

Appendix 1

Produced by the Cambridgeshire Research Group



Mill Road Spring 2022 Consultation: Summary Report of Consultation Findings

Final

May 2022

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Executive Summary

Between 07 February and 21 March 2022 the Greater Cambridge Partnership (GCP) held an extensive consultation on a scheme to develop options for improvements to Mill Road.

The key findings of this piece of work are:

- Analysis of the geographical spread ([see figure 7](#)) and the breadth of responses for different groups shows that the Greater Cambridge Partnership has delivered an effective and robust consultation.
- ‘Congestion’ was the most important issue respondents felt was affecting Mill Road from a choice of five.
- The majority of respondents opposed ‘Theme 1: Do nothing’
- The majority of respondents supported ‘Theme 2: Improve the quality of the place’ and ‘Theme 3: Changes to traffic and access in the medium and long term’.
- The majority of respondents felt the following functions were important for Mill Road in the future:
 - ‘Leisure destination: bars/cafes/restaurants’
 - ‘Shopping destination’
 - ‘Thoroughfare: to get to other places in the city/outside the city by bike’
 - ‘Residential area’
 - ‘Social and cultural destination: arts/faith/meeting places to spend time’
 - ‘Thoroughfare: to get to other places in the city/outside the city on foot’
 - ‘Leisure destination: parklets/outdoor recreation space’.
- The majority of respondents supported:
 - ‘Restricting motor vehicles from crossing Mill Road bridge
 - ‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’
- A great deal of detailed comments were received, from which the most common areas of discussion were:
 - That closing Mill Road to motorised traffic would benefit residents, businesses and cycling/pedestrian safety. However, exemptions were felt to be needed for those with disabilities, businesses, buses, and residents.
 - That motorised traffic parking on pavements and speeding were responsible for safety and congestion issues on Mill Road, with improved enforcement of rules required to curb this behaviour.

- That improvements to the width and general maintenance of the paths were needed to provide space and safety increases for pedestrians, particularly those using mobility aids.
 - That closing Mill Road to motorised traffic would cause increased congestion on nearby streets, negatively impact on businesses and residents in the area. Alternative suggestions included making restrictions time limited or making Mill Road a one-way street for motorised traffic.
- Responses were also received on behalf of a number of different groups or organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback including through traditional and online paid-for, owned and earned media, community engagement events in key or high footfall locations along the route and through the wide-spread distribution of around 3,500 consultation leaflets.

4 (3 online and 1 in-person) drop-in events were held across the area to enable people to have their say in person and the opportunity to question transport officers.

Quantitative data was recorded through a formal consultation questionnaire (online and hard-copy) with 1,986 complete responses in total recorded. A large amount of qualitative feedback was gathered via the questionnaire, via email, letters, and social media and at other meetings.

This report summarises the core 1,986 online and written responses to the consultation survey and the 70 additional written responses received.

Key findings

Relationship and experiences with Mill Road

Quantitative

- 1,971 respondents answered the question on what their usage of/relationship to Mill Road was.
 - Half of respondents indicated they 'Live on a street directly off Mill Road' (50%)
 - Under a third of respondents indicated they 'Visit Mill Road (for shopping, leisure, religious purposes, medical appointments, etc)' (30%)
- 1,952 respondents answered the question on which side of the Mill Road railway bridge they lived/worked/had a business on.
 - Just over half indicated they lived/worked/had a business on the 'East Side: Romsey (Mill Road bridge to Perne Road/Brooks Road A1134)' (51%)
 - Just under a third indicated they lived/worked/had a business on the 'West side: Petersfield (Mill Road bridge to Parker's Piece)' (32%)
- 1,969 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road at the time of the survey, with no restriction on traffic movement.

- The majority of respondents 'strongly agreed' or 'agreed' with the following statements:
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'Cycling can be unsafe because of the traffic' (80%)
 - 'Air pollution caused by motor traffic is a problem' (76%)
 - 'There is too much motor traffic' (76%)
 - 'There is a strong sense of community feel, including between local people and local businesses and organisations' (70%)
 - 'It is a good place for public venues such as churches, mosques and community centres' (68%)
 - 'I would cycle on Mill Road if there was less traffic' (65%)
 - 'It is easy to walk to shops, restaurants and leisure facilities' (57%)
- Over half of respondents 'strongly agreed' or 'agreed' with the statement 'Walking is unsafe because of the traffic' (52%)
 - Just under a third 'disagreed' or 'strongly disagreed' with this statement (32%)
- The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:
 - 'Motor traffic is not a problem' (76%)
 - 'The area is pleasant for cycling' (74%)
 - 'There are good quality pavements for walking' (72%)
 - 'There are enough places to stop and rest/relax outdoors' (65%)
 - 'The area is pleasant for walking' (65%)
- Just under half of respondents 'strongly disagreed' or 'disagreed' with the statement 'There are enough safe places to cross on foot' (49%)
 - Under two fifths 'strongly agreed' or 'agreed' with this statement (38%)
- Over half of respondents 'neither agreed nor disagreed' with the statement 'The bus service is good and reliable' (54%)
 - Just under a third 'strongly disagreed' or 'disagreed' with this statement (32%)
- Respondents were not clear on their agreement or disagreement with the statement 'I will not cycle on Mill Road because of the traffic', with just over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (41%) and just under two fifths indicating they 'strongly agreed' or 'agreed' with it (39%)
- 1,950 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road when traffic restrictions were in place.
 - The majority of respondents 'strongly agreed' or 'agreed' with the following statements:
 - 'It is a good place for shops, restaurants and leisure facilities' (86%)
 - 'It was easy to walk to shops, restaurants and leisure facilities' (86%)
 - 'The area was pleasant for walking' (78%)
 - 'The area was pleasant for cycling' (73%)

- 'There were enough safe places to cross on foot' (72%)
 - 'It was a good place for public venues such as churches, mosques and community centres' (71%)
 - 'There was a strong sense of community feel, including between local people and local businesses and organisations' (69%)
 - 'Motor traffic was not a problem' (68%)
 - 'There were enough places to stop and rest/relax outdoors' (55%)
 - Just over two fifths of respondents 'strongly agreed' or 'agreed' with the statement 'I would cycle on Mill Road if there was less traffic' (43%)
 - Over a fifth 'disagreed' or 'strongly disagreed' with this statement (22%)
 - The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:
 - 'I would not cycle on Mill Road because of the traffic' (81%)
 - 'Walking was unsafe because of the traffic' (79%)
 - 'Cycling could be unsafe because of the traffic' (72%)
 - 'Air pollution caused by motor traffic was a problem' (72%)
 - 'There was too much motor traffic' (68%)
 - Respondents were not clear on their agreement or disagreement with the statement 'The bus service is good and reliable', with under a fifth indicating they 'strongly disagreed' or 'disagreed' with this statement (17%) and under a quarter indicating they 'strongly agreed' or 'agreed' with it (23%)
 - Respondents were not clear on their agreement or disagreement with the statement 'There are good quality pavements for walking', with over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (42%) and a third indicating they 'strongly agreed' or 'agreed' with it (33%)
- 1,974 respondents answered the question on how often they used Mill Road for 12 different purposes.
 - The majority of respondents 'never' visit Mill Road for/to:
 - 'To practise my faith (visit Mosques, Churches or other faith related buildings)' (88%)
 - 'For education' (87%)
 - 'Work on Mill Road' (75%)
 - 'Drive along Mill Road as part of route from home to work' (66%)
 - 'Drive to Mill Road as a destination for shopping/leisure' (66%)
 - 'Visit my GP or for medical appointments' (56%)
 - The majority of respondents visit Mill Road from 'occasionally' to 'weekly' for/to:
 - 'Visit restaurants, bars, pubs, cafes' (74%, with 33% 'weekly')
 - 'As a through route to another destination outside of Cambridge (for example, shopping, recreation or other reason)' (53%, with 30% 'occasionally')

- The majority of respondents visit Mill Road to 'Cycle to Mill Road to shop/leisure' from 'occasionally' to '2-3 times a week' (64%), with 20% 'occasionally' and 18% 'weekly'
- The majority of respondents visit Mill Road 'To attend meetings or groups' from 'occasionally' to 'daily' (53%), with 35% 'occasionally'
- The majority of respondents visit Mill Road to 'Cycle through Mill Road as a through route' from 'weekly' to 'daily' (58%), with a similar split between 'weekly' (15%), '2-3 times a week' (17%), and 'daily' (15%)
- The majority of respondents visit Mill Road for 'Shopping on Mill Road' from 'weekly' to 'daily' (75%), with 23% 'weekly' and 22% '2-3 times a week'
- 1,976 respondents answered the question on how often they use different modes of transport when travelling on Mill Road.
 - The majority of respondents indicated they 'never' travel on Mill Road using:
 - 'Powered two-wheeler (motorcycle, moped or scooter)' (97%)
 - 'Electric cycle' (92%)
 - 'Rental E-scooter (VOI)' (92%)
 - 'Public transport' (62%)
 - Less than half of respondents indicated they 'never' use a 'taxi' (47%). Over two fifths of respondents indicated they use a 'taxi' 'occasionally' (43%)
 - The majority of respondents indicated they travel on Mill Road from 'occasionally' to '2-3 times a week' as a:
 - 'Car driver' (57%, with 29% indicating 'occasionally')
 - 35% of respondents indicated they 'never' travel as a 'car driver'
 - 'Car passenger' (54%, with 39% indicating 'occasionally')
 - 45% of respondents indicated they 'never' travel as a 'car passenger'
 - The majority of respondents indicated they travel on Mill Road from 'weekly' to 'daily' using a 'cycle' (62%)
 - The majority of respondents indicated they travel on Mill Road from '2-3 times a week' to 'daily' by 'walking' (57%, with 26% indicating 'daily')
- 1,962 respondents answered the question what they considered to be the most important issue affecting the way that they use Mill Road.
 - Over half of respondents indicated 'congestion' was the most important issue affecting the way they use Mill Road (54%)

Future of Mill Road

- 1,974 respondents answered the question on how far they were supportive or unsupportive of three options for Mill Road.
 - The majority of respondents were opposed to 'Theme 1: Do nothing' (77%)
 - The majority of respondents supported 'Theme 2: Improve the quality of place' (83%) and 'Theme 3: Changes to traffic and access in the medium and longer term' (77%)

- 1,971 respondents answered the question on what functions they felt were important for Mill Road in the future.
 - The majority of respondents felt the following functions were important for Mill Road in the future:
 - ‘Leisure destination: bars/cafes/restaurants’ (90%)
 - ‘Shopping destination’ (83%)
 - ‘Thoroughfare: to get to other places in the city/outside the city by bike’ (76%)
 - ‘Residential area’ (74%)
 - ‘Social and cultural destination: arts/faith/meeting places to spend time’ (73%)
 - ‘Thoroughfare: to get to other places in the city/outside the city on foot’ (71%)
 - ‘Leisure destination: parklets/outdoor recreation space’ (64%)
 - Over half of respondents felt the function ‘Thoroughfare: to get to other places in the city/outside the city by bus’ was important for Mill Road in the future (52%)
 - Over a quarter of respondents felt the function ‘Thoroughfare: to get to other places in the city/outside the city by taxi’ was important for Mill Road in the future (29%)
 - Over a fifth of respondents felt the function ‘Thoroughfare: to get to other places in the city/outside the city by private car’ was important for Mill Road in the future (22%)
 - Few respondents felt the function ‘Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle’ was important for Mill Road in the future (11%)

- 1,975 respondents answered the question on how far they were supportive or unsupportive of measures that could form part of a bigger plan for Mill Road.
 - The majority of respondents supported:
 - ‘Restricting motor vehicles from crossing Mill Road bridge (72%)
 - ‘Possible allowances for buses, taxis and drivers with disabilities and/or mobility needs’ (70%)
 - Over half of respondents supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ (55%)
 - Less than a third were unsupportive of this measure (31%)
 - Less than half of respondents supported ‘Closing some side roads along Mill Road’ (47%)
 - Less than a third were unsupportive of this measure (30%)

Qualitative

- Question 12 asked respondents whether they had any other comments on the future of Mill Road. 1,247 respondents answered this question. The main themes were:
 - Support for closure of the bridge to motorised traffic, as it was felt it would make it safer for cyclists and pedestrians, make it more of a “destination for

shopping and leisure”, and reduce congestion and subsequent noise/air pollution.

- Debate about whether closing Mill Road to motorised traffic would positively or negatively impact on businesses.
- Discussion about cycling safety improvements from closing Mill Road to motorised traffic and the need for enforcement regarding motorised vehicle speeds and pavement parking.
- Discussion about pedestrian safety improvements from closing Mill Road to motorised traffic, the need for enforcement regarding motorised vehicle speeds and pavement parking, and the need for wider and better maintained paths.
- Concerns about closing Mill Road bridge to motorised traffic as it was felt it would have a negative impact on businesses/places of worship, increase congestion and pollution in nearby areas, and make accessing properties difficult for residents.
- Discussion about allowances for access through any closures. Most of these respondents felt that access should still be open for buses, emergency vehicles and those with disabilities.
- Discussions about the need for some form of reduction in motorised traffic. Suggestions included making Mill Road a one-way street for motorised traffic, disallowing through traffic, and making Mill Road a pedestrianised area.

Other

- 822 respondents left comments about whether they felt the proposals would either positively or negatively affect or impact on any person/s or group/s that fall under the Equality Act 2010. The main themes were:
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact those with disabilities, including discussions about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact older/younger residents, including discussions about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact residents, including discussions about the need for a reduction in pollution levels, improvements to the pavements, concerns about access to properties/business/places of worship, and about the need for some form of exemption to closures.
 - Debate about whether closing Mill Road to motorised traffic would positively or negatively impact businesses/places of worship
- Question 14 asked if respondents had any other comments about the proposals for Mill Road or how the road could function in the future. 795 respondents left comments. The main themes were:
 - Discussions about the need for some form of reduction in motorised traffic to improve safety and reduce pollution. Suggestions included making Mill Road

one-way for motorised traffic, only allowing residents access, and making restrictions on a time-limited basis.

- Debate about whether closing Mill Road to motorised traffic would positively or negatively impact businesses
- Support for closure of the bridge to motorised traffic, as it was felt it would make it safer for cyclists and pedestrians, make it more of a “destination for shopping and leisure”, and reduce congestion and subsequent noise/air pollution.
- Discussions about the need to leave Mill Road as is, as any changes would negatively impact on residents of Mill Road and nearby areas by increasing congestion elsewhere and negatively impact on businesses/places of worship, those on lower incomes, and those with disabilities by reducing accessibility
- Concerns about parking issues, particularly the levels of pavement parking on Mill Road
- Discussions about the need for improved maintenance and widening of the paths
- Concerns about the speed of motorised traffic
- Discussions about the need for improvements to public transport, particularly ticket cost, reliability, and number of routes/running times

Introduction

Background

GCP conducted this consultation to find about what residents and people who visit, use, or work on Mill Road think about Mill Road and how it could be improved in future.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Mill Road proposals was designed by the GCP communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. The key target audience were individuals or organisations that are interested because they live in the community the scheme may affect, for example interested parties, potential users of the scheme, local businesses, bus operators, developers, landowners and local action groups.

Government agencies and local authorities. For example district and parish councils, Environment Agency, Highways England and Natural England. This understanding of the audience was then used as a basis upon which to design the consultation materials, questions and communication strategy.

Design of Consultation Materials

It was identified that the audience for the consultation required a great deal of detailed information upon which to base their responses. So whilst the key consultation questions were relatively straight forward (people were asked about their usage of Mill Road, about what the current issues were, support for three options, and what aspects of Mill Road usage were important in the future), a twelve-page information document was produced and supplemented with additional information available online and at key locations.

This document explained the GCP's strategy and the time-scales to which it was working and discussed the reasons why they were seeking views on Mill Road. It also provided detailed maps, information and costings on each of the options to enable residents to compare the pros and cons for each element.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral, clear to understand and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on both the GCP's strategy and the local implications of this.

For the first half of the consultation survey there was a focus on questions relating to the usage of Mill Road and options for the future of Mill Road. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' journeys and personal details, allowing measurement of the impact of the Mill Road options on various groups.

The main tools for gathering comments were an online survey and a paper return survey attached to the consultation document. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore the paper copies of the questions were widely distributed with road-shows held to collect responses face to face. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free-text' responses and the analysis approach taken has enabled an understanding of sentiment as well as the detailed points expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status, sex/gender, ethnicity, and disability (although not the nature of disability). A free text option provided opportunity for respondents' to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies were then produced and checks made against the total number of respondents for each question and the consultation overall. A basic sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicated entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered. Respondents were also required to sign-up for the Consult Cambs platform to access the online survey, meaning each response had a user name and was only allowed to enter once.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a few cases, where a substantial response has been made (as opposed to someone just clicking through), then these are added to the final set for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box) are then analysed using quantitative methods which are then presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristic data was then used to provide a general overview of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free-text questions were analysed using qualitative methods, namely through thematic analysis. Key themes were identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage totals of tagged themes are created and the themes with the most tags are summarised in the final report. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where over 50% of respondents' comments were applicable, 'some' represents 25%-49%, and 'few' represents less than 25% of comments.

- The final report is then written to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

To ensure data integrity was maintained, checks were performed on the data.

- A visual check of the raw data showed no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions and user names/emails showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 1,975 respondents and 11 stakeholders responded to the consultation survey. These stakeholders were:

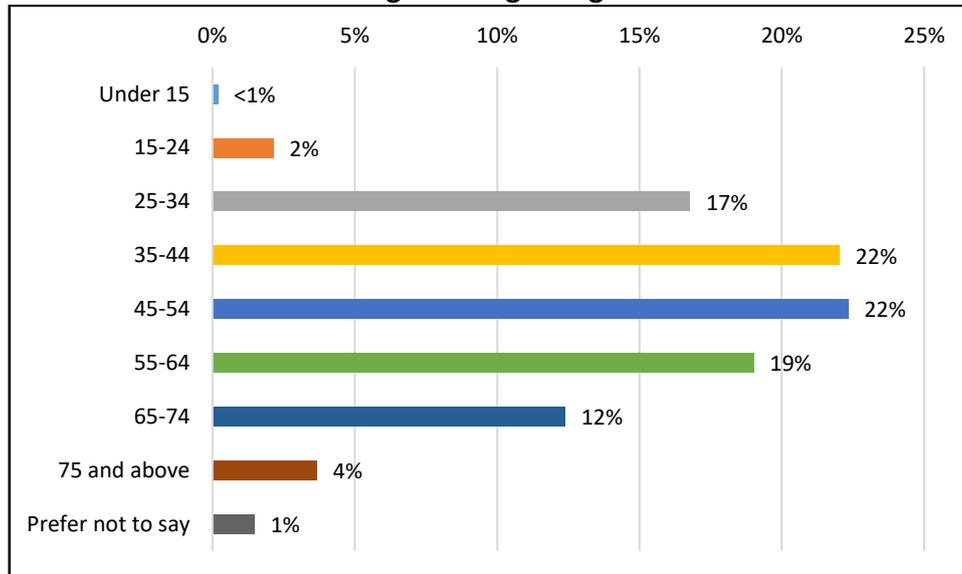
- Anglia Ruskin University
- Arjuna Wholefoods Ltd (12 Mill Rd)
- Cambridge Friends of the Earth
- Cllr Dave Baigent, Cambridge City Councillor for Romsey
- Cllr Dinah Pounds Cambridge City Council
- Cllr Mairéad Healy (Romsey ward Councillor)
- Daniel Lee, Cambridge City Council
- Elected representative of Cambridge taxi trade
- Mill Road 4 People
- Mill Road Baptist Church
- Paul Bearpark, South Cambs District Council

Age range

1,962 respondents answered the question on their age range.

Most ages were well represented when compared to the general Cambridgeshire population, however, those 'under 15' (<1%) were under-represented compared to the general Cambridgeshire population.

Figure 1: Age range

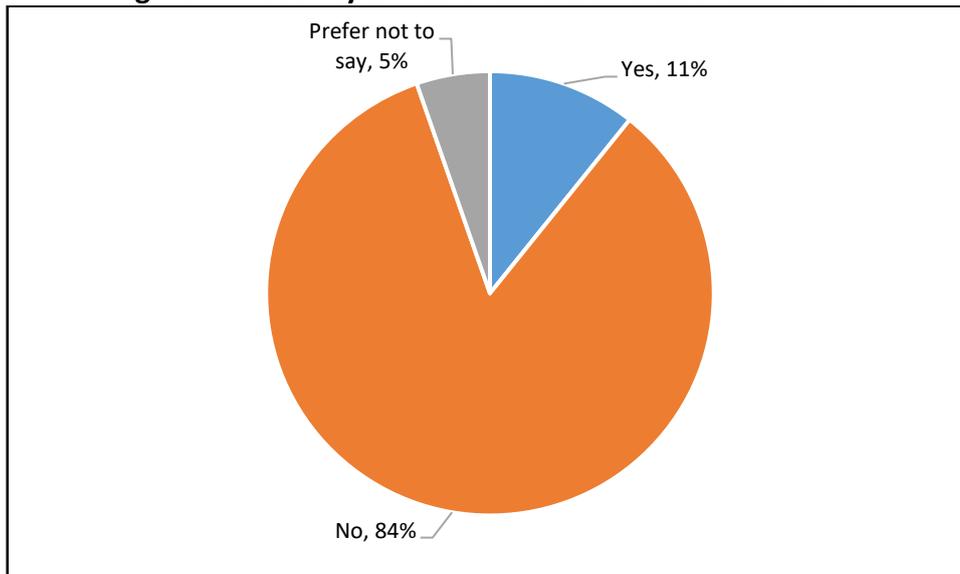


Disability or health condition that affects travel

1,939 respondents answered the question on whether they have a disability or health condition that affects the way they travel.

- **11% of respondents indicated they have a disability or health condition that affects travel**
 - 5% indicated they would 'prefer not to say'

Figure 2: Disability or health condition that affects travel

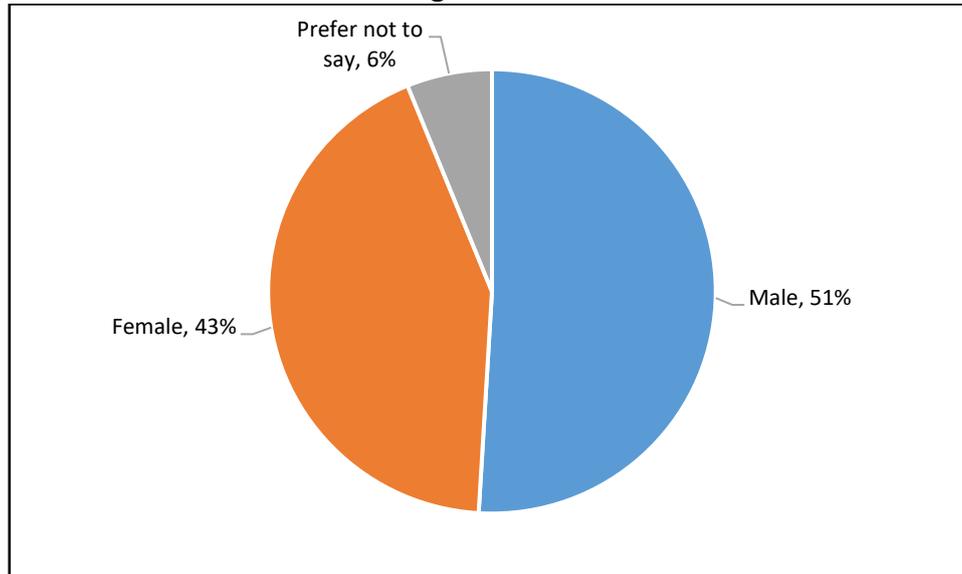


Sex

1,949 respondents answered the question on whether their sex was 'male' or 'female'.

