consultations,<br><br>I monthly to weekly visit Mill road to shop and reach other locations in Cambridge.<br>Please bring back the bridge closure (and let buses and blue badge holders across!). Mill road was wonderful with less traffic - it feels horribly dangerous now. We need to prioritise safe cycling and walking and reduce traffic for buses. There's a climate emergency and we have to reduce car use - I am very disappointed on the vote to revert to opening the bridge.<br>Also consultations are not a good way to accurately measure public opinion. Evidence suggests that low traffic neighbourhoods are popular with voters.<br><br>https://www.theguardian.com/environment/2021/jun/02/cycling-schemes-popular-with-london-voters-analysis-finds<br><br>https://www.theguardian.com/environment/bike-blog/2021/oct/29/the-bikelash-paradox-how-cycle-lanes-enrage-some-but-win-votes<br>[redacted] | |
| 21/03/2022 | #60 | O | Camcycle | See also pdf of letter: Cambridge Cycling Campaign Bike Depot 140 Cowley Road Cambridge CB4 0DL 01223 690718 contact@camcycle.org.uk www.camcycle.o | |

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| 21/03/2022 | #61 | O | South Petersfield RA | SOUTH PETERSFIELD RESIDENTS ASSOCIATION<br><br>South Petersfield Residents Association would like the following points to be considered as part of the consultation on the future of Mill Road:<br>Context<br>A. Mill Road is the focus of a large residential community, as well as being a destination for shopping, meeting, drinking, dining, religious worship, and more.<br>B. Large numbers of people walk, cycle and e-scooter through Petersfield, both east-west along Mill Road, and north-south via Tenison Road, Devonshire Road, St Barnabas Road, Gwydir Street, Kingston Street, Sturton Street, Ainsworth Street and York Street.<br>C. Many of these trips are to and from the railway station and local schools.<br>D. Petersfield north of Mill Road is a long-established Low Traffic Neighbourhood, with no through-routes for motor vehicles.<br>E. By contrast, Petersfield south of Mill Road is heavily used as a through-route for motor traffic between:<br>a. Hills Road/railway station and north-east Cambridge, principally via Devonshire Road, Mill Road and Brooks Road.<br>b. Hills Road/railway station and north Cambridge, principally via Tenison Road, Mill Road and East Road.<br>F. In particular, it should be noted that traffic moves between Hills Road and East Road via Tenison Road and Mill Road, seemingly to avoid congestion and traffic lights on Hills Road and Gonville Place. If that 'rat run' remains open, it will become more attractive if Mill Road carries less traffic west of Tenison Road in future.<br>G. A significant number of taxis also use Mawson Road, Covent Garden, Cross Street, Felton Street, Mill Street and Wilkin Street as shortcuts.<br>Safety of people walking and cycling – traffic<br>H. High levels of motor traffic on Tenison Road and Devonshire Road conflict with the large numbers of people who walk and cycle along these roads. | |
| 21/03/2022 | #62 | I | | One more point: It is often observed that car traffic is significantly less during school holidays. Aha, the obvious inference is that we need school buses. Even t | |

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| 21/03/2022 | #63 | I | | Responses to Qs 12 and 13: Question 12<br>I was professionally involved for many years in helping to regenerate Mill Road and to manage the pressures upon it. The special character of Mill Road is a combination of its range of traders and its multiple communities. I know from discussions with traders how marginal the economy of Mill Road has been. To maintain what makes Mill Road special, whatever measures are adopted must, first and foremost, support its diverse range of traders.<br><br>I was deeply shocked at the polarisation caused by the combination of the cadent gas works followed by well-intentioned but in some aspects misconceived Covid measures. While I am a member of both the Cycling Campaign and MillRoad4People, I find myself unable to support their views in relation to this consultation.<br><br>In my experience, Mill Road was a far more dangerous place to cycle during the bridge closure, because the vehicle traffic was moving much faster and with far less consideration for others, and particularly because cars would turn out of side roads into narrowed sections with complete disregard for oncoming cyclists.<br><br>I am very concerned that this consultation ignores the fundamental strategic issues of growth, and the ever-increasing demands being made upon limited space, including that of Mill Road. Its road capacity is finite; a key issue the GCP and Councils have to tackle is the need to reduce overall traffic generation, yet the City Council refused to consider making the Depot site an exemplary car-free development.<br><br>The Councils have got to grasp the strategic nettle of reducing overall traffic volumes; in this context Mill Road has to be considered as part of a wider whole. I cycle to work (an option not given in the survey) in my studio at Coldham's Road, which would be drastically affected by any traffic control measures such as have been canvassed for Coldham's Lane. I can't see how it is realistically possible to introduce measures for Mill Road in isolation from this wider picture (including Eastern Access).<br><br>Question 13<br>To maintain what makes Mill Road special, whatever measures are adopted must, first and foremost, support its diverse range of traders.<br><br>Question 12<br>I was professionally involved for many years in helping to regenerate Mill Road and to manage the pressures upon it. The special character of Mill | |
| 21/03/2022 | #64 | I | | Hello,<br><br>I registered very late for this, i.e. this morning and it failed to follow on about half way through by which time it was 12 noon and I assumed the survey was closed. Many apologies for this.<br>However I would just like to say that I live in [redacted] Road, use Mill Road to drive along frequently, but as a wheelchair user find that the state of the pavements is truly terrible. I support improving the streetscape in whatever way possible but would not want to reduce the vehicle access greatly.<br><br>Thanks,<br>[redacted] | |