- **51% of respondents indicated they were 'male' while 43% indicated they were 'female'**

Figure 3: Sex

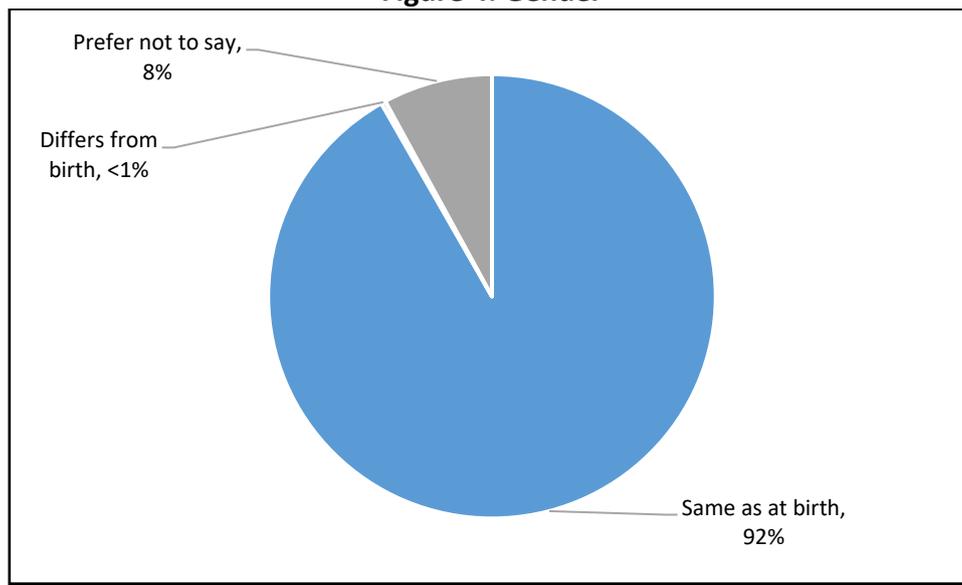


Gender

1,908 respondents answered the question on whether their gender identity was the same as their sex registered at birth.

- **<1% of respondents indicated that their gender differed from their sex registered from birth**

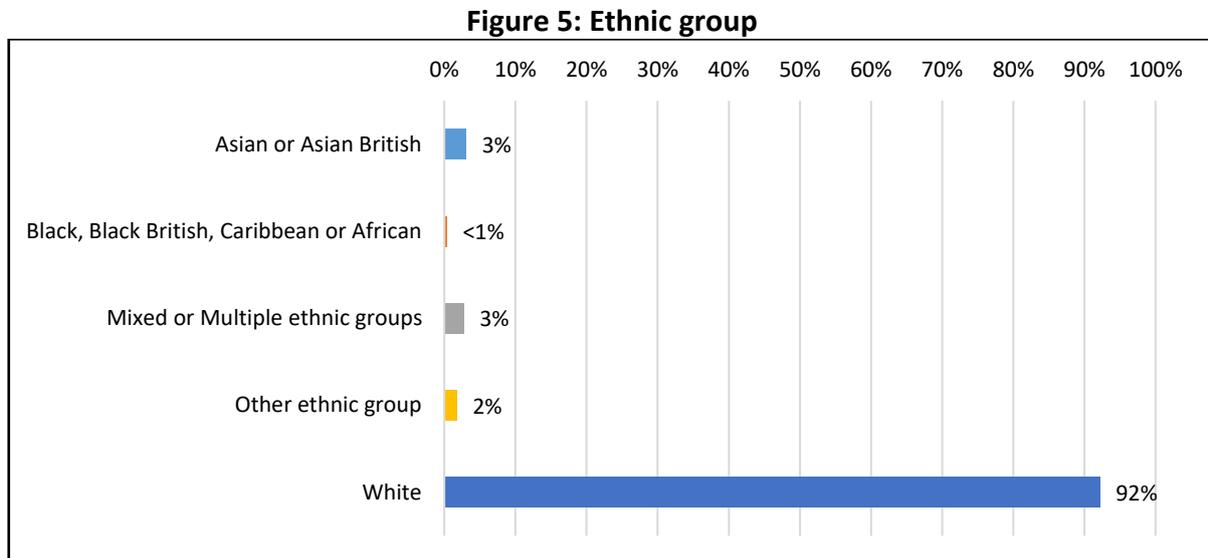
Figure 4: Gender



Ethnic group

1,910 respondents answered the question on their ethnicity.

- The majority of respondents were 'White' (92%).



Ethnic groups were defined as following:

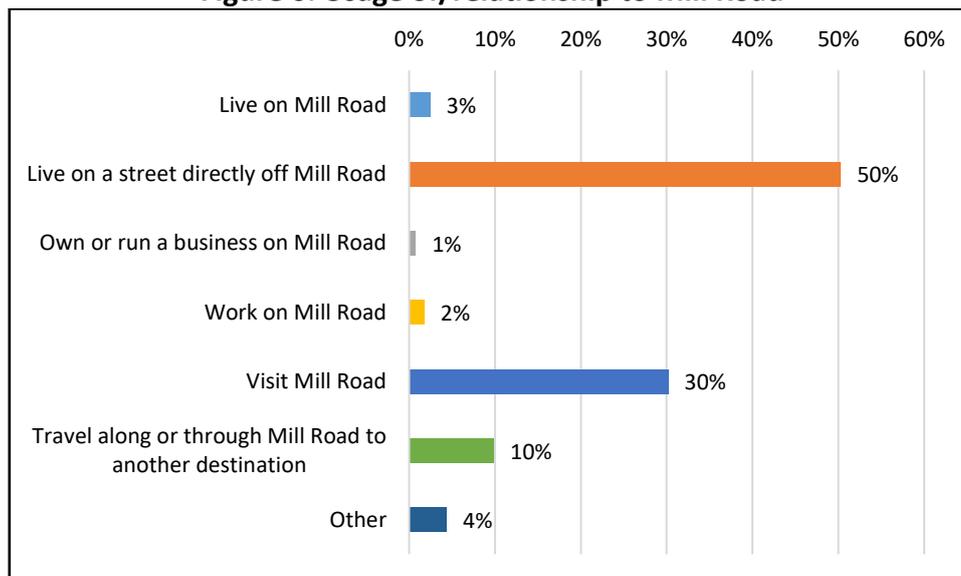
- Asian or Asian British includes Indian, Pakistani, Bangladeshi, Chinese or any other Asian background.
- Black, Black British, Caribbean or African includes Black British, Caribbean, African or any other Black background.
- Mixed or Multiple ethnic groups includes White and Black Caribbean, White and Black African, White and Asian or any other Mixed or Multiple background.
- Other ethnic group includes Arab or any other ethnic group.
- White includes British, Northern Irish, Irish, Gypsy, Irish Traveller, Roma or any other White background.

Question 1: (In reference to respondents' relationship with Mill Road) Do you?

1,971 respondents answered the question on what their usage of/relationship to Mill Road was.

- **Half of respondents indicated they 'Live on a street directly off Mill Road' (50%)**
 - Under a third of respondents indicated they 'Visit Mill Road (for shopping, leisure, religious purposes, medical appointments, etc)' (30%)

Figure 6: Usage of/relationship to Mill Road



86 respondents who indicated their usage of/relationship to Mill Road was 'other' left comments indicating what it was. These included:

- That they would have answered more than one of the other options. Most of these respondents indicated they visited Mill Road and travel along/through Mill Road
- Indicating what forms of transport they used to travel along Mill Road. Most of these respondents indicated they used a bicycle and/or car
- Indicating why they were travelling along/through Mill Road. Most of these respondents indicated they or family members were travelling to school or work, however, some indicated they were visiting family or friends
- Indicating which street off Mill Road they lived on
- That they were a bus driver
- That they run a business on a street near to Mill Road
- That they delivered goods to Mill Road
- That they were a taxi driver.

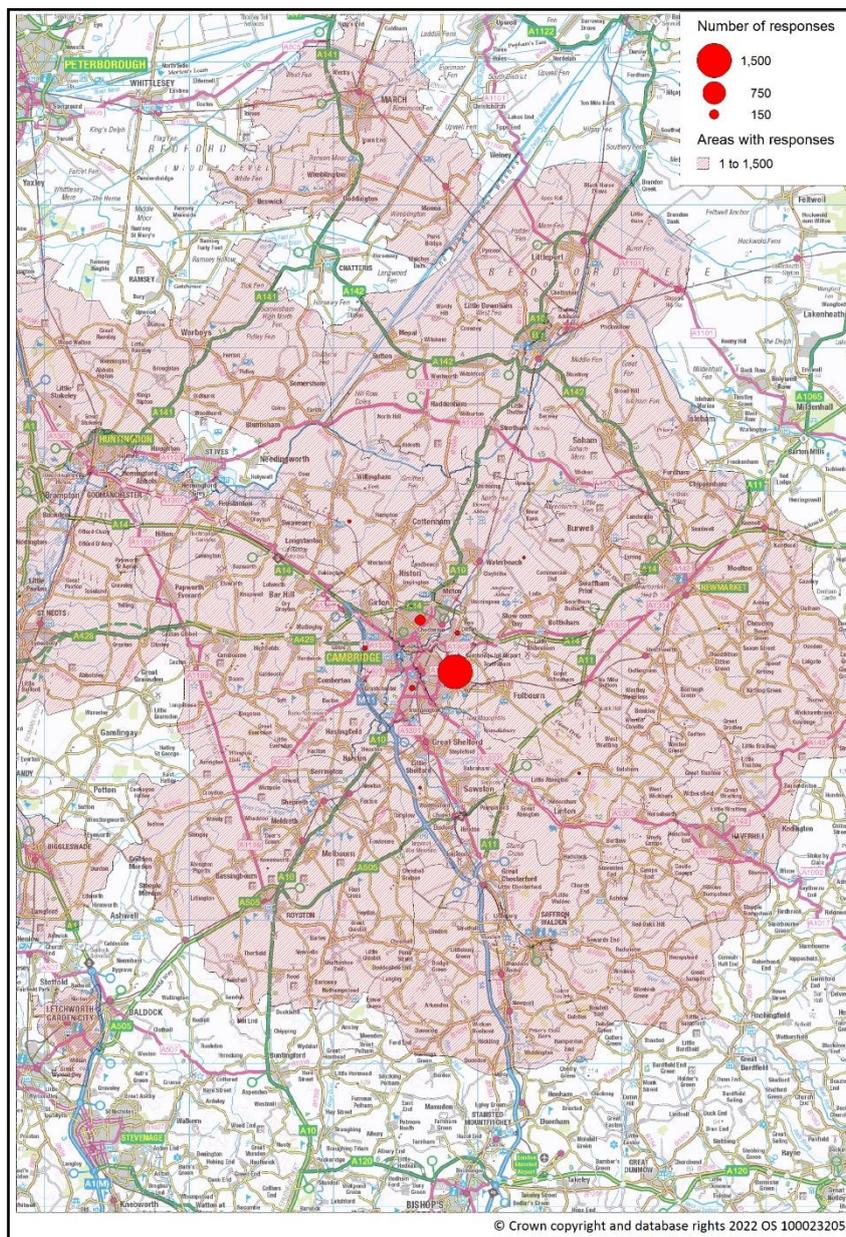
Question 2: Please tell us the first four or five digits of your postcode e.g. CB3 7 or CB21 6

Respondents were asked for the first four or five digits of their postcodes, but were not forced to enter a response. 1,957 respondents entered recognisable postcodes, while 29 respondents did not.

A full breakdown of respondent locations can be found in Appendix 1.

The following map shows the rate of response by postcode sector:

Figure 7: Map to show areas of response

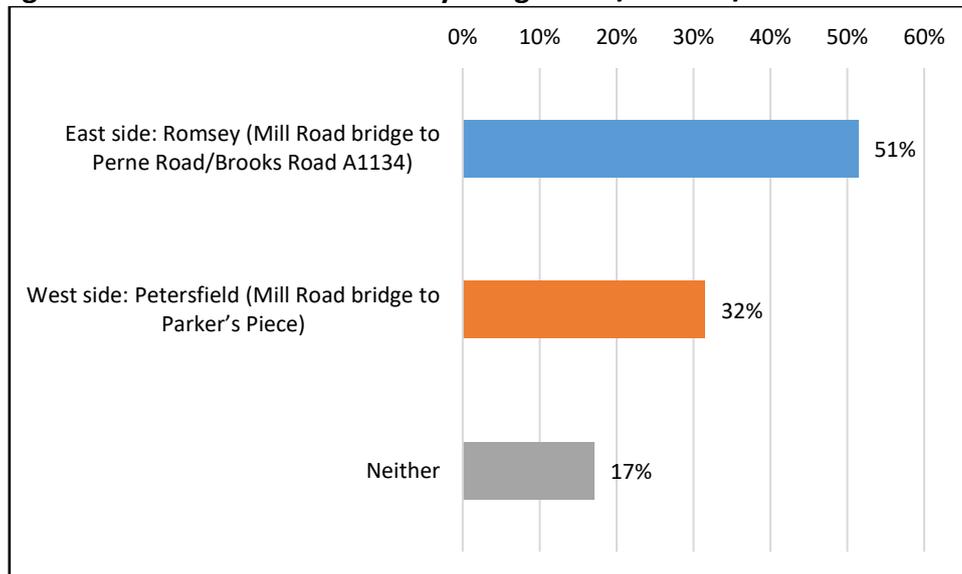


Question 3: On which side of the Mill Road railway bridge do you live/work/have your business?

1,952 respondents answered the question on which side of the Mill Road railway bridge they lived/worked/had a business on.

- **Just over half indicated they lived/worked/had a business on the 'East Side: Romsey (Mill Road bridge to Perne Road/Brooks Road A1134)' (51%)**
 - Just under a third indicated they lived/worked/had a business on the 'West side: Petersfield (Mill Road bridge to Parker's Piece)' (32%)

Figure 8: Side of Mill Road railway bridge lived/worked/had a business on



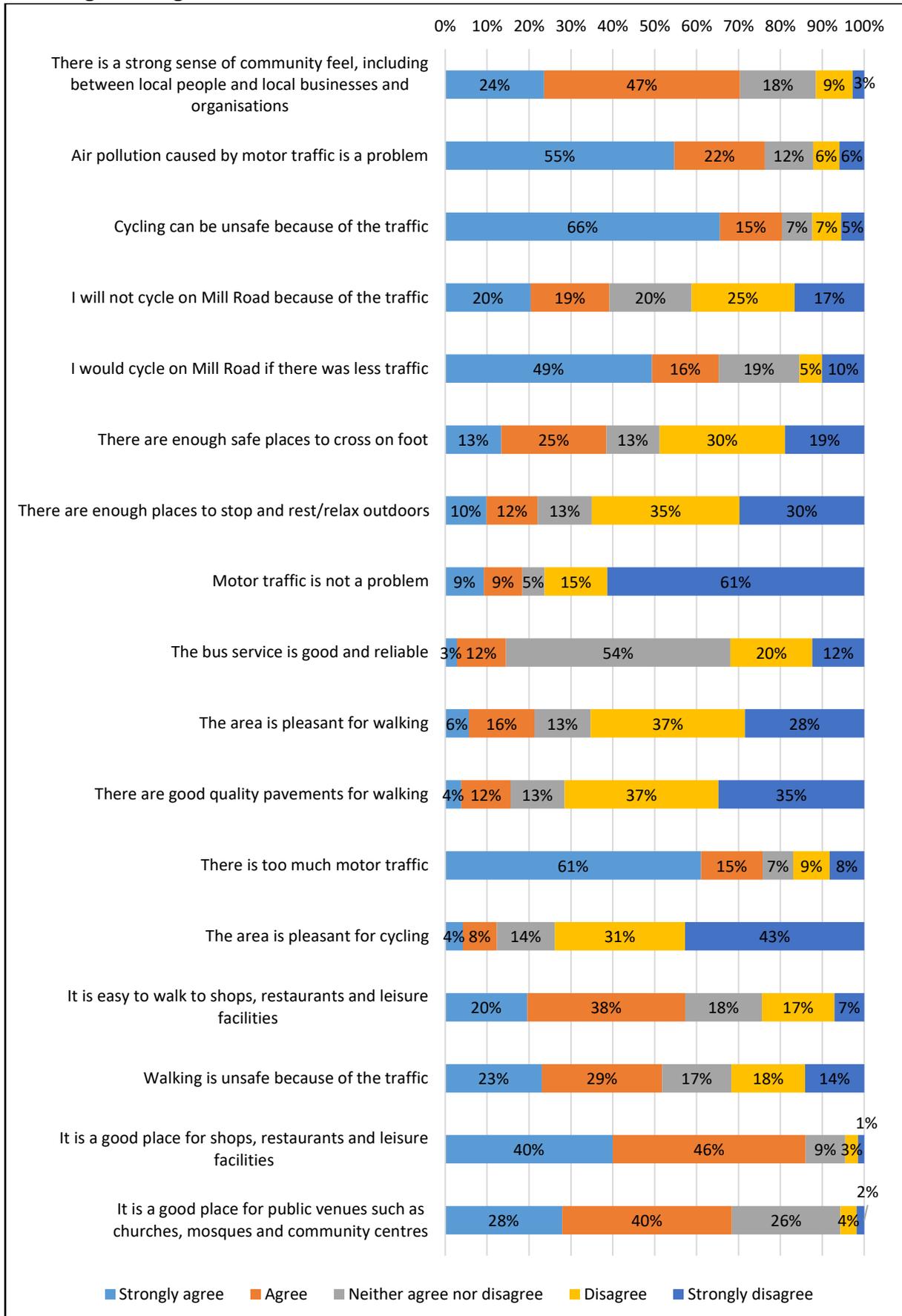
Question 4: How far do you agree or disagree with the following statements about Mill Road today, with no restriction on traffic movement?

1,969 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road at the time of the survey, with no restriction on traffic movement.

- **The majority of respondents 'strongly agreed' or 'agreed' with the following statements:**
 - **'It is a good place for shops, restaurants and leisure facilities' (86%)**
 - **'Cycling can be unsafe because of the traffic' (80%)**
 - **'Air pollution caused by motor traffic is a problem' (76%)**
 - **'There is too much motor traffic' (76%)**
 - **'There is a strong sense of community feel, including between local people and local businesses and organisations' (70%)**
 - **'It is a good place for public venues such as churches, mosques and community centres' (68%)**
 - **'I would cycle on Mill Road if there was less traffic' (65%)**

- **'It is easy to walk to shops, restaurants and leisure facilities' (57%)**
- **Over half of respondents 'strongly agreed' or 'agreed' with the statement 'Walking is unsafe because of the traffic' (52%)**
 - Just under a third 'disagreed' or 'strongly disagreed' with this statement (32%)
- **The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:**
 - **'Motor traffic is not a problem' (76%)**
 - **'The area is pleasant for cycling' (74%)**
 - **'There are good quality pavements for walking' (72%)**
 - **'There are enough places to stop and rest/relax outdoors' (65%)**
 - **'The area is pleasant for walking' (65%)**
- **Just under half of respondents 'strongly disagreed' or 'disagreed' with the statement 'There are enough safe places to cross on foot' (49%)**
 - Under two fifths 'strongly agreed' or 'agreed' with this statement (38%)
- **Over half of respondents 'neither agreed nor disagreed' with the statement 'The bus service is good and reliable' (54%)**
 - Just under a third 'strongly disagreed' or 'disagreed' with this statement (32%)
- Respondents were not clear on their agreement or disagreement with the statement **'I will not cycle on Mill Road because of the traffic'**, with just over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (41%) and just under two fifths indicating they 'strongly agreed' or 'agreed' with it (39%)

Figure 9: Agreement to statements about Mill Road with no traffic restrictions



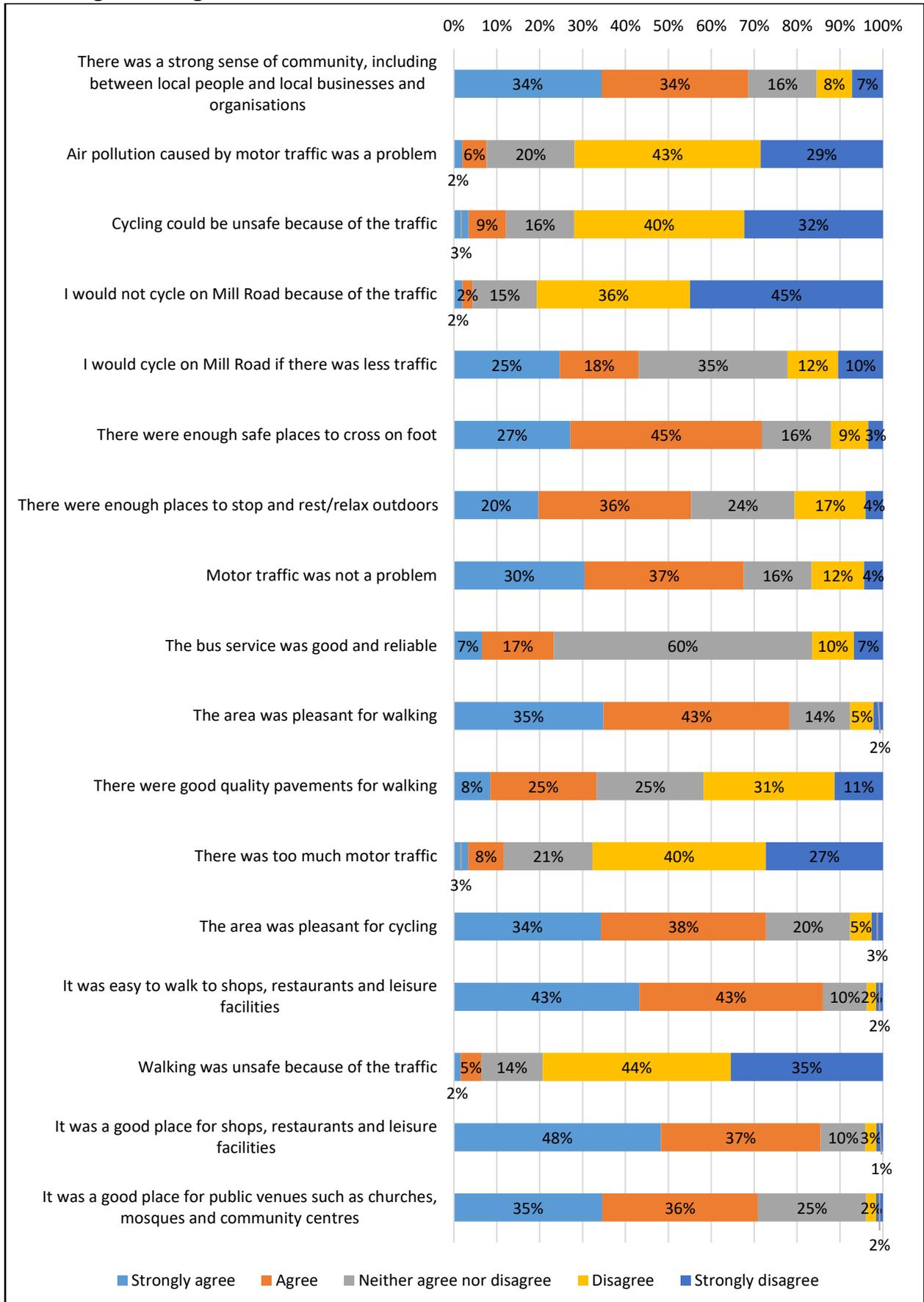
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 5: Thinking about when Mill Road traffic restrictions were in place, to what extent do you agree or disagree with the following:

1,950 respondents answered the question on how far they agreed or disagreed with 17 statements about Mill Road when traffic restrictions were in place.

- **The majority of respondents 'strongly agreed' or 'agreed' with the following statements:**
 - **'It is a good place for shops, restaurants and leisure facilities' (86%)**
 - **'It was easy to walk to shops, restaurants and leisure facilities' (86%)**
 - **'The area was pleasant for walking' (78%)**
 - **'The area was pleasant for cycling' (73%)**
 - **'There were enough safe places to cross on foot' (72%)**
 - **'It was a good place for public venues such as churches, mosques and community centres' (71%)**
 - **'There was a strong sense of community feel, including between local people and local businesses and organisations' (69%)**
 - **'Motor traffic was not a problem' (68%)**
 - **'There were enough places to stop and rest/relax outdoors' (55%)**
- **Just over two fifths of respondents 'strongly agreed' or 'agreed' with the statement 'I would cycle on Mill Road if there was less traffic' (43%)**
 - Over a fifth 'disagreed' or 'strongly disagreed' with this statement (22%)
- **The majority of respondents 'strongly disagreed' or 'disagreed' with the following statements:**
 - **'I would not cycle on Mill Road because of the traffic' (81%)**
 - **'Walking was unsafe because of the traffic' (79%)**
 - **'Cycling could be unsafe because of the traffic' (72%)**
 - **'Air pollution caused by motor traffic was a problem' (72%)**
 - **'There was too much motor traffic' (68%)**
- Respondents were not clear on their agreement or disagreement with the statement **'The bus service is good and reliable'**, with under a fifth indicating they 'strongly disagreed' or 'disagreed' with this statement (17%) and under a quarter indicating they 'strongly agreed' or 'agreed' with it (23%)
- Respondents were not clear on their agreement or disagreement with the statement **'There are good quality pavements for walking'**, with over two fifths indicating they 'strongly disagreed' or 'disagreed' with this statement (42%) and a third indicating they 'strongly agreed' or 'agreed' with it (33%)

Figure 10: Agreement to statements about Mill Road with traffic restrictions



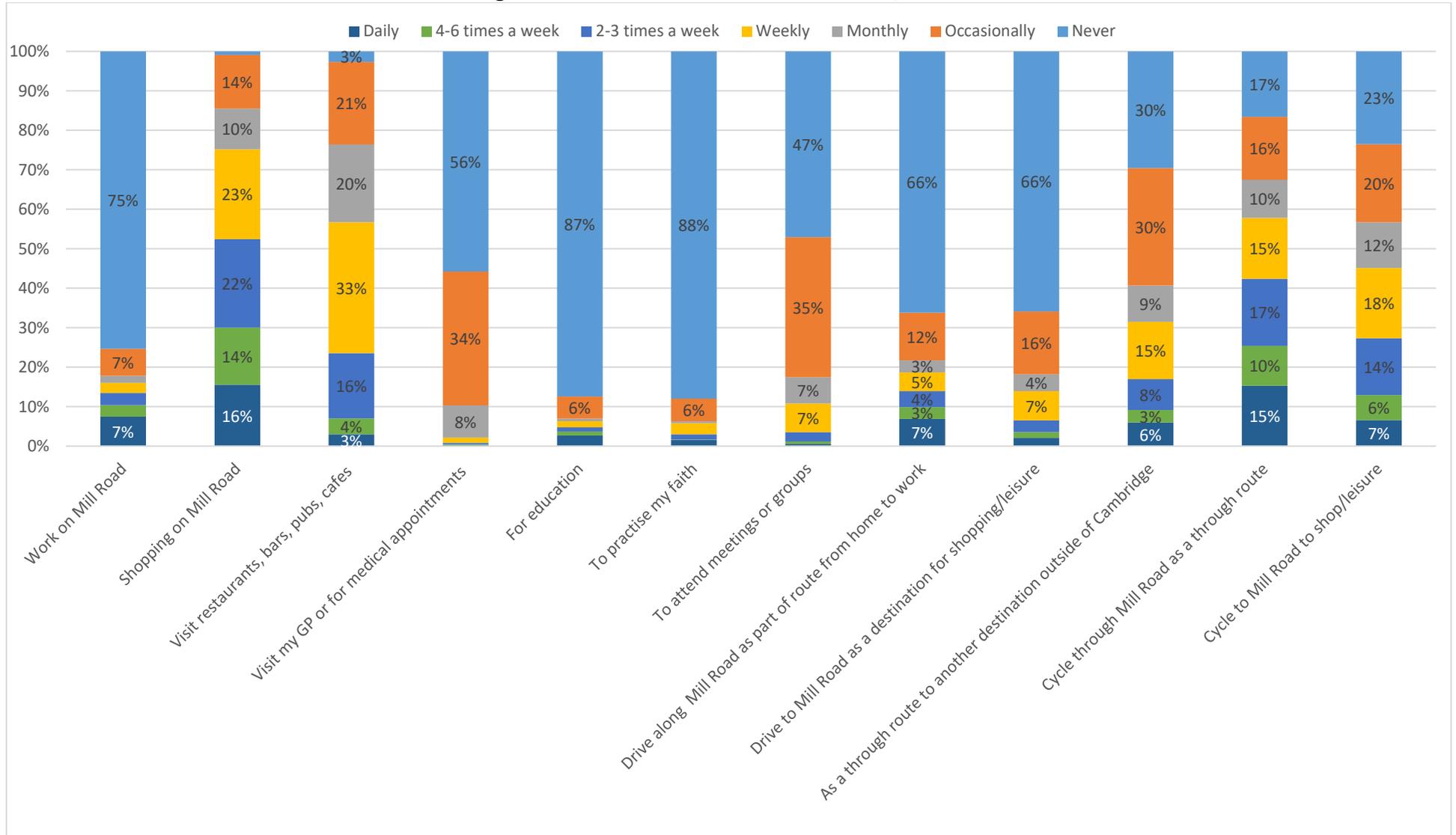
*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 6: How often do you use Mill Road for the following:

1,974 respondents answered the question on how often they used Mill Road for 12 different purposes.

- **The majority of respondents ‘never’ visit Mill Road for/to:**
 - **‘To practise my faith (visit Mosques, Churches or other faith related buildings)’ (88%)**
 - **‘For education’ (87%)**
 - **‘Work on Mill Road’ (75%)**
 - **‘Drive along Mill Road as part of route from home to work’ (66%)**
 - **‘Drive to Mill Road as a destination for shopping/leisure’ (66%)**
 - **‘Visit my GP or for medical appointments’ (56%)**
- **The majority of respondents visit Mill Road from ‘occasionally’ to ‘weekly’ for/to:**
 - **‘Visit restaurants, bars, pubs, cafes’ (74%, with 33% ‘weekly’)**
 - **‘As a through route to another destination outside of Cambridge (for example, shopping, recreation or other reason)’ (53%, with 30% ‘occasionally’)**
- **The majority of respondents visit Mill Road to ‘Cycle to Mill Road to shop/leisure’ from ‘occasionally’ to ‘2-3 times a week’ (64%), with 20% ‘occasionally’ and 18% ‘weekly’**
- **The majority of respondents visit Mill Road ‘To attend meetings or groups’ from ‘occasionally’ to ‘daily’ (53%), with 35% ‘occasionally’**
- **The majority of respondents visit Mill Road to ‘Cycle through Mill Road as a through route’ from ‘weekly’ to ‘daily’ (58%), with a similar split between ‘weekly’ (15%), ‘2-3 times a week’ (17%), and ‘daily’ (15%)**
- **The majority of respondents visit Mill Road for ‘Shopping on Mill Road’ from ‘weekly’ to ‘daily’ (75%), with 23% ‘weekly’ and 22% ‘2-3 times a week’**

Figure 11: How often Mill Road is used for/to



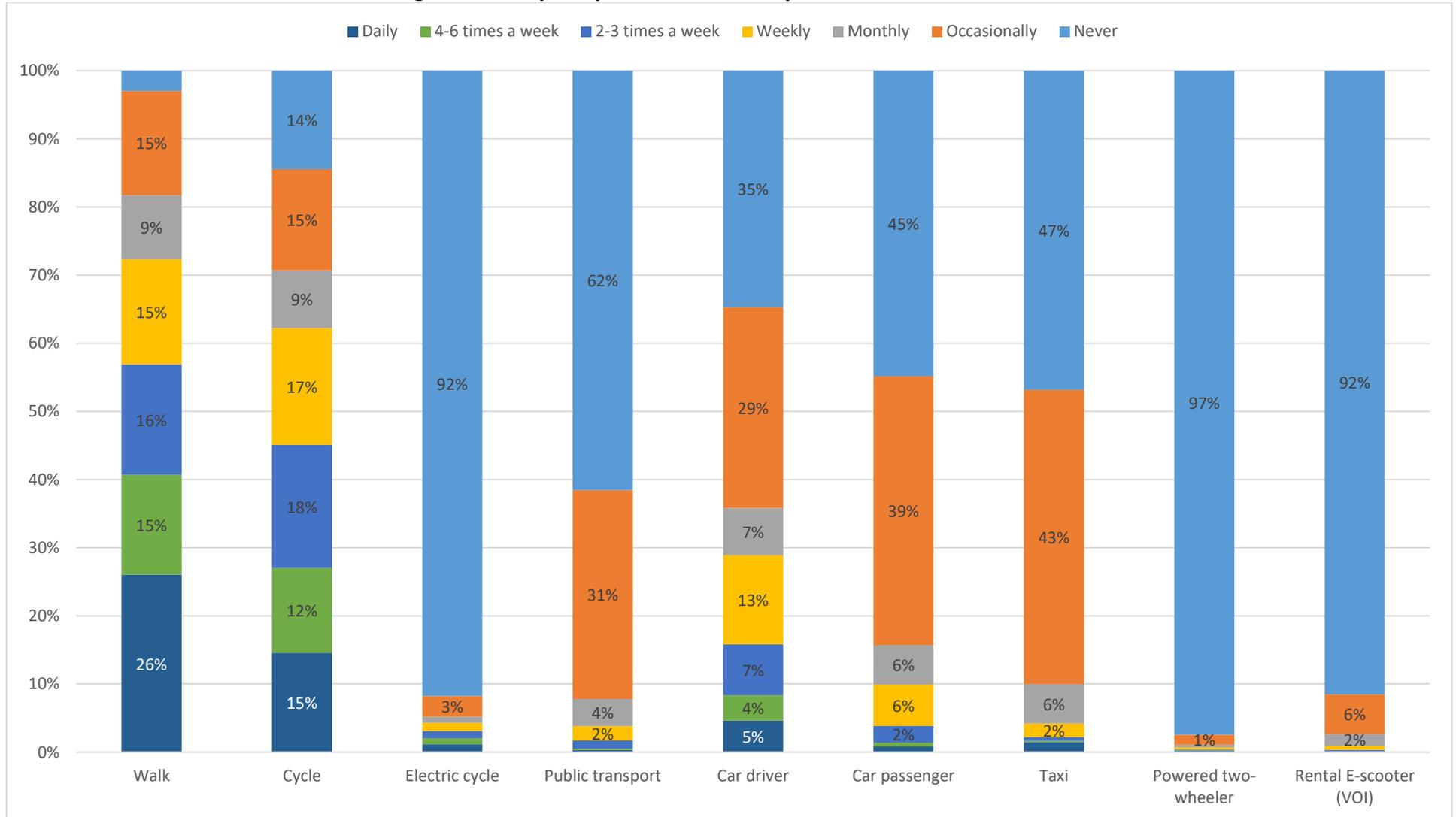
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 7: How often do you travel on Mill Road using the following ways of getting around?

1,976 respondents answered the question on how often they use different modes of transport when travelling on Mill Road.

- **The majority of respondents indicated they ‘never’ travel on Mill Road using:**
 - ‘Powered two-wheeler (motorcycle, moped or scooter)’ (97%)
 - ‘Electric cycle’ (92%)
 - ‘Rental E-scooter (VOI)’ (92%)
 - ‘Public transport’ (62%)
- **Less than half of respondents indicated they ‘never’ use a ‘taxi’ (47%). Over two fifths of respondents indicated they use a ‘taxi’ ‘occasionally’ (43%)**
- **The majority of respondents indicated they travel on Mill Road from ‘occasionally’ to ‘2-3 times a week’ as a:**
 - ‘Car driver’ (57%, with 29% indicating ‘occasionally’)
 - 35% of respondents indicated they ‘never’ travel as a ‘car driver’
 - ‘Car passenger’ (54%, with 39% indicating ‘occasionally’)
 - 45% of respondents indicated they ‘never’ travel as a ‘car passenger’
- **The majority of respondents indicated they travel on Mill Road from ‘weekly’ to ‘daily’ using a ‘cycle’ (62%)**
- **The majority of respondents indicated they travel on Mill Road from ‘2-3 times a week’ to ‘daily’ by ‘walking’ (57%, with 26% indicating ‘daily’)**

Figure 12: Frequency of modes of transport used on Mill Road



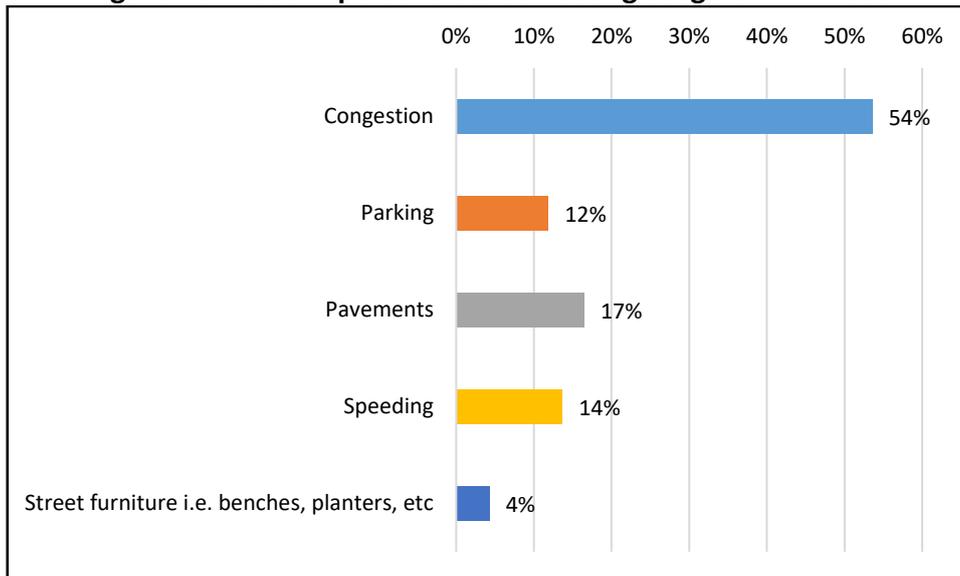
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 8: What do you consider to be the most important issue affecting the way that you use Mill Road? (please tick one option)

1,962 respondents answered the question what they considered to be the most important issue affecting the way that they use Mill Road.

- **Over half of respondents indicated 'congestion' was the most important issue affecting the way they use Mill Road (54%)**

Figure 13: Most important issue affecting usage of Mill Road



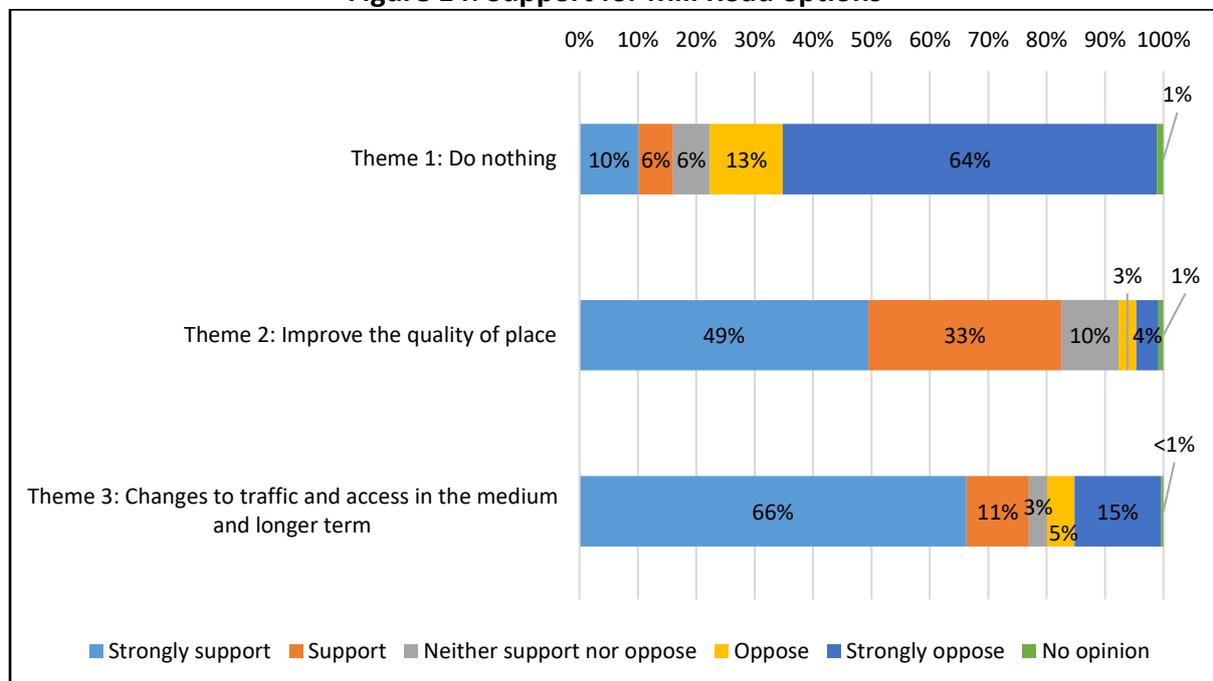
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 9: The brochure outlines measures that could be put in place on Mill Road. How far are you supportive or unsupportive of the following three options for Mill Road? Please refer to pages 6-8 of the brochure.

1,974 respondents answered the question on how far they were supportive or unsupportive of three options for Mill Road.

- The majority of respondents were opposed to ‘Theme 1: Do nothing’ (77%)
- The majority of respondents supported ‘Theme 2: Improve the quality of place’ (83%) and ‘Theme 3: Changes to traffic and access in the medium and longer term’ (77%)

Figure 14: Support for Mill Road options



*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Question 10: What functions do you think are important for Mill Road in the future? (please tick all that apply)

1,971 respondents answered the question on what functions they felt were important for Mill Road in the future.