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| 23/03/2022 | #65 | O | Greater Cambridge Planning | Dear [redacted],<br><br>I have been on sick leave since January and only just have come back to work. I think it is vital that I give feedback on the Mill Road consultation. Is there some way you can give me access to the form.<br><br>[redacted] | |
| 24/03/2022 | #66 | O | Arjuna Wholefoods | Hi guys<br>thank you for the zoom meeting last Sunday, was good to be able to voice concerns & ideas and hear other people's too.<br><br>Two points not really mentioned in the zoom.<br><br>1. The brilliant and already existing cycle bridge.<br>•It was built to enable cyclists to have a safe and easy route in and out of town and avoiding major roads.<br>•I've been using it for twenty years and it's great for families with kids - fun for them to be so high up and have a view over the station!<br>•Why has it dropped off people's radars? Maybe it's time for a renewed information campaign to encourage people to use it as an<br>•alternative to Mill Rd. But it really could do with a clean - the plastic/glass is pretty mucky but i guess that's hard to deal with being<br>•that it's directly over the trainlines...<br>2. Mill Road is no less safe for cyclists than any other bridge in Cambridge.<br>•In terms of cycling over the bridge, I've never felt any more unsafe or concerned<br>•than say on Hills Road bridge which in many way is more worrying especially when you have<br>•cars cutting across you to turn left down Brookland's Avenue.<br>•As a cyclist i've felt much more nervous crossing Perne Rd roundabout or<br>•Sainsbury's roundabout and on Coldham's Lane itself, particularly by the airfield when cars bomb along.<br>•Basically, it's all about personal perception and experience and I think people are overstating how dangerous<br>•Mill Road bridge in particular is to travel over, and if they are that concerned then why aren't they using the cycle bridge! :)<br>Sorry to ramble. Hope this helps.<br><br>[redacted] | |

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| 29/03/2022 | #67 | P | Greater Cambridge Planning Acces | Dear Sir or Madam,<br><br>Under the Equalities Act as Local Government we have a duty as a service provider to meet the needs of disabled people. If we do not do this individual disabled people could take litigation against us.<br><br>Closing the Mill Road bridge to everyone except for pedestrians and cyclists will have a significant effect on disabled people.<br><br>The Mill Road area has a lot of older and disabled people living there and using the services on both sides of the bridge. The steepness of the bridge also limits disabled pedestrians and cyclists.<br><br>Disabled people disproportionally rely on private cars, taxis, community transport and buses even for a short journeys. Costs also affect disabled people more than others as they have generally lower incomes. Tasks often take disabled people longer and often they can only do things when voluntarily and paid carers are available and therefore time limited.<br><br>Due to these factors the Council would be open to litigation if the bridge does not remain open in both directions to buses, community transport, taxis and Blue Badge holders. It could be permissible for community transport and taxis only to have access when carrying Blue Badge holders.<br><br>Yours faithfully<br><br>Mark Taylor<br><br>Access Officer | |

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| 01/04/2022 | #68 | I | | Hi<br><br>Thank you for your reply about the Mill Road consultation.<br><br>I have written a response and have pasted it below.<br><br>Thank you for taking into account my views.<br><br>Comments on survey questions<br><br>Please note that I was not able to provide an answer for all of the questions as I could not do screengrabs of all my answers before they were lost by the survey.<br><br>Question 1.<br>I am responding as an individual. I live in Cambridge.<br><br>Question 2.<br>I visit Mill Road (for shopping, leisure etc) AND I travel along or through Mill Road to another destination<br><br>Please note that the survey did not allow me to select both of these options. I think it should have been set up to allow people to select more than one option.<br><br>Question 4.<br>Neither side of the bridge.<br><br>Question 5 and Question 6.<br>I was not able to fill in the actual survey due to technical problems. | |

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| 30422 | #69 | I | | Hi [redacted],<br><br>Thank you, please see comments bellow.<br><br>As a Coldhams Lane resident, I am concerned how potential closures/traffic filters on Mill Road could increase traffic - and all of its negative implications - on the surrounding roads such as Coldhams Lane.<br><br>Coldhams Lane has a primary school, a playground, a Church, and many local residents including families and vulnerable people. The road already has frequent standstill traffic which causes toxic fumes to enter the nearby environment. Many residents do not open their front windows due to the air pollution caused by the traffic.<br><br>When the Mill Road bridge closed during the covid-19 pandemic traffic noticeably increased.<br><br>I do not think closing Mill road to traffic or introducing modal filters does enough to encourage active transport. In contrast this will discourage active transport in the surrounding areas, as walking and cycling along Coldhams Lane is already incredibly unpleasant (and hazardous to health) due to the fumes, and will grow more so if the traffic is to increase further.<br><br>The closure of Mill Road during the pandemic massively split the community. The decision has caused many arguments on community websites and tension between members of the community, when we should be working together to find solutions to societal and environmental challenges. Taking a decision to alter a road in an affluent area that directly impacts less affluent surrounding areas is a controversial decision that shouldn't be repeated.<br><br>Any traffic measures introduced to Mill Road should be replicated on the surrounding roads. If not PM2.5 monitors, traffic monitors etc need to be installed on the surrounding roads and appropriate actions taken based on the results.<br><br>Kind Regards,<br><br>[redacted] | |

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rg.uk consultations@greatercambridge.org.uk Greater Cambridge Partnership 20th March 2022 Dear Sir or Madam, GCP Mill Road Consultation Spring 2022 We write in response to the above consultation1. By way of introduction, Camcycle i

he car-worshipping US does this.  They go round the catchment areas, to several stops which are known to all, to a sensible timetable.  And hey presto!  Hardly anybody needs to drive their child to and from school.  No need to block off roads

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d should be ‘public transport, cycling and walking first’. Car access in and out of Mill Road naturally needs to be retained at all times for those visiting the