- **The majority of respondents felt the following functions were important for Mill Road in the future:**
 - **'Leisure destination: bars/cafes/restaurants' (90%)**
 - **'Shopping destination' (83%)**
 - **'Thoroughfare: to get to other places in the city/outside the city by bike' (76%)**
 - **'Residential area' (74%)**
 - **'Social and cultural destination: arts/faith/meeting places to spend time' (73%)**
 - **'Thoroughfare: to get to other places in the city/outside the city on foot' (71%)**
 - **'Leisure destination: parklets/outdoor recreation space' (64%)**

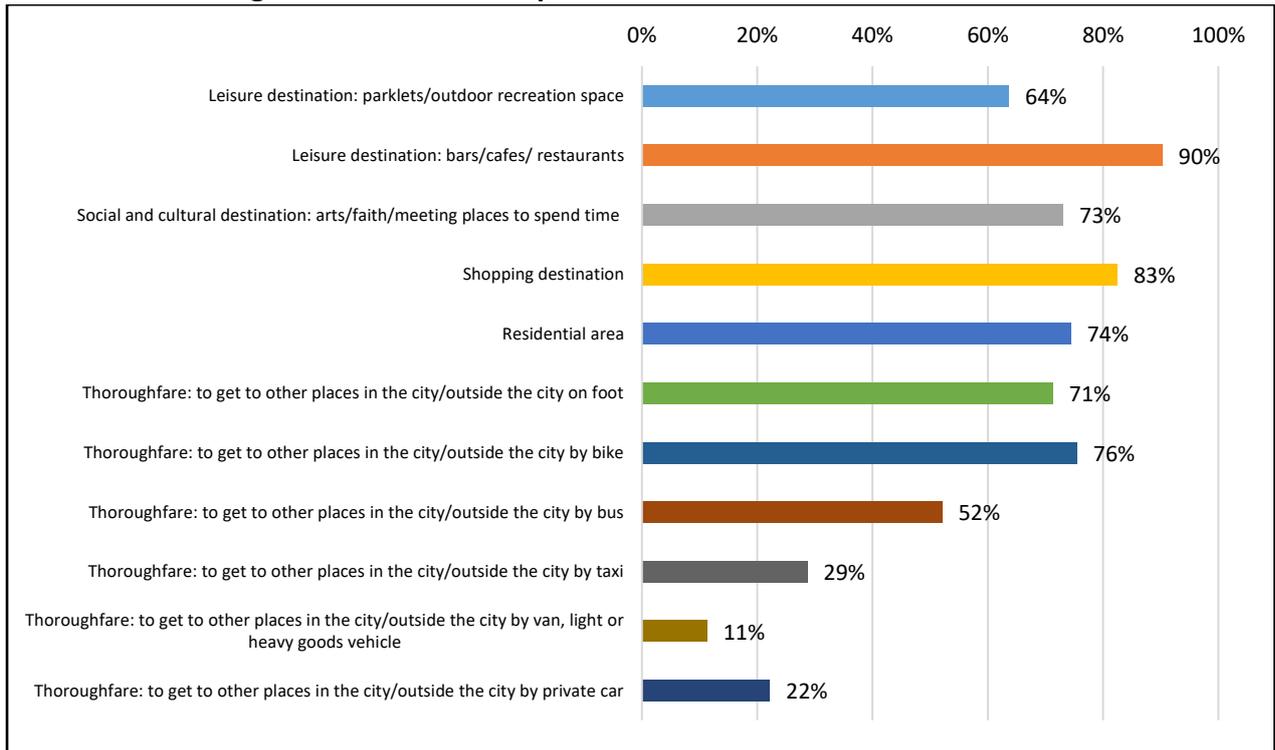
- **Over half of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by bus' was important for Mill Road in the future (52%)**

- **Over a quarter of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by taxi' was important for Mill Road in the future (29%)**

- **Over a fifth of respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by private car' was important for Mill Road in the future (22%)**

- **Few respondents felt the function 'Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle' was important for Mill Road in the future (11%)**

Figure 15: Functions important for the future of Mill Road



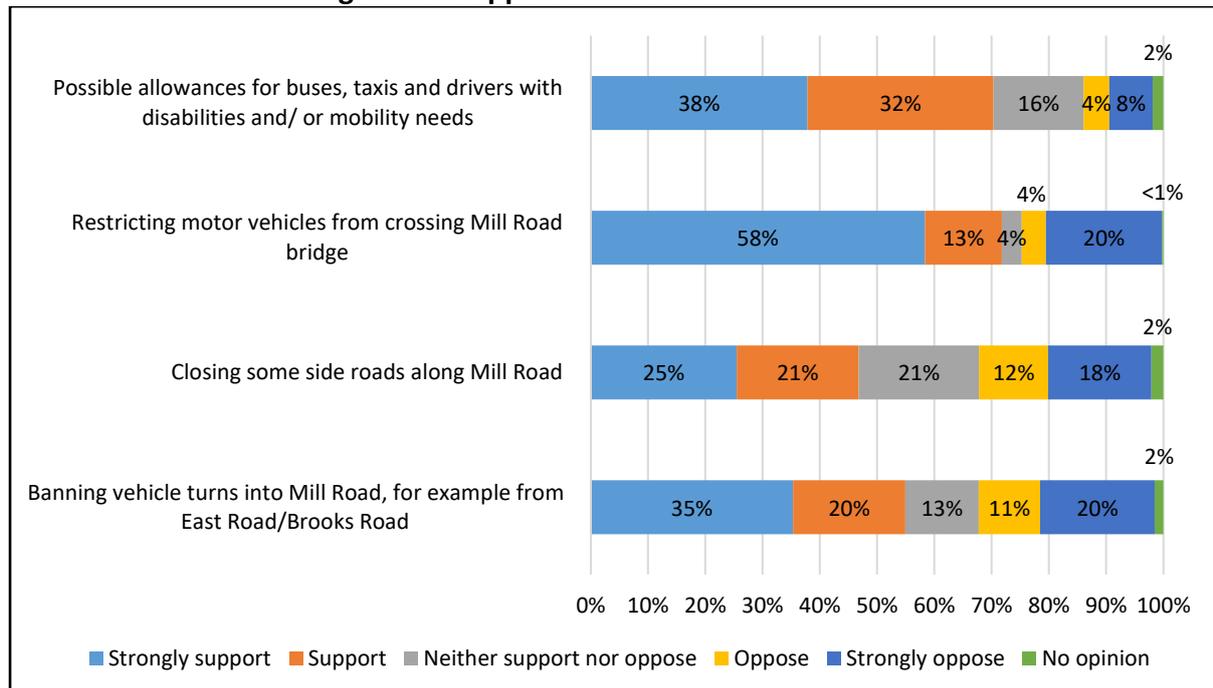
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 11: How far are you supportive or unsupportive of the following measures that could form part of a bigger plan for Mill Road?

1975 respondents answered the question on how far they were supportive or unsupportive of measures that could form part of a bigger plan for Mill Road.

- **The majority of respondents supported:**
 - **‘Restricting motor vehicles from crossing Mill Road bridge (72%)**
 - **‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’ (70%)**
- **Over half of respondents supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ (55%)**
 - Less than a third were unsupportive of this measure (31%)
- **Less than half of respondents supported ‘Closing some side roads along Mill Road’ (47%)**
 - Less than a third were unsupportive of this measure (30%)

Figure 16: Support of measures for Mill Road



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 12: Do you have any other comments on the future of Mill Road?

1,247 respondents left comments on the question asking if they had any other comments on the future of Mill Road.

Summary of main themes

Comment Theme	Respondent comments
<p>Support for closure of the bridge to motorised traffic</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the bridge closure to motorised traffic resulted in Mill Road being safer for cyclists and pedestrians, made it more of a “destination for shopping and leisure”, with reduced congestion and subsequent air/noise pollution, so wished to see it closed again <ul style="list-style-type: none"> ○ Some of these respondents discussed what exemptions were needed for motorised traffic crossing the bridge <ul style="list-style-type: none"> ▪ Most of these respondents felt that the closure should not apply to buses, emergency vehicles, and those with disabilities but that it should apply to taxis as these respondents’ felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution ▪ Some of these respondents felt that the bridge should be closed to “through traffic” while allowing local residents access ▪ Some of these respondents felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots ▪ Some of these respondents felt that the bridge should only be accessible to buses and taxis that are electric-powered ▪ A few of these respondents felt the bridge should be closed to all motorised traffic and that Mill Road should be pedestrianised ▪ A few of these respondents felt the bridge should be closed to all but emergency vehicles and buses ○ Some of these respondents discussed the impacts on local businesses and felt the bridge

	<p>closure benefitted them or would do in the long term, with negative impacts resulting mostly from Covid lockdown restrictions rather than the closure of the bridge itself</p> <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about the impacts on business earnings that take impacts attributable to lockdown restrictions/Covid-19 into consideration ○ Some of these respondents felt that both “Theme 2: Improve the quality of place” and “Theme 3: Changes to traffic and access in the medium and longer term” should be done together as they felt improvements to the quality of Mill Road wouldn’t be possible without reducing traffic by closing the bridge • Some of the respondents who discussed this theme indicated they supported a closure of the bridge but felt it should be on a time restricted basis, such as at evenings/weekends or during rush hour periods • A few of the respondents who discussed this theme indicated they were supportive of closing the bridge to motorised traffic but felt the impacts on surrounding areas traffic levels needed to be monitored and/or interventions put in place to negate these impacts, such as allowing residents access
<p>Business impact</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt reducing motorised traffic on Mill Road would make it a more attractive destination for shopping/leisure and benefit local businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the negative impacts on businesses from the previous bridge closure were the result of Covid lockdown restrictions rather than the bridge closure itself <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about the impacts on business earnings that take impacts attributable to lockdown restrictions/Covid-19 into consideration • Some of the respondents who discussed this theme were concerned restrictions on motorised traffic would negatively impact on businesses, as they would lose “through traffic” advertising and business. These respondents indicated that previous bridge closures had lowered sales and shut down businesses • Some of the respondents who discussed this theme felt that dedicated delivery bays were needed for

	<p>businesses in order to reduce pavement parking and, if restrictions were to be placed on motorised traffic, specific time slots given for delivery vehicles to be exempt from any restrictions</p>
<p>Cycling safety</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the previous bridge closure to motorised traffic had resulted in safer travel for cyclists, with the reopening of the bridge resulting in a decrease in safety, with some of these respondents indicating that they now avoid Mill Road because of it. These respondents all felt motorised traffic needed to be reduced in some way • Some of the respondents who discussed this theme felt that more enforcement was needed of motorised traffic speeds, close/illegal overtaking of cyclists, and parking on pavements, as laws around these were felt to be broken on a regular basis. Most of these respondents felt that enforcement officers needed more regular patrols on Mill Road but there were also suggestions of introducing speed cameras, speed bumps, or other traffic calming measures • Some of the respondents who discussed this theme felt that cycle lanes should be introduced on Mill Road, with most of these respondents suggesting that a one-way system for motorised traffic would provide the room needed for this • A few of the respondents who discussed this theme felt that more maintenance was needed on the roads, as the number of potholes and other damage resulted in traffic having to swerve to avoid them • A few of the respondents who discussed this theme indicated that they felt cyclists should be using routes to cross the railway other than Mill Road as they were already provided for cyclist safety. Most of these respondents suggested the Carter Bridge • A few of the respondents who discussed this theme indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for cyclists at that time
<p>Pedestrian safety</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt the previous bridge closure to motorised traffic had resulted in safer travel for pedestrians, with the reopening of the bridge resulting in a decrease in safety, with some of these respondents indicating that they now avoid Mill Road because of it. These respondents all felt motorised traffic needed to be reduced in some way

	<ul style="list-style-type: none">• Some of the respondents who discussed this theme felt that more enforcement was needed of motorised traffic speeds, cycling on pavements, and parking on pavements, as laws around these were felt to be broken on a regular basis. Most of these respondents felt that enforcement officers needed more regular patrols on Mill Road but there were also suggestions of introducing speed cameras, speed bumps, or other traffic calming measures. These respondents were all concerned with parking on the pavements, as they indicated this was done without regard to pedestrians, resulted in cyclists needing to use pavements to avoid accidents with motorised traffic, and reduced already limited pavement space• Some of the respondents who discussed this theme felt that wider pavements should be introduced on Mill Road, as they were too narrow for higher levels of pedestrian traffic or those with mobility aids or pushchairs. Some of these respondents suggested that a one-way system for motorised traffic would provide the room needed for this• Some of the respondents who discussed this theme felt that more maintenance was needed on the pavements and roads as there were a significant number of tripping hazards and damage to the roads resulted in cyclists having to mount pavements suddenly to avoid them<ul style="list-style-type: none">○ Some of these respondents indicated that much of the damage to the pavements was caused by the amount of motorised traffic parking on the pavements• A few of the respondents who discussed this theme were concerned about the introduction of more street furniture, particularly in relation to “Theme 2: Improve the quality of place”. These respondents felt this would cause more issues for pedestrians due to limited pavement space unless there were some form of improvement to the width of pavements.<ul style="list-style-type: none">○ Some of these respondents were concerned about the existing number of advertising boards and furniture from businesses on Mill Road• A few of the respondents who discussed this theme were concerned about reducing traffic on Mill Road, particularly at night, as they felt it would (and did during the previous bridge closure) make it unsafe for lone pedestrians, particularly women
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	<ul style="list-style-type: none"> • A few of the respondents who discussed this theme indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians at that time
<p>Opposition to the closure of the bridge to motorised traffic</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the bridge being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, and made accessing properties difficult for residents <ul style="list-style-type: none"> ○ Some of these respondents felt that much of the congestion and pollution issues were caused by illegal pavement parking, as this narrowed an already narrow route. These respondents felt that more enforcement officers and dedicated delivery bays were needed to stop this ○ Some of these respondents suggested making Mill Road a one-way street instead of restricting access to the bridge, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt that more city-wide improvements were needed to active travel and public transport accessibility, particularly for those travelling to/from outside Cambridge city, with city-wide restrictions on motorised traffic needed to negate the movement of congestion elsewhere ○ Some of these respondents indicated that issues with noise/air pollution would begin to reduce over time as motorised traffic moved over to electric vehicles. Some of these respondents felt a “quick win” would be to make all public transport and taxi services electric ○ Some of these respondents felt that Mill Road was still needed as a through route as there were few alternative routes/methods available ○ A few of these respondents indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians and cyclists at that time
<p>Allowances for access through closures</p>	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that the closures should not apply to buses, emergency

	<p>vehicles, and those with disabilities but that it should apply to taxis as these respondents felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution</p> <ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that the closures should be closed to “through traffic” while allowing access for local residents • Some of the respondents who discussed this theme felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots • Some of the respondents who discussed this theme felt that bridge should be accessible to electric-powered buses and taxis • A few of the respondents who discussed this theme felt the bridge should be closed to all motorised traffic and felt Mill Road should be pedestrianised • A few of the respondents who discussed this theme felt the bridge should be closed to all but emergency vehicles and buses
<p>Reduce motorised traffic</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Most of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt that Mill Road should be pedestrianised, highlighting the benefits seen during the Mill Road Winter Fair <ul style="list-style-type: none"> ▪ Some of these respondents felt this should be done on a time restricted basis, with particular suggestions being closed to motorised traffic over the weekend

Question 13: Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

822 respondents left comments on the question asking if the proposals would have a positive or negative impact on any person/s or groups/s protected under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that in order to avoid a negative impact on those with disabilities some form of access through the traffic restrictions would be required for those with disabilities who required a motorised vehicle for transport • Most of the respondents who discussed this theme felt that ‘Theme 1: Do nothing’ would negatively impact on those with disabilities as current levels of motorised traffic, pollution, and poor quality/narrow pavements made travel unsafe and difficult • Some of the respondents who discussed this theme were concerned that restricting motorised traffic on Mill Road would negatively impact on those with disabilities who required a motorised vehicle for travel or those who cared for them, restricting their access to businesses/places of worship/medical facilities/residential properties. These respondents were also concerned that restricting motorised traffic on Mill Road would result in greater congestion in nearby areas, negatively impacting on those outside Mill Road as well <ul style="list-style-type: none"> ○ Some of these respondents also discussed negative impacts on those who are pregnant (as they may require a vehicle to travel safely), those needing access to places of worship (as they may not be able to walk/cycle and public transport was not felt to be suitable), and women (particularly at night, due to a reduced feeling of safety from a lack of passing traffic) • Some of the respondents who discussed this theme felt that reducing motorised traffic would positively impact on those with disabilities as it would increase safety, reduce pollution, and could provide more pavement/cycling space particularly for those with mobility aids

	<ul style="list-style-type: none"> Some of the respondents who discussed this theme were concerned that ‘Theme 2: Improve the quality of place’ could introduce more clutter onto already crowded pavements and that the needs of disabled individuals needed to be considered if/when implementing this theme
Age	<ul style="list-style-type: none"> Respondents who discussed this theme gave similar reasons for the proposals having a positive or negative impact on younger/older residents as for those with disabilities
Impact on residents	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that ‘Theme 1: Do nothing’ would negatively impact on residents as current levels of motorised traffic, pollution, and poor quality/narrow pavements made travel unsafe and difficult Some of the respondents who discussed this theme were concerned that restricting motorised traffic on Mill Road would negatively impact on residents who required a motorised vehicle for travel, restricting their access to businesses/places of worship/medical facilities/residential properties. These respondents were also concerned this would result in greater congestion in nearby areas, negatively impacting on those outside Mill Road as well Some of the respondents who discussed this theme felt that reducing motorised traffic would positively impact local residents as it would increase safety, reduce pollution, and provide more pavement/cycling space Some of the respondents who discussed this theme felt that some form of access through the traffic restrictions should be available for local residents, as this would stop the high levels of through traffic while not negatively impacting local residents’ access to businesses/places of worship/medical facilities/residential properties
Impact on business and places of worship	<ul style="list-style-type: none"> Some of the respondents who discussed this theme felt that reducing motorised traffic on Mill Road would benefit the businesses on Mill Road as it would make it a safer and more accessible destination <ul style="list-style-type: none"> Some of these respondents queried whether the loss of business during the previous closure was due to Covid-19 rather than the bridge closure, as it is not possible to stop outside a business when driving through so they should not be reliant on passing trade from motorised traffic

	<ul style="list-style-type: none"> ○ Some of these respondents felt that exceptions to any road closures could be applied to delivery vehicles, particularly on a time limited basis, to reduce any negative impact this could have ● Some of the respondents who discussed this theme were concerned reducing motorised traffic would negatively impact businesses as it would make deliveries difficult, reduce passing trade, and make it difficult for tradespeople to access buildings <ul style="list-style-type: none"> ○ Some of these respondents felt that exceptions to any road closures could be applied to delivery vehicles and tradespeople, particularly on a time limited basis, to reduce the negative impact this could have ● A few of the respondents who discussed this theme were concerned reducing motorised traffic would make accessing places of worship difficult for those requiring a motorised vehicle for travel
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Question 14: Do you have any other comments about our proposals for Mill Road or how the road could function in the future?

795 respondents left comments on the question asking if they had any other comments about the proposals for Mill Road or how the road could function in the future.

Summary of main themes

Comment Theme	Respondent comments
Reduce motorised traffic	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Most of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt this should be done on a time restricted basis, with particular

	<p>suggestions being closed to motorised traffic over the weekend</p> <ul style="list-style-type: none"> ○ A few of these respondents felt that Mill Road should be pedestrianised, highlighting the benefits seen during the Mill Road Winter Fair ● A few of these respondents were concerned that the increase in housing developments nearby, such as Ironworks, would result in higher levels of motorised traffic and felt further development should be restricted to reduce this impact
Business impact	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt reducing motorised traffic on Mill Road would make it a more attractive destination for shopping/leisure and benefit local businesses <ul style="list-style-type: none"> ○ Some of these respondents felt the negative impacts on businesses from the previous bridge closure were the result of Covid lockdown restrictions rather than the bridge closure itself <ul style="list-style-type: none"> ▪ Some of these respondents requested decision makers see evidence about these impacts taking lockdown restrictions into consideration ● Some of the respondents who discussed this theme were concerned restrictions on motorised traffic would negatively impact on businesses, as they would lose “through traffic” advertising and business. These respondents indicated that previous bridge closures had lowered sales and shut down businesses ● Some of the respondents who discussed this theme felt that dedicated delivery bays were needed for businesses in order to reduce pavement parking and, if restrictions were to be placed on motorised traffic, specific time slots given for delivery vehicles to be exempt from any restrictions
Support for closure of the bridge to motorised traffic	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that the bridge closure to motorised traffic resulted in Mill Road being safer for cyclists and pedestrians, made it more of a “destination for shopping and leisure”, with reduced congestion and subsequent air/noise pollution, so wished to see it closed again <ul style="list-style-type: none"> ○ Some of these respondents discussed what exemptions were needed for motorised traffic crossing the bridge <ul style="list-style-type: none"> ▪ Some of these respondents felt that the closure should not apply to buses, emergency vehicles, and those with disabilities but that it should apply to

	<p>taxis as these respondents' felt taxis were responsible for a notable amount of speeding, pavement parking, and noise/air pollution</p> <ul style="list-style-type: none"> ▪ Some of these respondents felt that the bridge should be closed to "through traffic" while allowing local residents access ▪ Some of these respondents felt that local businesses and delivery vehicles should have some form of access via time restricted delivery slots ▪ Some of these respondents felt that the bridge should only be accessible to buses and taxis that are electric-powered ▪ A few of these respondents felt the bridge should be closed to all motorised traffic and that Mill Road should be pedestrianised ▪ A few of these respondents felt the bridge should be closed to all but emergency vehicles and buses <ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they supported a closure of the bridge but felt it should be on a time restricted basis, such as at evenings/weekends or during rush hour periods • A few of the respondents who discussed this theme indicated they were supportive of closing the bridge to motorised traffic but felt the impacts on surrounding areas traffic levels needed to be monitored and/or interventions put in place to negate these impacts, such as allowing residents access
<p>No changes to motorised traffic access to Mill Road</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be no changes to the accessibility of Mill Road to motorised traffic due to the negative impacts on congestion on nearby roads, local residents, businesses, those on lower incomes, and those who needed a car for travel (such as those with disabilities) <ul style="list-style-type: none"> ○ Some of these respondents indicated that a more city-wide approach was needed over looking at a road in isolation ○ Some of these respondents felt the previous closures of the bridge had highlighted why reducing motorised traffic access to Mill Road would result in the discussed negative impacts

	<ul style="list-style-type: none"> ○ Some of these respondents felt funds should be spent on improving the pathways and roads, particularly on repairs and other general maintenance, as the current condition was felt to be dangerous
Parking issues	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt there were too many instances of delivery vehicles and other motorised traffic parking on pavements, resulting in decreased safety/accessibility for pedestrians and increased congestion. <ul style="list-style-type: none"> ○ Most of these respondents felt some form of enforcement was needed to stop this, such as bollards or increased traffic wardens ○ Some of these respondents felt that there should be limited, set delivery times ○ Some of these respondents felt there needed to be alternative parking arrangements for deliveries, such as introducing parking bays
Improvements to the pavements	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt the pavements required improvements, particularly widening them and increasing the amount of general maintenance undertaken <ul style="list-style-type: none"> ○ Some of these respondents felt that introducing a one-way system would provide room for wider pavements, as well as allowing cycle-lanes to be introduced, while still allowing motorised traffic access where needed ○ A few of these respondents felt that Mill Road should be pedestrianised
Motorised vehicle speeds	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about the speed of motorised traffic using Mill Road. These respondents felt that either some form of enforcement of the speed limits was needed, such as speed cameras, or some form of traffic calming introduced
Improvements to public transport	<ul style="list-style-type: none"> ● Most of the respondents who discussed this theme felt that public transport needed to be improved to attract more usage. In particular, lowering the cost of tickets, making the buses more reliable, and increasing the number of routes/running times <ul style="list-style-type: none"> ○ Some of these respondents indicated that buses should run on electric only in Cambridge in order to reduce air/noise pollution ● A few of the respondents who discussed this theme felt that Mill Road and more of Cambridge could use some form of tram system, as they were felt to be quieter, cleaner, and more accessible than buses

Stakeholder responses

Background

Responses were received on behalf of 18 different groups and organisations.

Anglia Ruskin University	Elected representative of Cambridge taxi trade
Arjuna Wholefoods	Greater Cambridge Planning Access Officer
Cambridge City Councillor for Romsey	Historic England
Cambridge Friends of the Earth	Mill Road 4 People
Cambridge Green Party	Mill Road Baptist Church
Camcycle	Mill Road Traders Association
Cllr Dinah Pounds Cambridge City Council	Natural England
Cllr Mairéad Healy (Romsey ward Councillor)	South Petersfield RA
Daniel Lee, Cambridge City Council	St Barnabas Church

All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey. The following is a [brief summary of the common themes](#) expressed through this correspondence; it should be noted that stakeholder responses can contradict each other therefore we've made no reference to the relative merit or otherwise of the information received.

Summary of major themes

Comment theme	Respondent comments
Impact on businesses and religious centres	<ul style="list-style-type: none"> • Most of the stakeholders who discussed this theme felt that some form of exemption should be in place for businesses to receive deliveries should there be anything put in place to reduce traffic (with some of these stakeholders supporting traffic reduction measures and some of them opposing it) <ul style="list-style-type: none"> ○ Some of these stakeholders felt that delivery bays should be put on Mill Road to allow businesses to avoid having to park on the pavement/block the road to receive deliveries • Some of the stakeholders who discussed this theme indicated that they felt Mill Road needed reductions in motorised traffic and that this would positively impact on businesses/religious centres as it would make the area more attractive and safer for visitors/residents <ul style="list-style-type: none"> ○ Some of these stakeholders asked for more information on the impacts of previous

	<p>closures on businesses in the area, so that any concerns could be addressed</p> <ul style="list-style-type: none"> • Some of the stakeholders who discussed this theme were concerned about any closures to motorised traffic, as they felt it would negatively impact on businesses/religious centres and their accessibility to visitors, particularly any older visitors or those with disabilities
Reduce motorised traffic	<ul style="list-style-type: none"> • Stakeholders who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents. Stakeholders were particularly concerned about motorised vehicles using Mill Road as a through route to other places <ul style="list-style-type: none"> ○ Most of these stakeholders indicated they would be in support of a road closure to most motorised traffic with exemptions for delivery vehicles, public transport, taxis, and those with disabilities. These stakeholders felt this needed to be done sooner rather than later ○ There were also suggestions from stakeholders regarding making Mill Road one-way or putting restrictions in place on a time limited basis
Pavement parking	<ul style="list-style-type: none"> • Stakeholders who discussed this theme were concerned about levels of pavement parking on Mill Road, which was felt to endanger pedestrians and increase congestion. These respondents felt that better enforcement or physical limitations should be in place to stop this behaviour <ul style="list-style-type: none"> ○ Some of these stakeholders felt that dedicated parking bays and/or times were needed for deliveries to reduce this behaviour without negatively impacting on businesses
Opposition to the closure of Mill Road to motorised traffic	<ul style="list-style-type: none"> • Stakeholders who discussed this theme indicated they were opposed to the bridge or other areas of Mill Road being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, negatively impacted on older and disabled people, and made accessing properties difficult for residents

Improvements to the pavements	<ul style="list-style-type: none">• Stakeholders who discussed this theme felt the pavements required improvements, particularly widening them and increasing the amount of general maintenance undertaken
Motorised vehicle speeds	<ul style="list-style-type: none">• Stakeholders who discussed this theme were concerned about the speed of motorised traffic using Mill Road. These respondents felt that either some form of enforcement of the speed limits was needed, such as speed cameras, or some form of traffic calming introduced

Email, social media and letter responses

58 responses from 48 respondents were received regarding the consultation through email, phone, social media platforms such as Facebook and Twitter, and letters.

Summary of major themes

Comment theme	Respondent comments
<p>Opposition to the closure of Mill Road to motorised traffic</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated they were opposed to the bridge or other areas of Mill Road being closed to motorised traffic again as they felt it negatively impacted the area, particularly businesses and places of worship, resulted in increased congestion and pollution for nearby streets, negatively impacted on older and disabled people, and made accessing properties difficult for residents <ul style="list-style-type: none"> ○ Some of these respondents felt that much of the congestion and pollution issues were caused by illegal pavement parking, as this narrowed an already narrow route. These respondents felt that more enforcement officers and dedicated delivery bays were needed to stop this ○ Some of these respondents felt that more city-wide improvements were needed to active travel and public transport accessibility, particularly for those travelling to/from outside Cambridge city ○ Some of these respondents indicated that issues with noise/air pollution would begin to reduce over time as motorised traffic moved over to electric vehicles. ○ Some of these respondents felt that Mill Road was still needed as a through route as there were few alternative routes/methods available ○ Some of these respondents indicated that speeding and other unsafe driving had occurred more often when the bridge was previously closed, which had resulted in lower safety for pedestrians and cyclists at that time
<p>Issues with the consultation</p>	<ul style="list-style-type: none"> • Respondents who discussed this theme highlighted areas they had issues with the consultation process or survey. These included:

	<ul style="list-style-type: none"> ○ Concerns the consultation process had started too early with the development of nearby housing estates yet to be completed. These respondents felt the impacts on traffic and pollution from these estates would need to be measured before action was taken ○ That consultations weren't a great way to judge public opinion ○ That residents of nearby areas were not well informed of the consultation ○ That a focus on closing the bridge was too narrow a concept for a consultation at this stage and should focus on more of the road ○ That there were issues with limitations to question answers ○ That the brochure was hard to navigate to from the brochure/survey ○ Concerns that about decision-makers' affiliations with special interest groups
<p>Reduce motorised traffic</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Mill Road needed some form of reduction in motorised traffic, as the current levels were felt to make the area unsafe for cyclists and pedestrians as well as too polluting for residents <ul style="list-style-type: none"> ○ Some of these respondents suggested making Mill Road a one-way street instead of restricting access to the road, as this would still allow access for anyone that needed it while discouraging through traffic and providing room for active travel improvements ○ Some of these respondents felt through traffic should be restricted so Mill Road was only accessible to local residents ○ Some of these respondents felt this should be done on a time restricted basis
<p>Pavement parking</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme were concerned about levels of pavement parking on Mill Road, which was felt to endanger pedestrians and increase congestion. These respondents felt that better enforcement or physical limitations should be in place to stop this behaviour <ul style="list-style-type: none"> ○ Some of these respondents felt that this was the main cause of congestion on Mill

	<p>Road and reducing pavement parking would negate the need for restrictions on motorised vehicles</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that dedicated parking bays and/or times were needed for deliveries to reduce this behaviour without negatively impacting on businesses
<p>Maintenance</p>	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that pavements and the road on Mill Road required more maintenance to fix damaged paths and potholes, as these were felt to be endangering users of the road <ul style="list-style-type: none"> ○ Some of these respondents were concerned about increasing planting and street furniture, indicating that these needed to avoid reducing the space available for pedestrians

Appendices

Appendix 1: Respondent profile

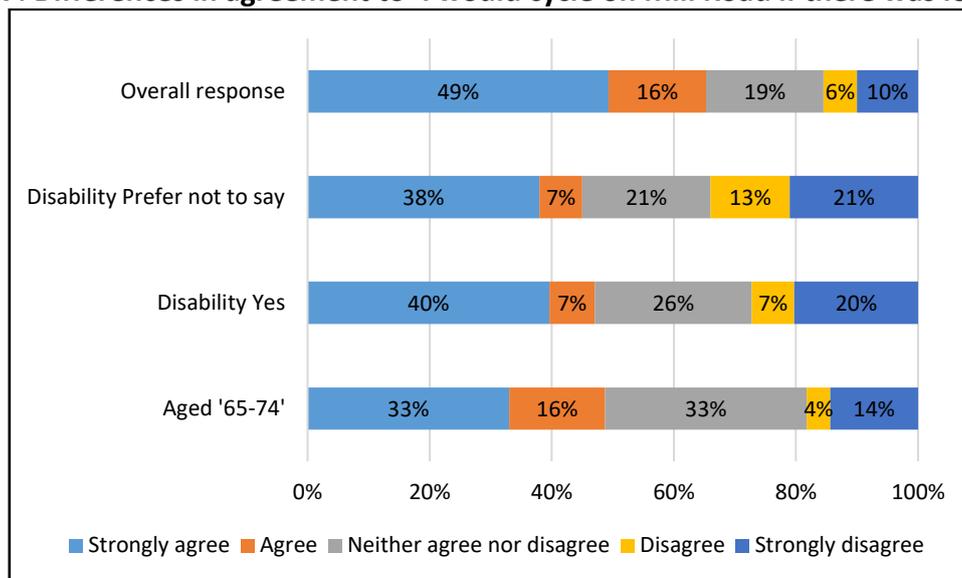
TBD

Appendix 2: Differences in response

Differences in response to Question 4: 'How far do you agree or disagree with the following statements about Mill Road today, with no restriction on traffic movement?'

Respondents were less likely to 'agree'/'strongly agree' to 'I would cycle on Mill Road if there was less traffic' than the overall response if they indicated they were aged '65-74' (49%), had a disability that affects travel decisions (47%), or would 'prefer not to say' whether they had a disability that affects travel decisions (45%).

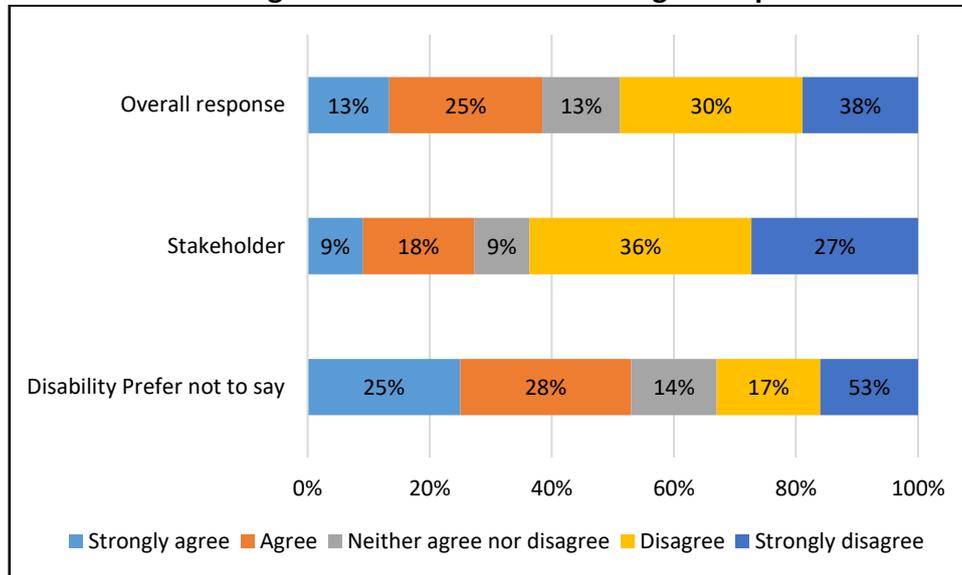
Figure 17: Differences in agreement to 'I would cycle on Mill Road if there was less traffic'



*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Respondents were more likely to ‘agree’/‘strongly agree’ to ‘There are enough safe places to cross on foot’ than the overall response if they indicated they would ‘prefer not to say’ whether they had a disability that affects travel decisions (53%). Stakeholders were more likely to ‘disagree’/‘strongly disagree’ to ‘There are enough safe places to cross on foot’ (64%) than the overall response.

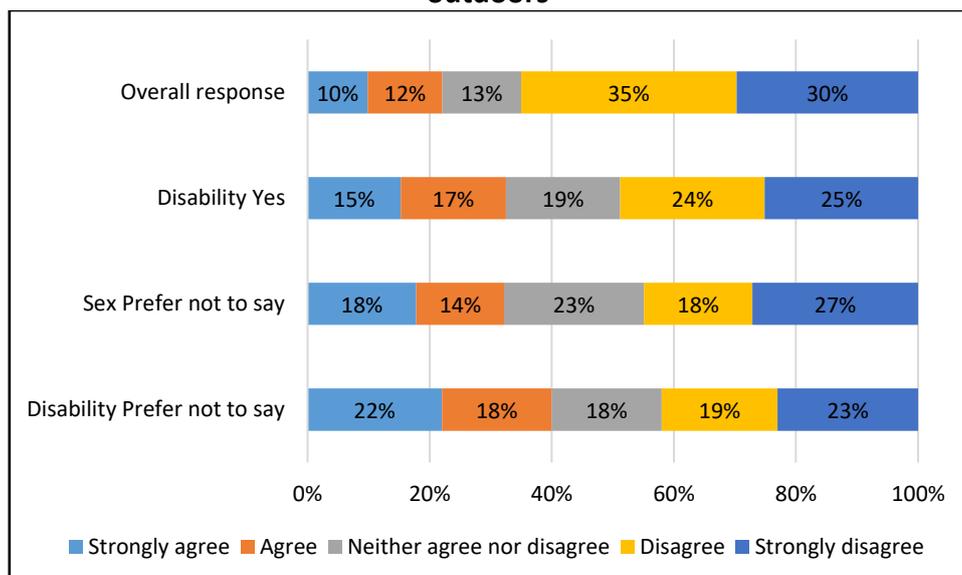
Figure 18: Differences in agreement to ‘There are enough safe places to cross on foot’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘disagree’/‘strongly disagree’ to ‘There are enough places to stop and rest/relax outdoors’ than the overall response if they indicated they had a disability that affects travel decisions (49%), would ‘prefer not to say’ their sex (45%), or would ‘prefer not to say’ whether they had a disability that affects travel decisions (42%).

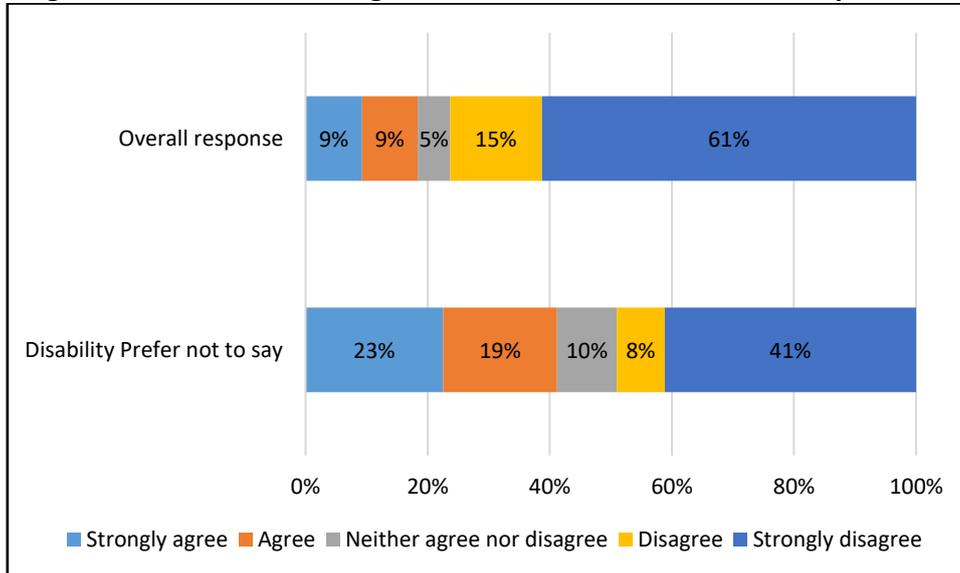
Figure 19: Differences in agreement to ‘There are enough places to stop and rest/relax outdoors’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘disagree’/‘strongly disagree’ to ‘Motor traffic is not a problem’ than the overall response if they indicated they would ‘prefer not to say’ whether they had a disability that affects travel decisions (49%).

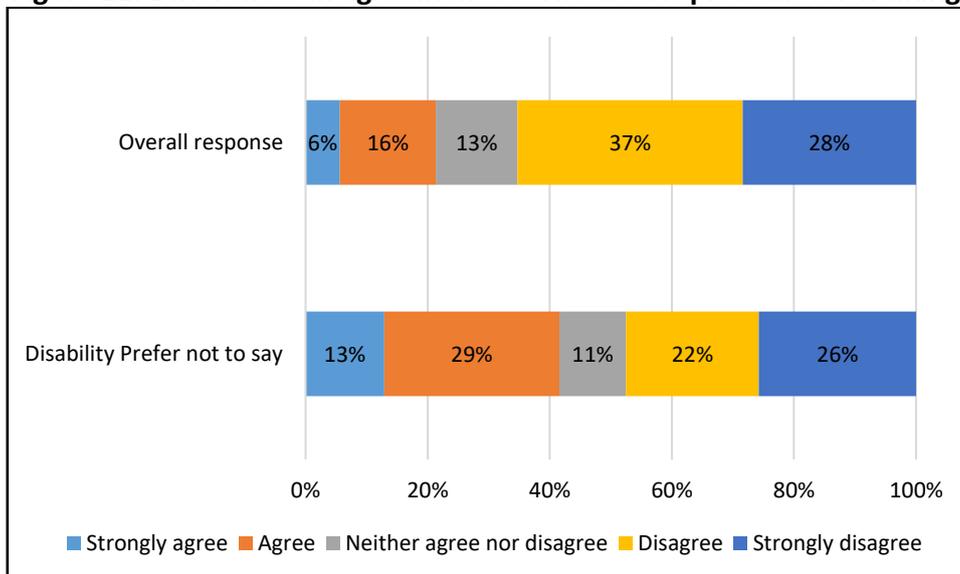
Figure 20: Differences in agreement to ‘Motor traffic is not a problem’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘disagree’/‘strongly disagree’ to ‘The area is pleasant for walking’ than the overall response if they indicated they would ‘prefer not to say’ whether they had a disability that affects travel decisions (48%).

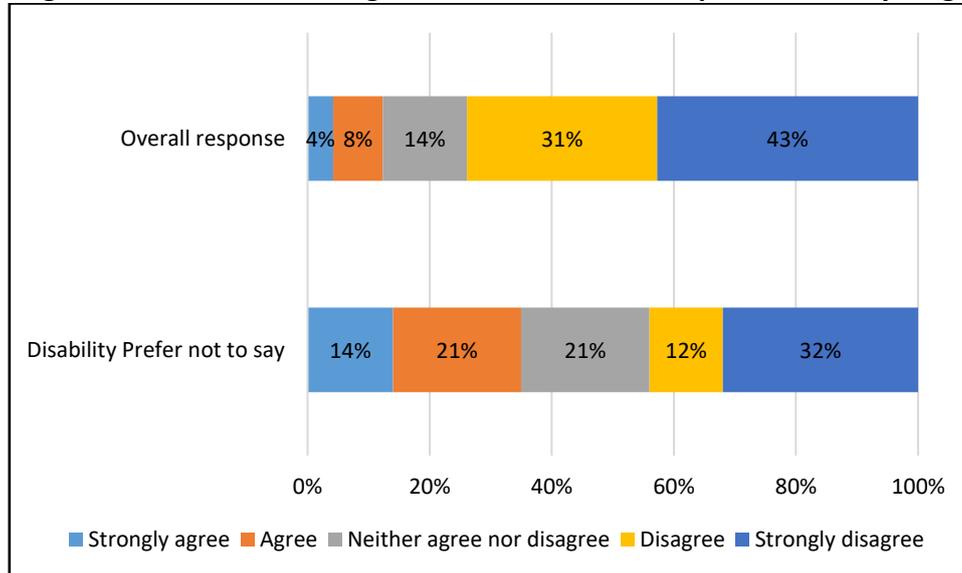
Figure 21: Differences in agreement to ‘The area is pleasant for walking’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘disagree’/‘strongly disagree’ to ‘The area is pleasant for cycling’ than the overall response if they indicated they would ‘prefer not to say’ whether they had a disability that affects travel decisions (44%).

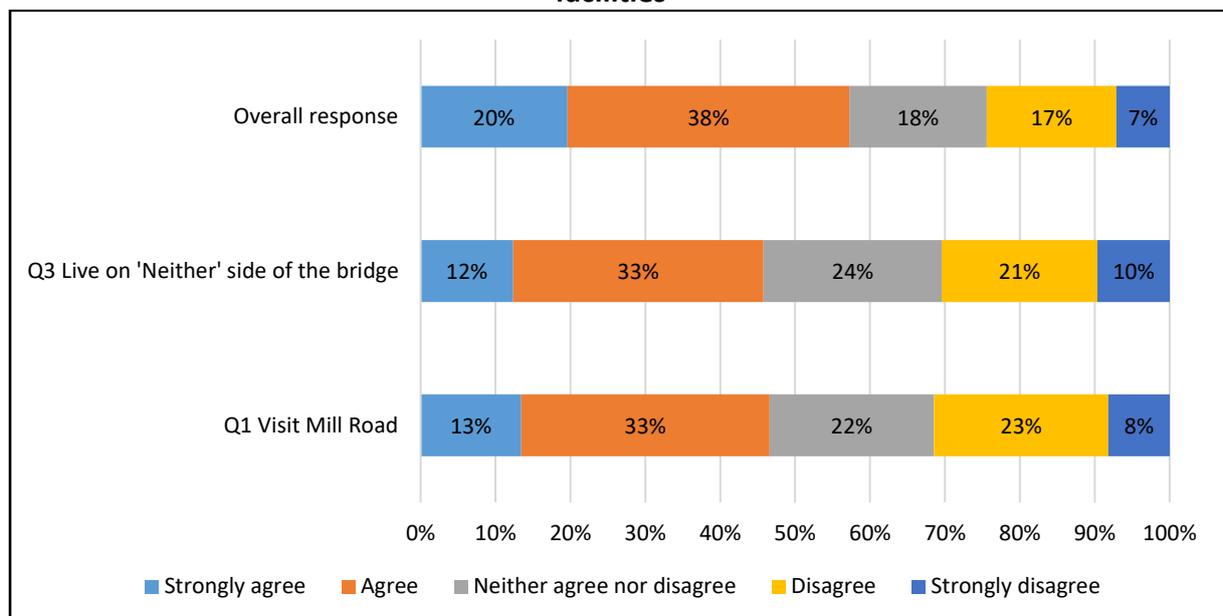
Figure 22: Differences in agreement to ‘The area is pleasant for cycling’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘agree’/‘strongly agree’ to ‘It is easy to walk to shops, restaurants and leisure facilities’ than the overall response if they indicated they ‘Visit Mill Road’ to question 1 (47%) or lived on ‘neither’ side of the bridge to question 3 (46%).

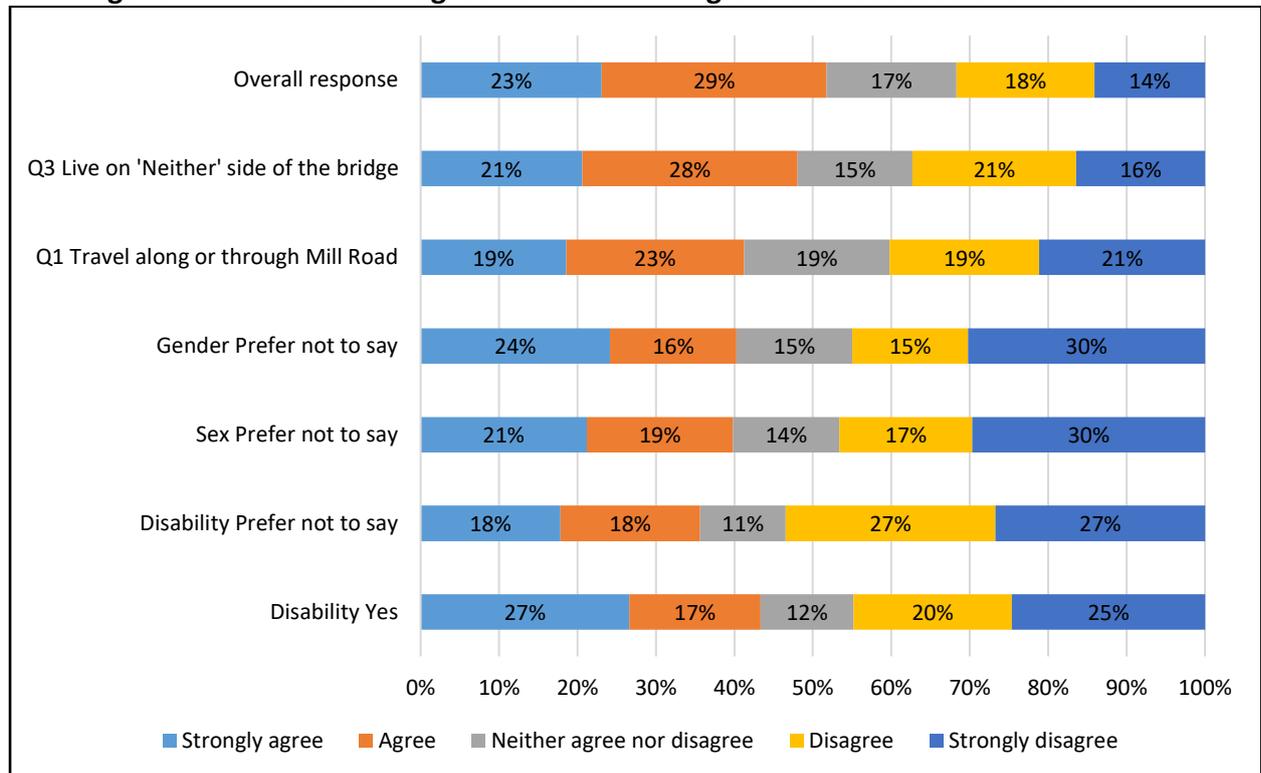
Figure 23: Differences in agreement to ‘It is easy to walk to shops, restaurants and leisure facilities’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to agree to ‘Walking is unsafe because of the traffic’ than the overall response if they indicated they had a disability that affects travel decisions (43%), would ‘prefer not to say’ whether they had a disability that affects travel decisions (36%), would ‘prefer not to say’ their sex (40%), would ‘prefer not to say’ their gender (40%), that they ‘Travel along or through Mill Road’ to question 1 (41%), or lived on ‘neither’ side of the bridge to question 3 (48%).

Figure 24: Differences in agreement to ‘Walking is unsafe because of the traffic’

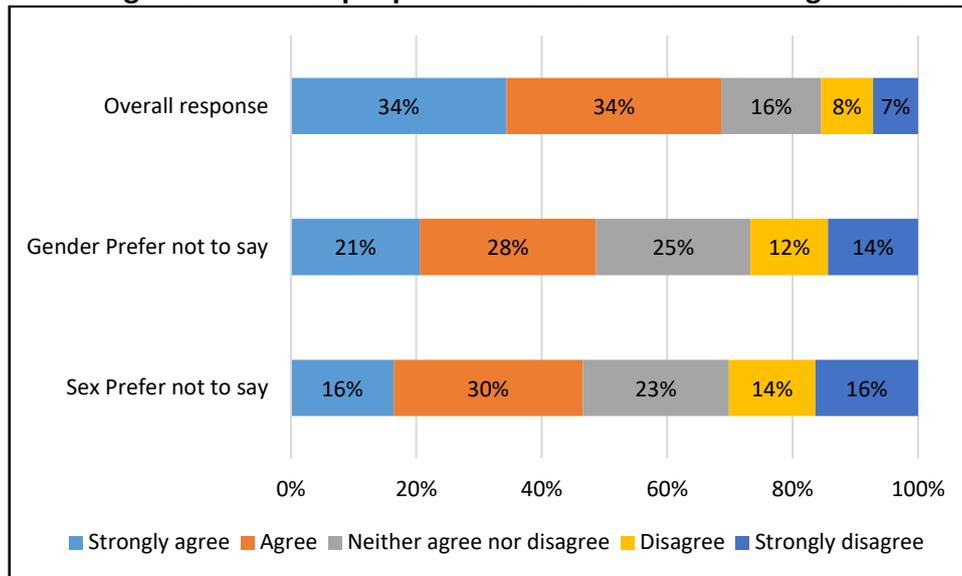


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 5 'Thinking about when Mill Road traffic restrictions were in place, to what extent do you agree or disagree with the following:'

Respondents were less likely to agree to 'There was a strong sense of community feel, including between local people and local businesses and organisations' than the overall response if they indicated they would 'prefer not to say' their sex (47%) or would 'prefer not to say' their gender (49%).

Figure 25: Differences in agreement to 'There was a strong sense of community feel, including between local people and local businesses and organisations'



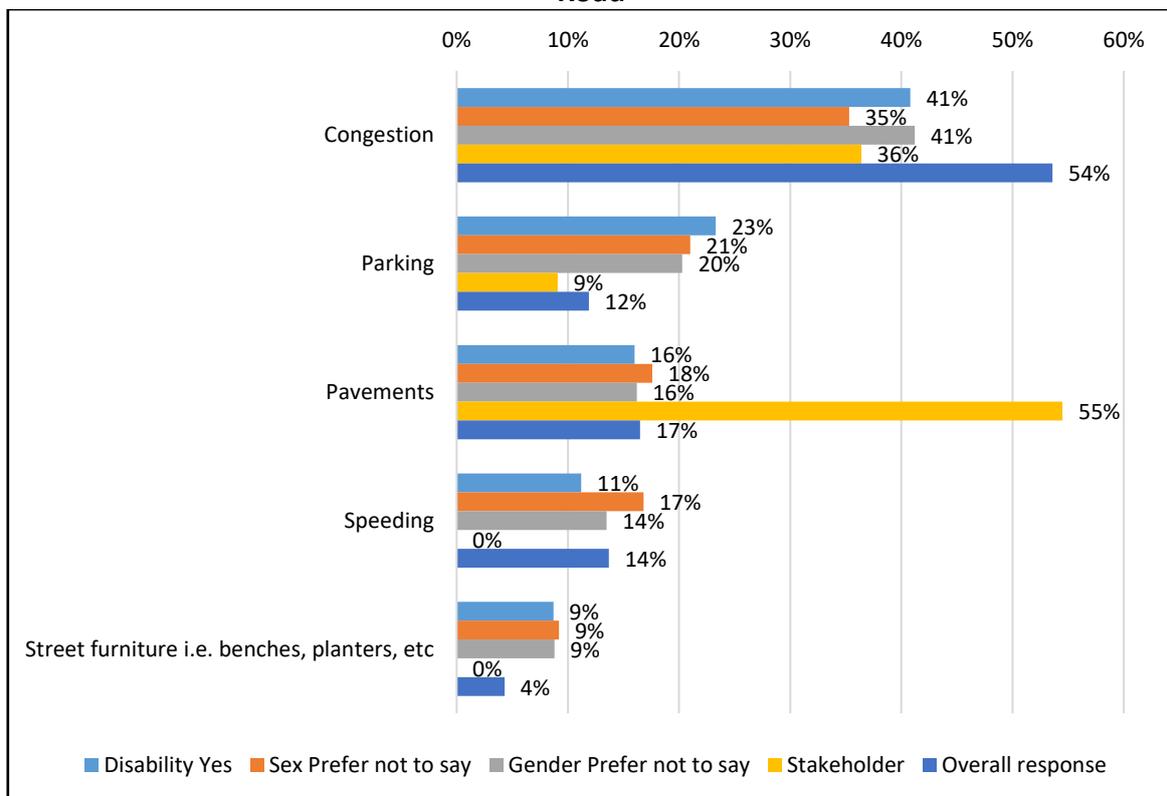
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 8: What do you consider to be the most important issue affecting the way that you use Mill Road? (please tick one option)'

Although 'congestion' was still the most picked answer for the following respondents, they were less likely to choose it than the overall response when they indicated they had a disability that affects travel decisions (41%), would 'prefer not to say' their sex (35%), or would 'prefer not to say' their gender (41%).

The majority of stakeholders indicated that 'pavements' was the most important issue affecting the way they use Mill Road (55%).

Figure 26: Differences in response to the most important issue affecting usage of Mill Road

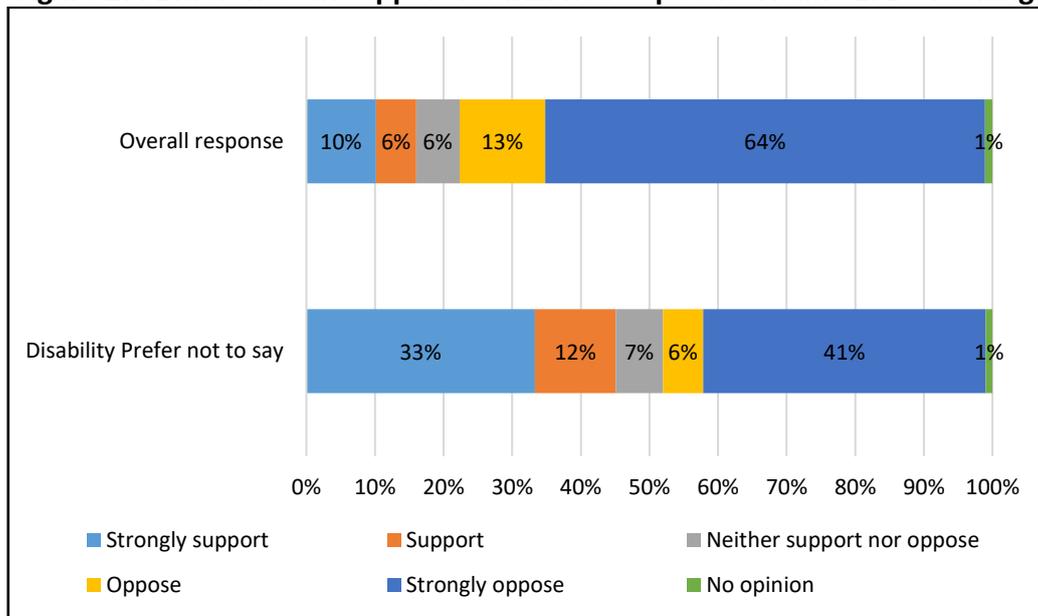


*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Differences in response to Question 9: The brochure outlines measures that could be put in place on Mill Road. How far are you supportive or unsupportive of the following three options for Mill Road? Please refer to pages 6-8 of the brochure.'

Respondents were less likely to 'oppose'/'strongly oppose' 'Theme 1: Do nothing' when they indicated they would 'prefer not to say' if they had a disability that affects travel decisions (47%).

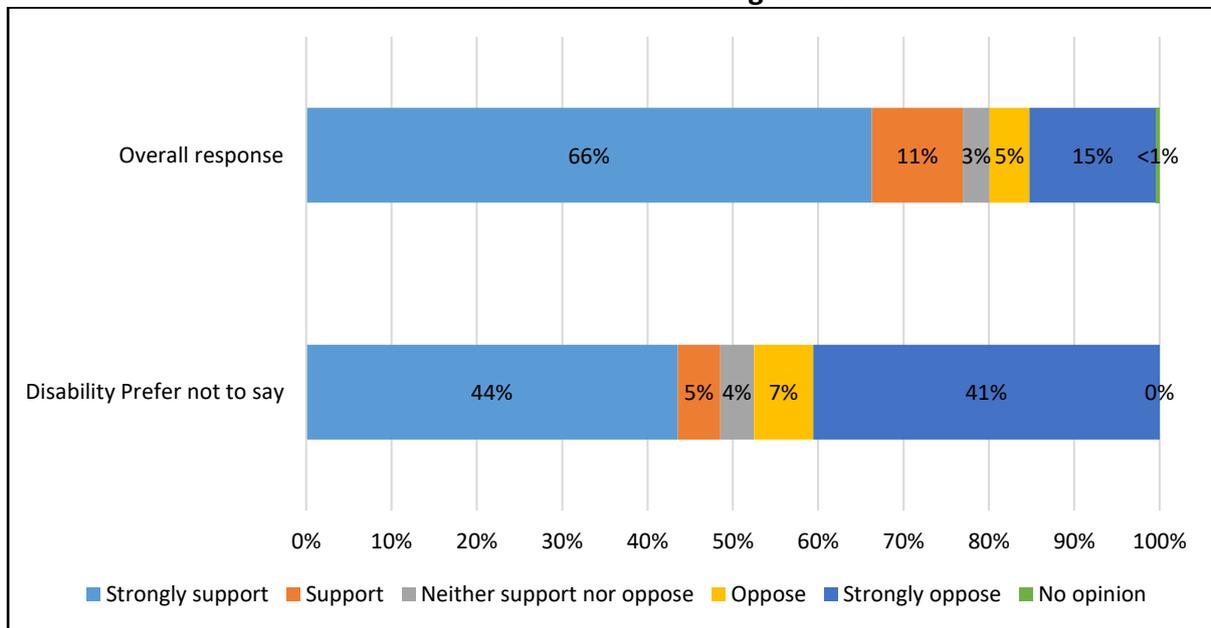
Figure 27: Differences in support for Mill Road options 'Theme 1: Do nothing'



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to ‘support’/‘strongly support’ ‘Theme 3: Changes to traffic and access in the medium and longer term’ when they indicated they would ‘prefer not to say’ if they had a disability that affects travel decisions (49%).

Figure 28: Differences in support for Mill Road options ‘Theme 3: Changes to traffic and access in the medium and longer term’

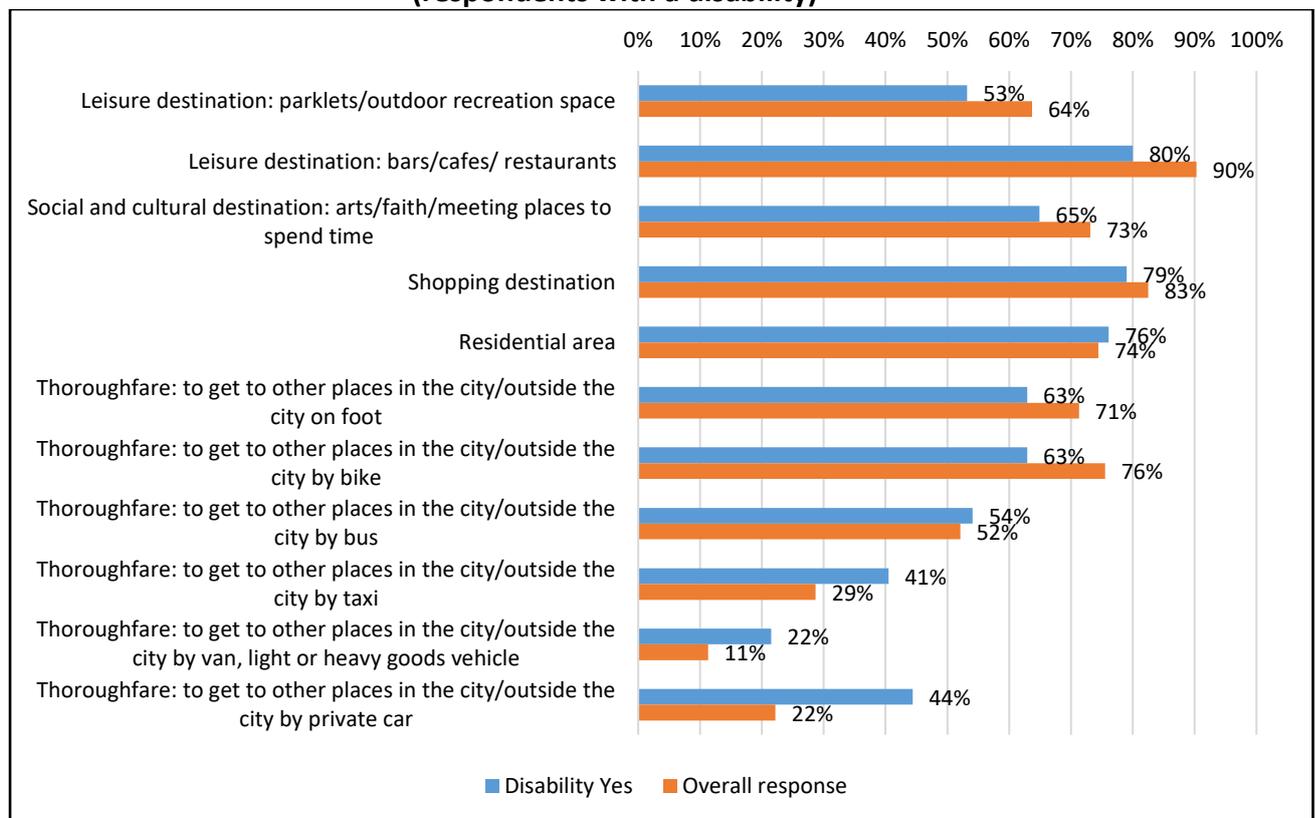


**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 10 ‘What functions do you think are important for Mill Road in the future? (please tick all that apply)’

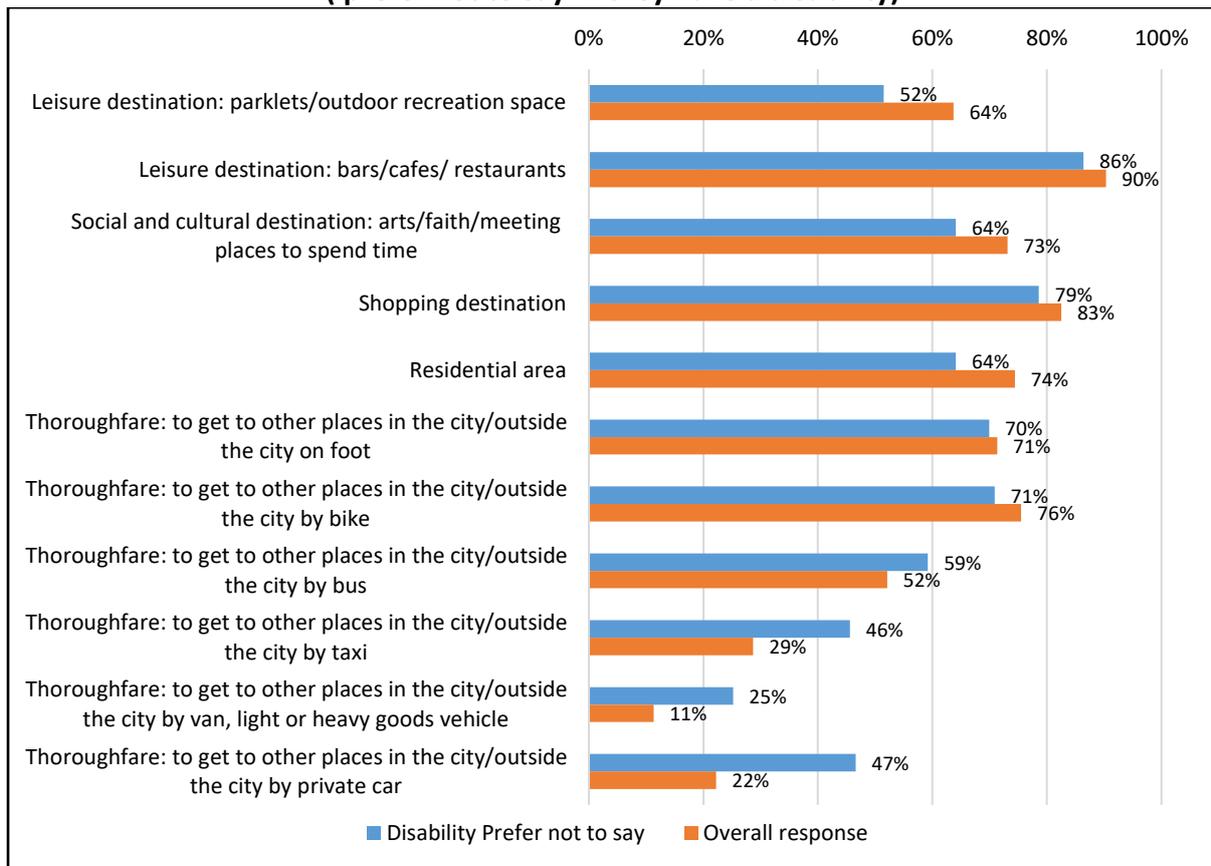
Respondents who indicated they had a disability that affects travel decisions or would ‘prefer not to say’ if they had a disability that affects travel decisions were more likely than the overall response to indicate ‘Thoroughfare: to get to other places in the city/outside the city by taxi’ (41% and 29%), ‘Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle’ (22% and 11%), and ‘Thoroughfare: to get to other places in the city/outside the city by private car’ (44% and 22%) were important functions for the future of Mill Road.

Figure 29: Differences in response to functions important for the future of Mill Road (respondents with a disability)



*N.B. Figures in the graph may not exactly match the text in the report due to rounding

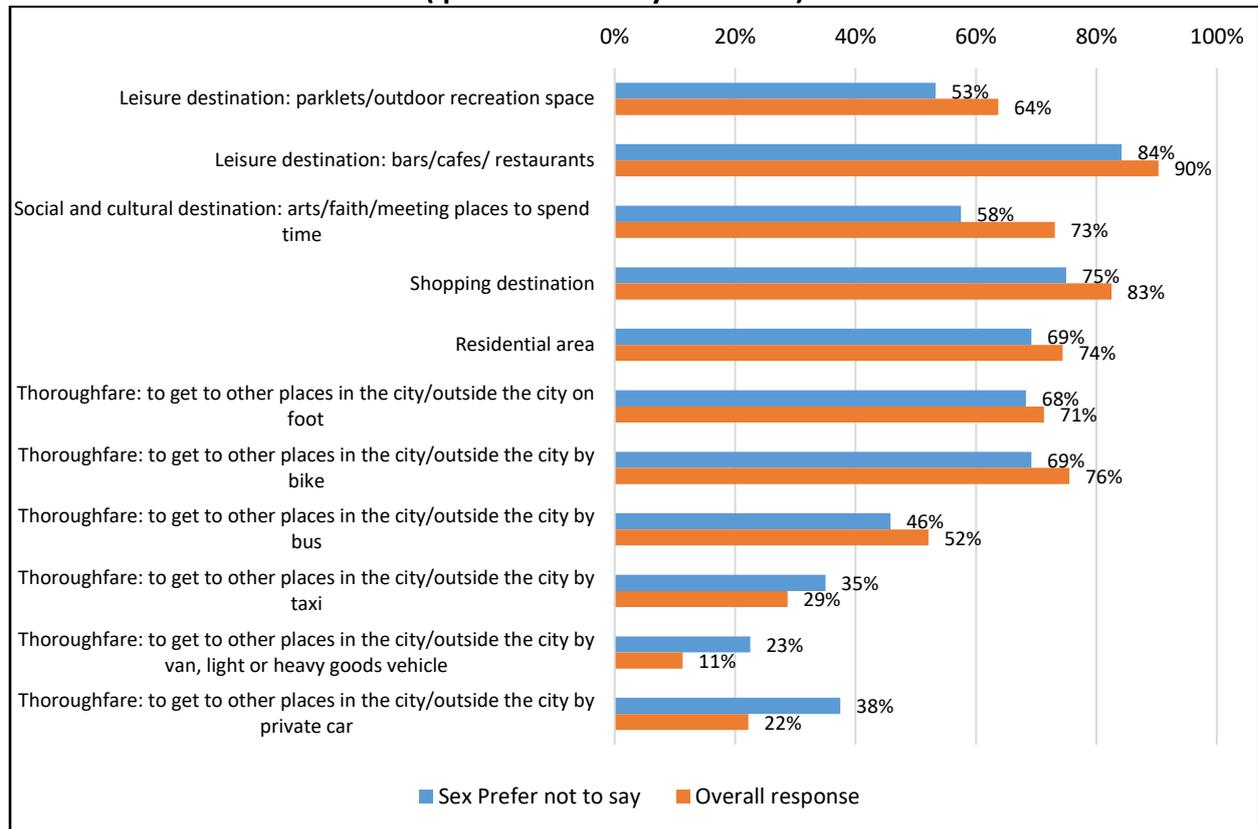
**Figure 30: Differences in response to functions important for the future of Mill Road
('prefer not to say' if they have a disability)**



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents who indicated they would ‘prefer not to say’ their sex were more likely than the overall response to indicate ‘Thoroughfare: to get to other places in the city/outside the city by van, light or heavy goods vehicle’ (23%) and ‘Thoroughfare: to get to other places in the city/outside the city by private car’ (38%) were important functions for the future of Mill Road.

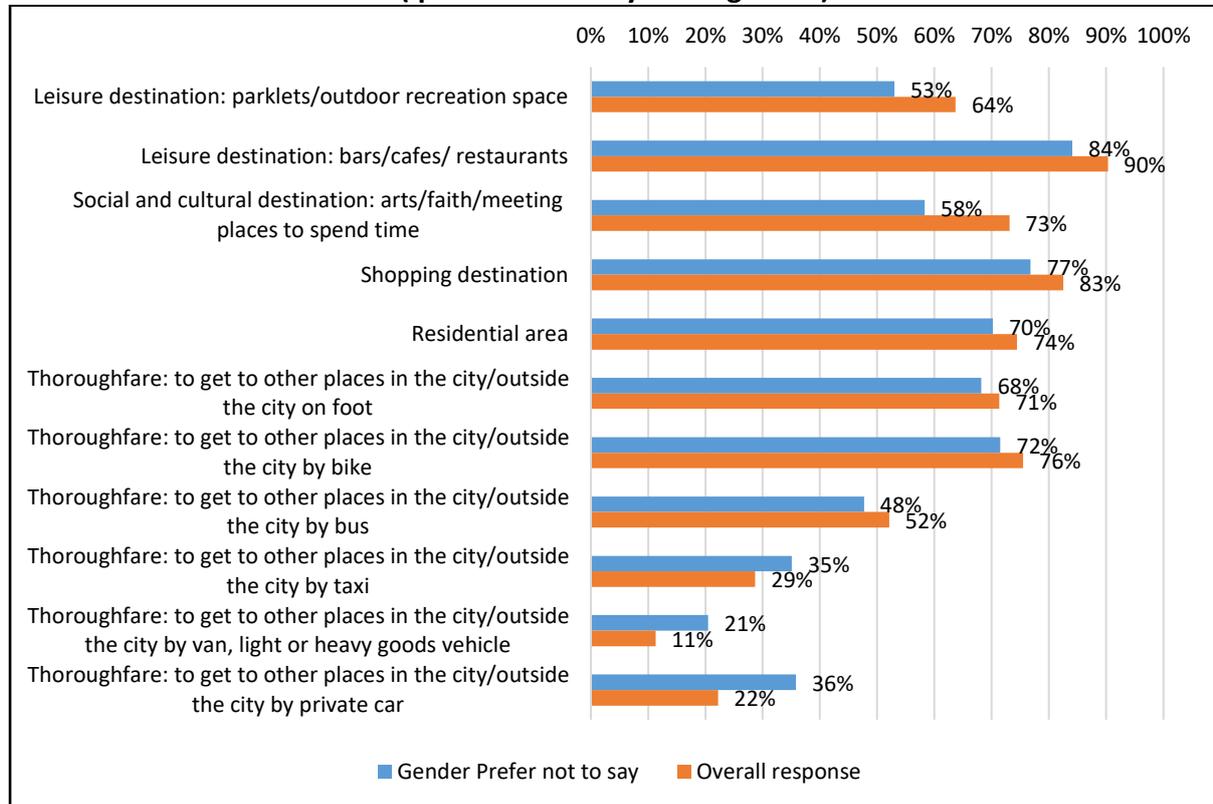
Figure 31: Differences in response to functions important for the future of Mill Road ('prefer not to say' their sex)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents who indicated they would 'prefer not to say' their gender were more likely than the overall response to indicate 'Thoroughfare: to get to other places in the city/outside the city by private car' (36%) were important functions for the future of Mill Road.

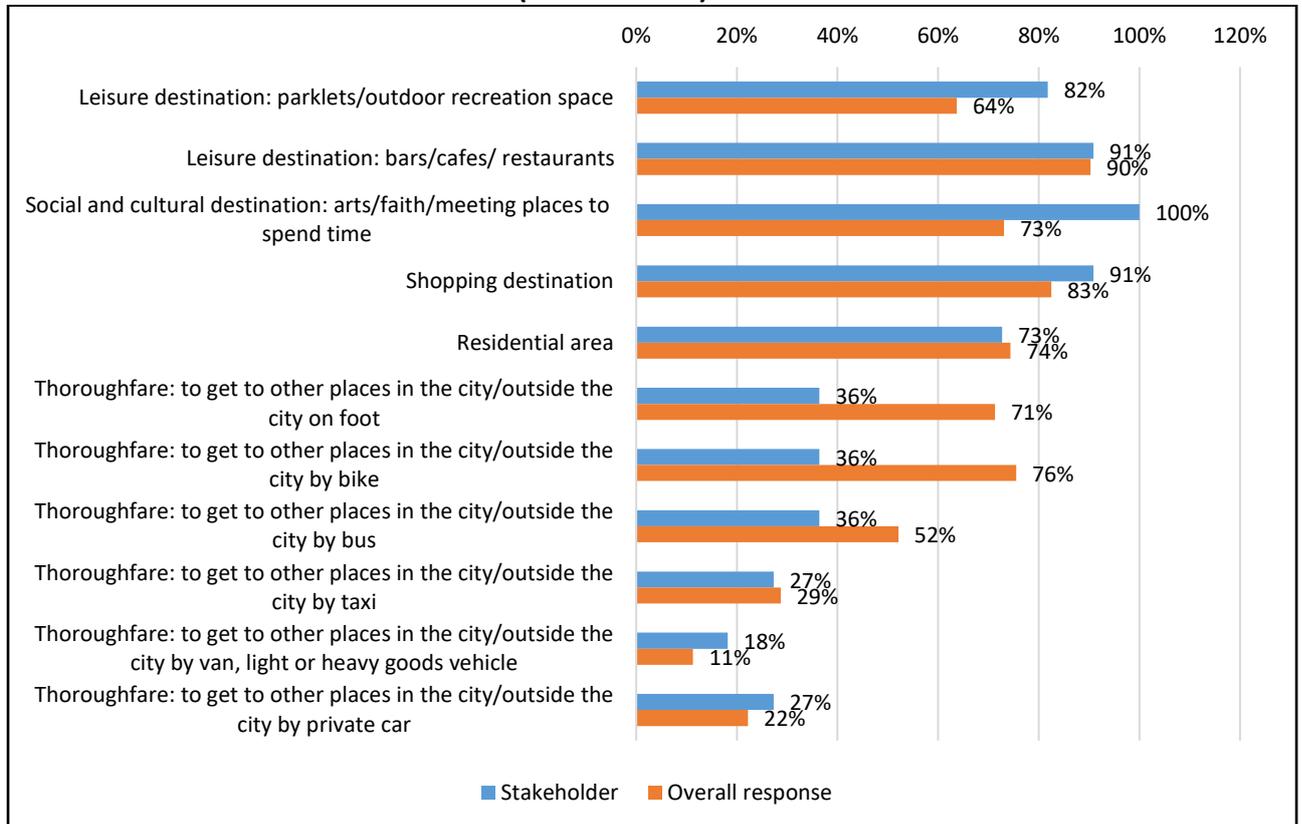
Figure 32: Differences in response to functions important for the future of Mill Road ('prefer not to say' their gender)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Stakeholders were less likely than the overall response to indicate ‘Thoroughfare: to get to other places in the city/outside the city on foot’ (36%), ‘Thoroughfare: to get to other places in the city/outside the city by bike’ (36%), and ‘Thoroughfare: to get to other places in the city/outside the city by bus’ (36%) were important functions for the future of Mill Road.

Figure 33: Differences in response to functions important for the future of Mill Road (stakeholders)



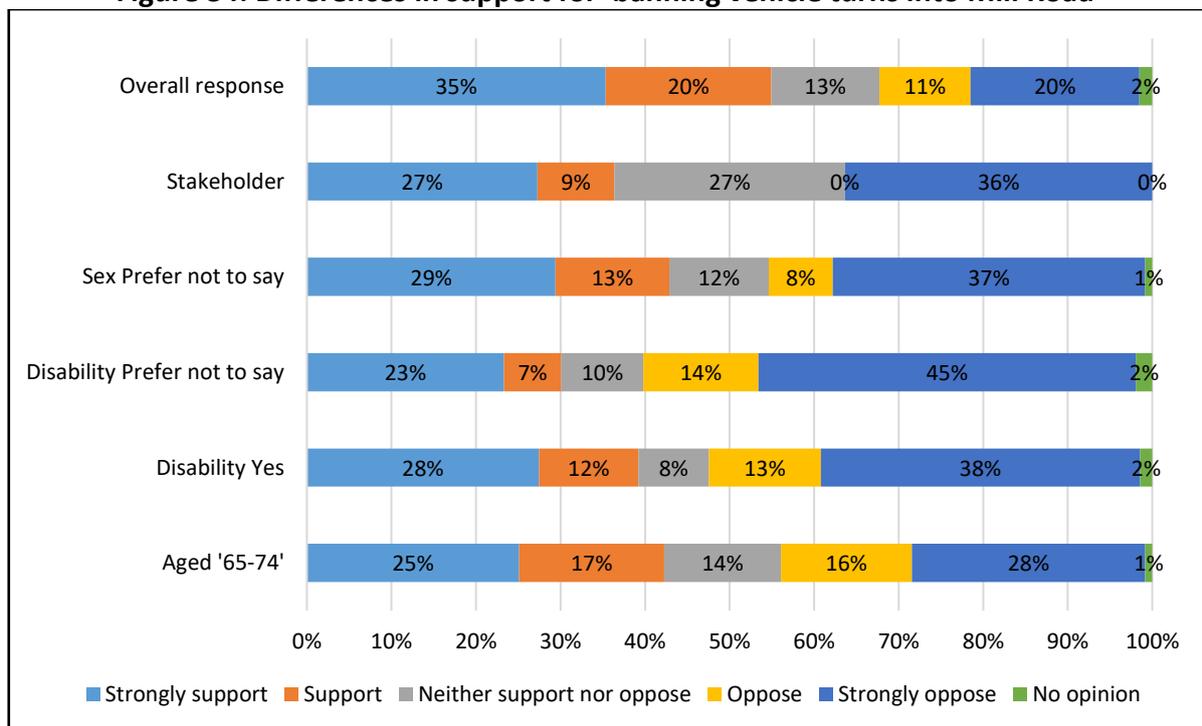
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in response to Question 11 ‘How far are you supportive or unsupportive of the following measures that could form part of a bigger plan for Mill Road?’

Respondents were less likely to indicate they supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ than the overall response when they indicated they were aged ‘65-74’ (42%), had a disability that affects travel decisions (39%), would ‘prefer not to say’ if they had a disability that affects travel decisions (30%), or would ‘prefer not to say’ their sex (43%).

Stakeholders were less likely to indicate they supported ‘Banning vehicle turns into Mill Road, for example from East Road/Brooks Road’ than the overall response (36%).

Figure 34: Differences in support for ‘banning vehicle turns into Mill Road’

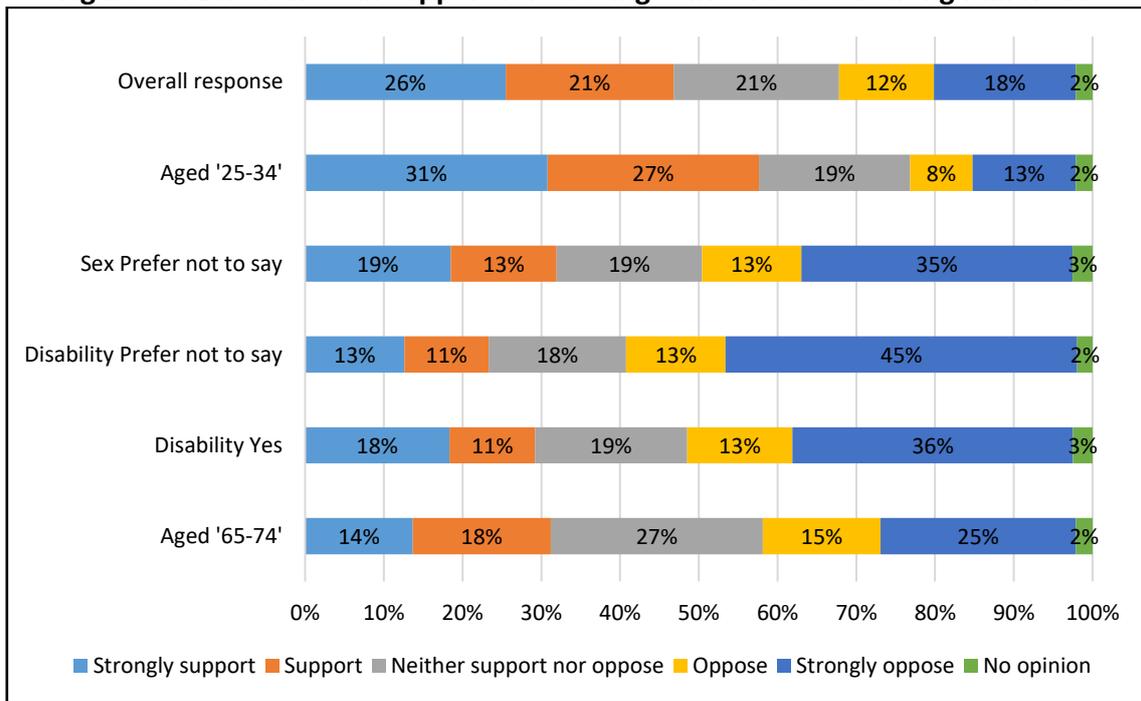


*N.B. Figures in the graph may not exactly match the text in the report due to rounding

Respondents were less likely to indicate they supported ‘Closing some side roads along Mill Road’ than the overall response when they indicated they were aged ‘65-74’ (31%), had a disability that affects travel decisions (29%), would ‘prefer not to say’ if they had a disability that affects travel decisions (23%), or would ‘prefer not to say’ their sex (32%).

Respondents were more likely to indicate they supported ‘Closing some side roads along Mill Road’ than the overall response when they indicated they were aged ‘25-34’ (58%).

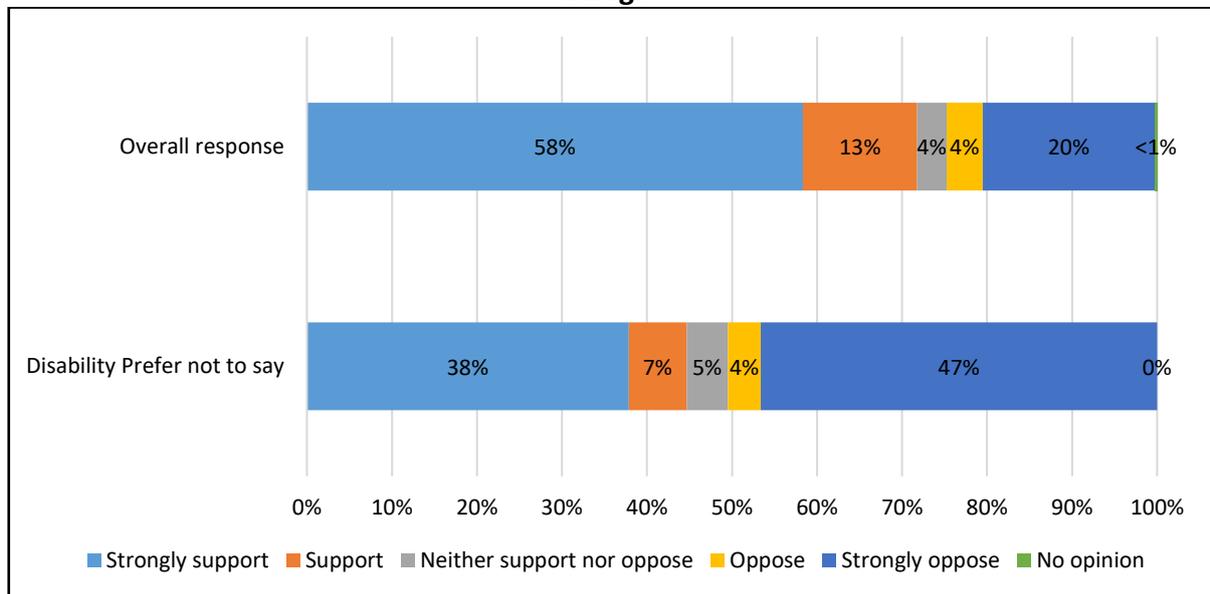
Figure 35: Differences in support for ‘Closing some side roads along Mill Road’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to indicate they supported ‘Restricting motor vehicles from crossing Mill Road bridge’ than the overall response when they indicated they would ‘prefer not to say’ if they had a disability that affects travel decisions (45%).

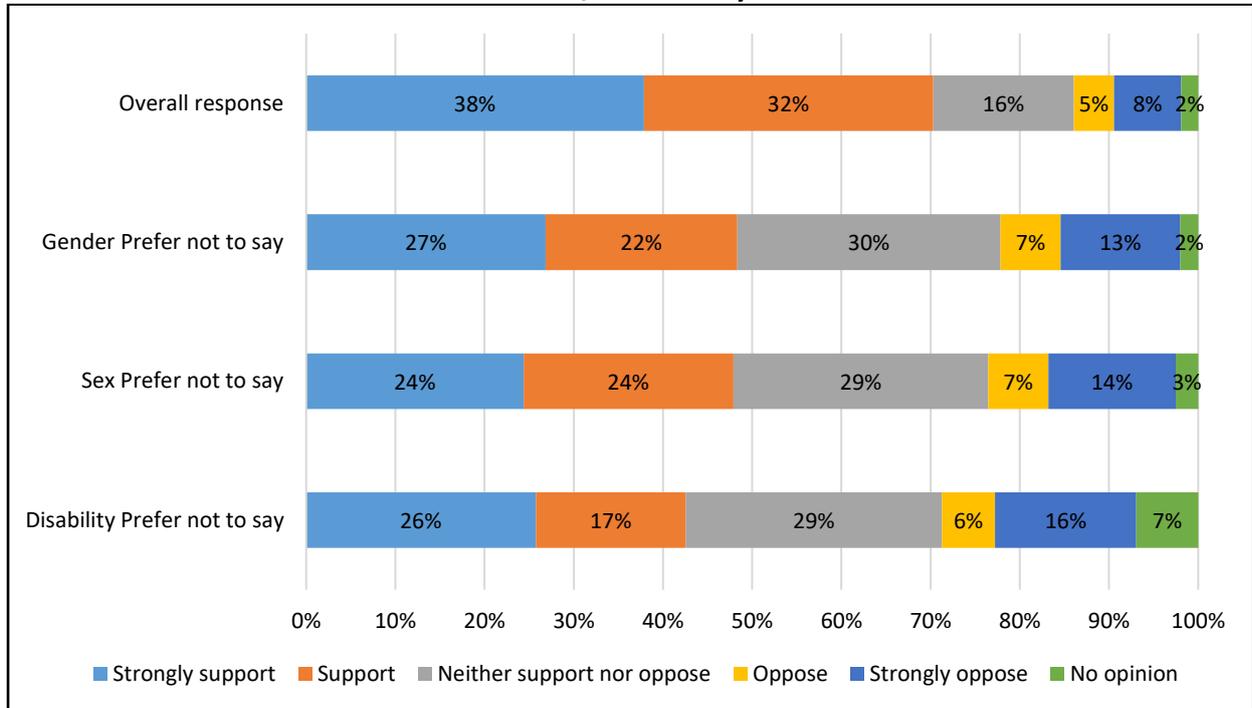
Figure 36: Differences in support for ‘Restricting motor vehicles from crossing Mill Road bridge’



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Respondents were less likely to indicate they supported ‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’ than the overall response when they indicated they would ‘prefer not to say’ if they had a disability that affects travel decisions (43%), would ‘prefer not to say’ their sex (48%), or would ‘prefer not to say’ their gender (48%).

Figure 37: Differences in support for ‘Possible allowances for buses, taxis and drivers with disabilities and/ or mobility needs’



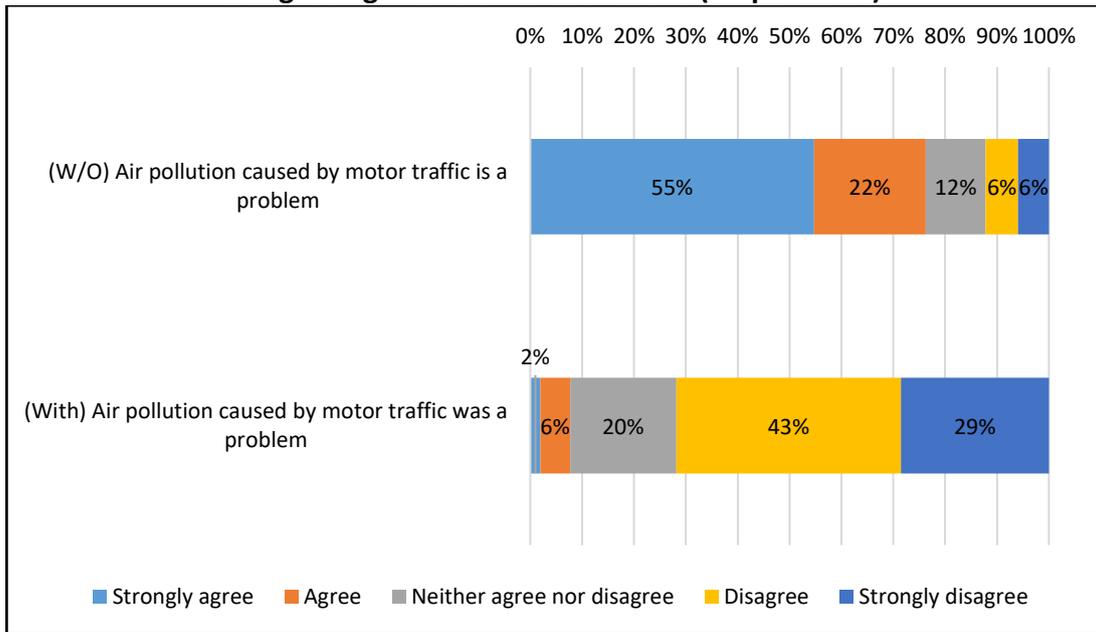
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Differences in agreement to statements about Mill Road without traffic restrictions (responses to Question 4) and with traffic restrictions (responses to Question 5)

Statements where respondents agreed to a statement when thinking about Mill Road without traffic restrictions but disagreeing with the statement when thinking about Mill Road with traffic restrictions included:

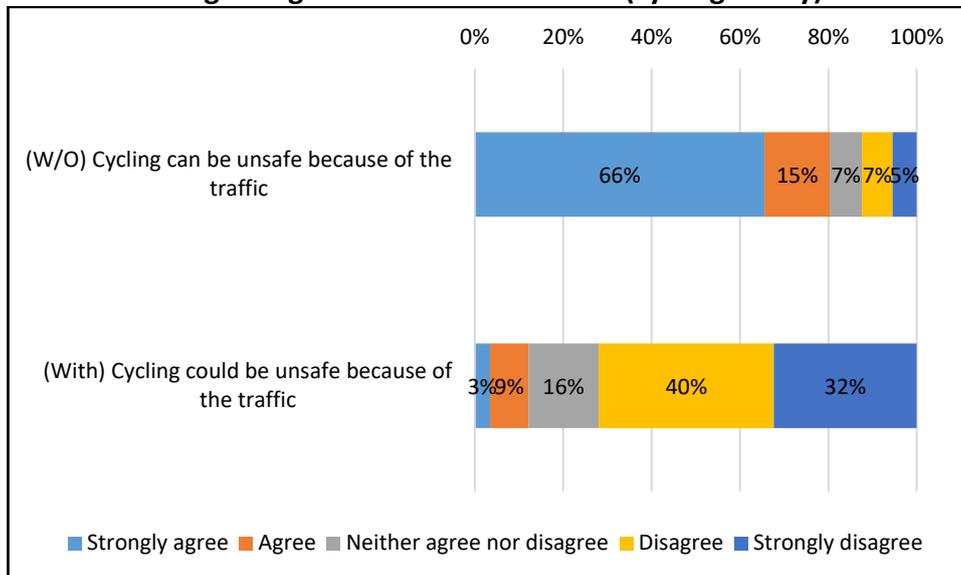
- 'Air pollution caused by motor traffic is a problem'
 - 76% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 72% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'Cycling can be unsafe because of the traffic'
 - 80% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 72% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'There is too much motor traffic'
 - 76% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 68% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions
- 'Walking is unsafe because of the traffic'
 - 52% 'strongly agreed' or 'agreed' to this statement about Mill Road without traffic restrictions
 - 79% 'strongly disagreed' or 'disagreed' to this statement about Mill Road with traffic restrictions

Figure 38: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (air pollution)



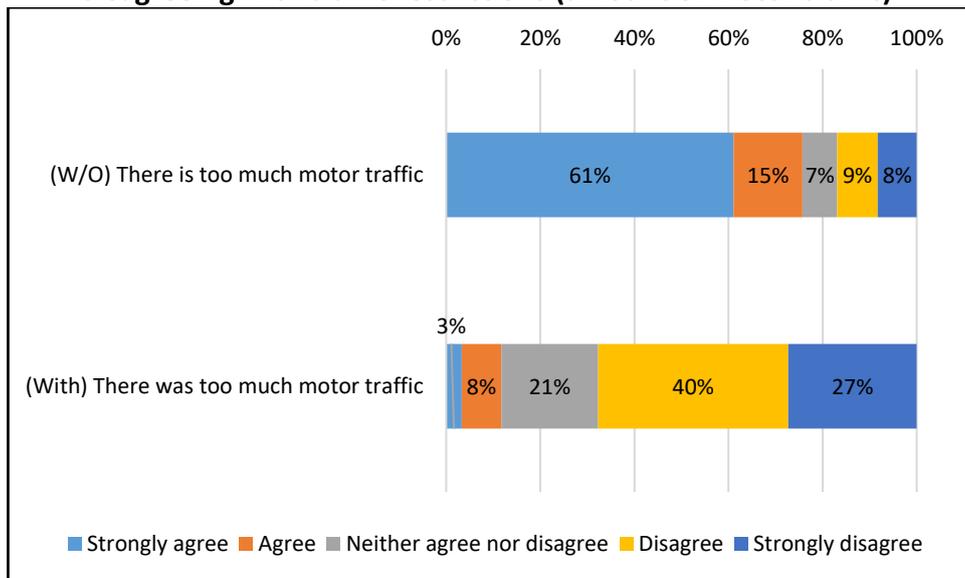
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 39: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (cycling safety)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

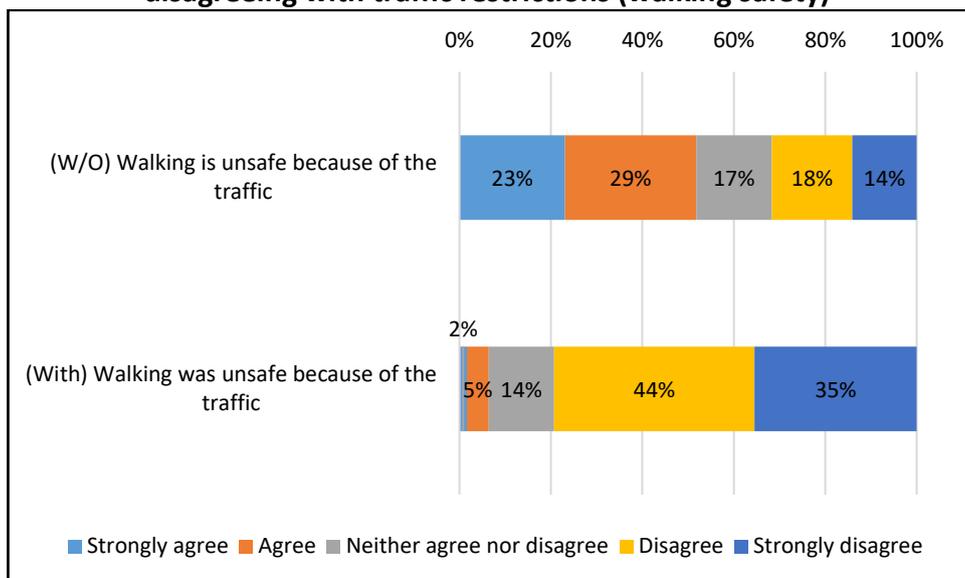
Figure 40: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (amount of motor traffic)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 41: Change in agreeing to statements about Mill Road without traffic restrictions to disagreeing with traffic restrictions (walking safety)



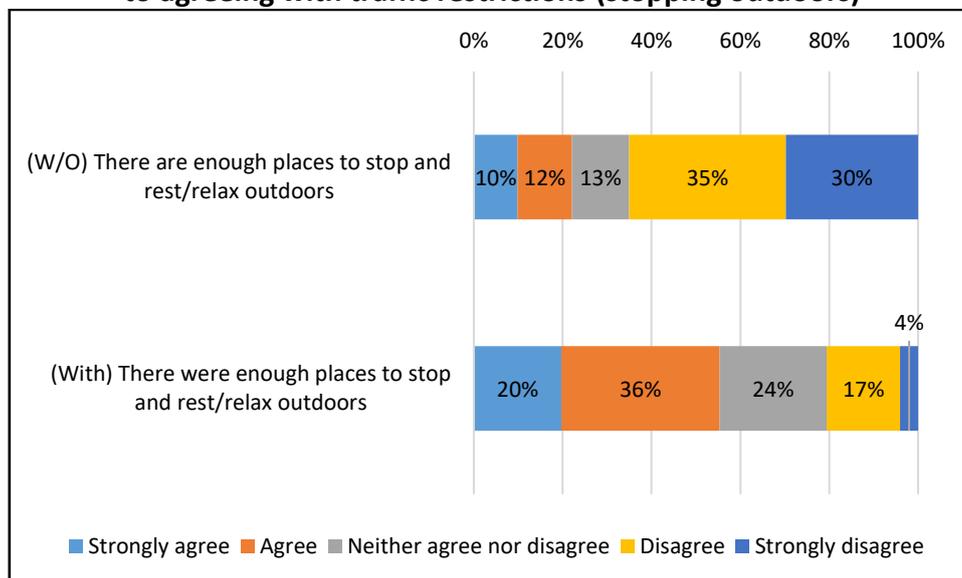
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Statements where respondents disagreed to a statement when thinking about Mill Road without traffic restrictions but agreeing with the statement when thinking about Mill Road with traffic restrictions included:

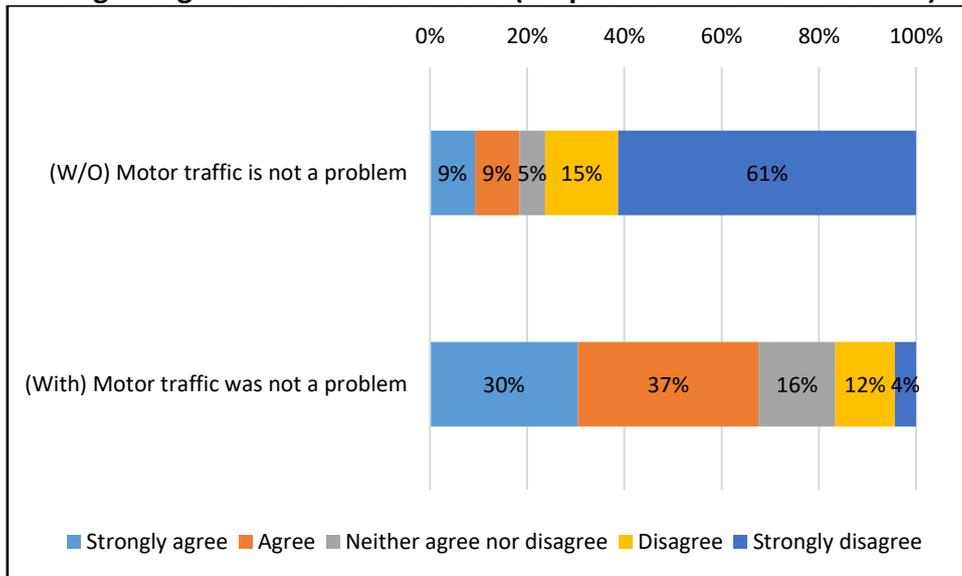
- ‘There are enough places to stop and rest/relax outdoors’
 - 65% ‘strongly disagreed’ or ‘disagreed’ to this statement about Mill Road without traffic restrictions
 - 55% ‘strongly agreed’ or ‘agreed’ to this statement about Mill Road with traffic restrictions
- ‘Motor traffic is not a problem’
 - 76% ‘strongly disagreed’ or ‘disagreed’ to this statement about Mill Road without traffic restrictions
 - 68% ‘strongly agreed’ or ‘agreed’ to this statement about Mill Road with traffic restrictions
- ‘The area is pleasant for walking’
 - 65% ‘strongly disagreed’ or ‘disagreed’ to this statement about Mill Road without traffic restrictions
 - 78% ‘strongly agreed’ or ‘agreed’ to this statement about Mill Road with traffic restrictions
- ‘The area is pleasant for cycling’
 - 74% ‘strongly disagreed’ or ‘disagreed’ to this statement about Mill Road without traffic restrictions
 - 73% ‘strongly agreed’ or ‘agreed’ to this statement about Mill Road with traffic restrictions

Figure 42: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (stopping outdoors)



*N.B. Figures in the graph may not exactly match the text in the report due to rounding
 *(W/O) defined as “Mill Road **without** traffic restrictions), (With) defined as “Mill Road **with** traffic restrictions)

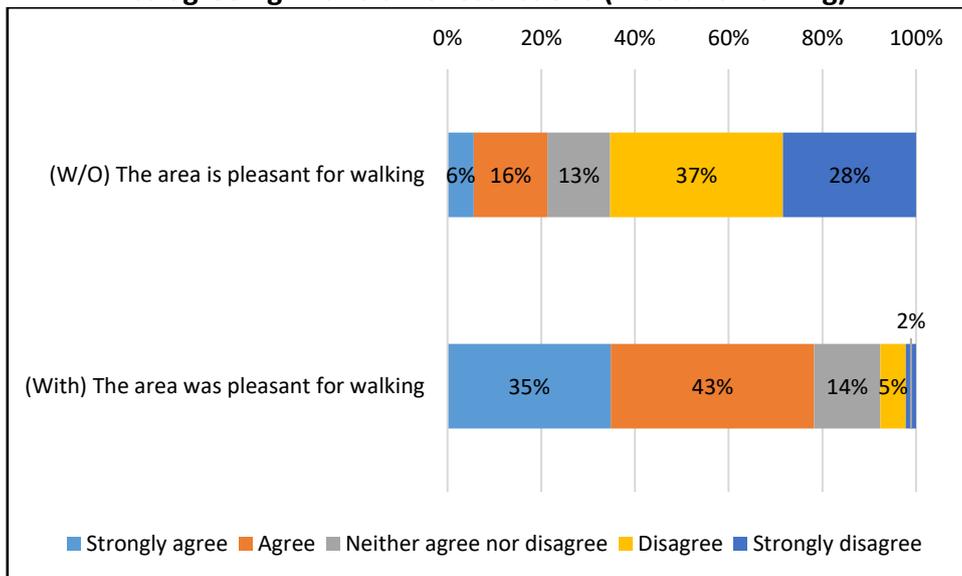
Figure 43: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (No problem with motor traffic)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

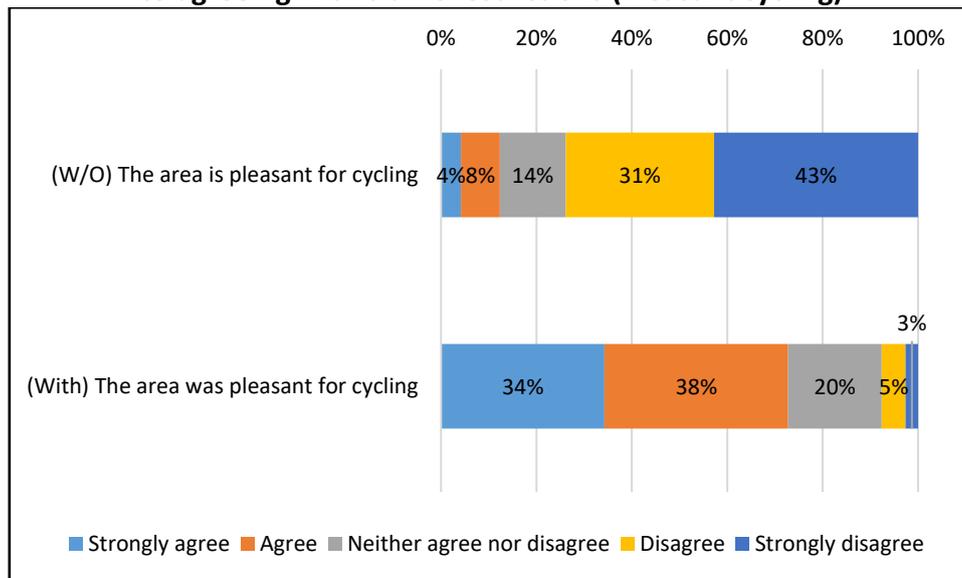
Figure 44: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (Pleasant walking)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

Figure 45: Change in disagreeing to statements about Mill Road without traffic restrictions to agreeing with traffic restrictions (Pleasant cycling)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

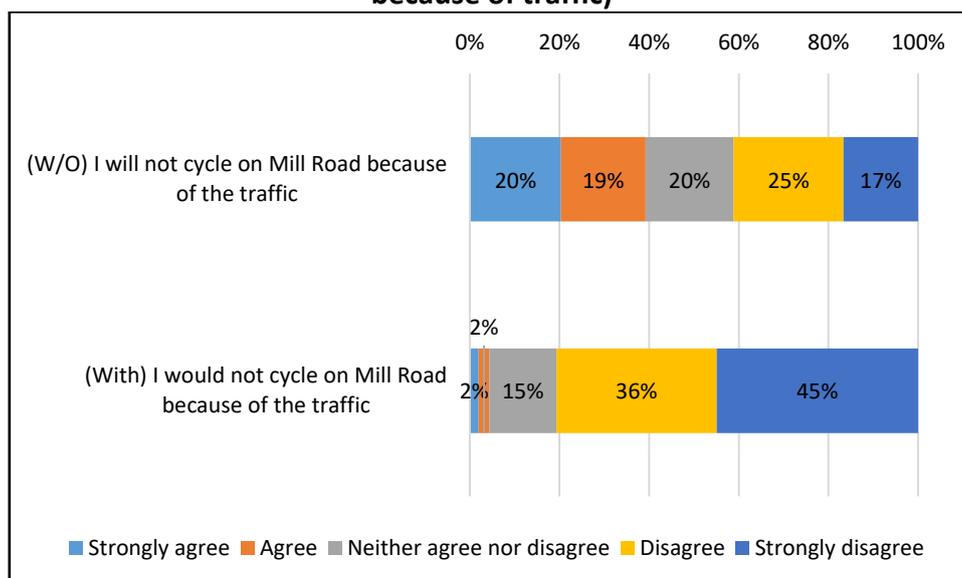
Respondents were not clear on their agreement or disagreement to the statement ‘I will not cycle on Mill Road because of the traffic’ when thinking about Mill Road without the closures, however, the majority of respondents disagreed with this statement when thinking about Mill Road with the closures

- 39% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures and 41% ‘strongly disagreed’ or ‘disagreed’ with it
- 81% ‘strongly disagreed’ or ‘disagreed’ with it about Mill Road with the closures

Respondents were not clear on their agreement or disagreement to the statement ‘There are enough safe places to cross on foot’ when thinking about Mill Road without the closures, however, the majority of respondents agreed with this statement when thinking about Mill Road with the closures

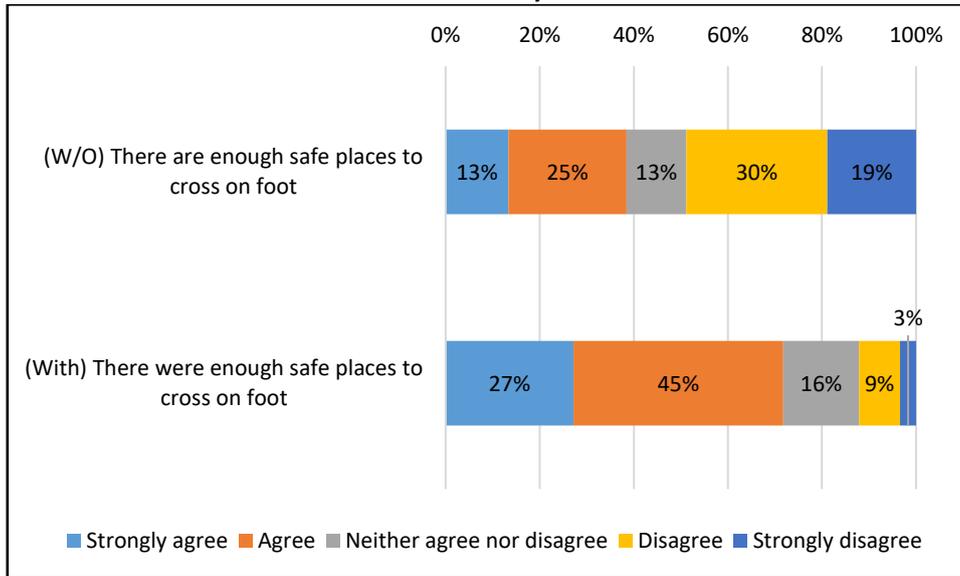
- 38% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures and 49% ‘strongly disagreed’ or ‘disagreed’ with it
- 72% ‘strongly agreed’ or ‘agreed’ with it about Mill Road with the closures

Figure 46: Change from unclear agreement/disagreement to statements about Mill Road without traffic restrictions to agreeing/disagreeing with traffic restrictions (not cycling because of traffic)



*N.B. Figures in the graph may not exactly match the text in the report due to rounding
 *(W/O) defined as “Mill Road **without** traffic restrictions), (With) defined as “Mill Road **with** traffic restrictions)

Figure 47: Change from unclear agreement/disagreement to statements about Mill Road without traffic restrictions to agreeing/disagreeing with traffic restrictions (safe crossings on foot)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*

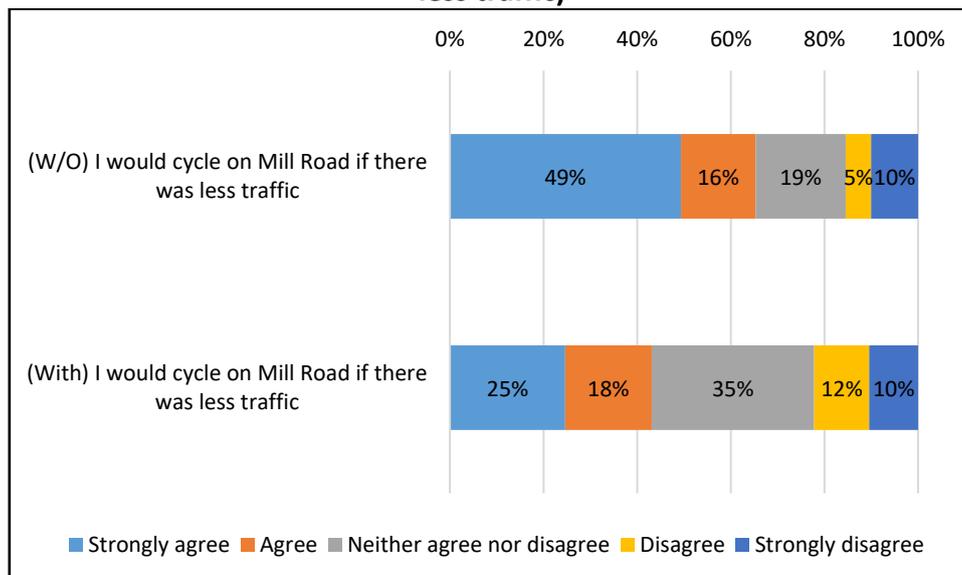
The majority of respondents agreed with the statement ‘I would cycle on Mill Road if there was less traffic’ when thinking about Mill Road without the traffic restrictions, however, respondents were less clear on their support or disagreement to this statement when thinking about Mill Road with traffic restrictions

- 65% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road without closures
- 43% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road with the closures and 22% ‘strongly disagreed’ or ‘disagreed’

The majority of respondents disagreed with the statement ‘There are good quality pavements for walking’ when thinking about Mill Road without the traffic restrictions, however, respondents were less clear on their support or disagreement to this statement when thinking about Mill Road with traffic restrictions

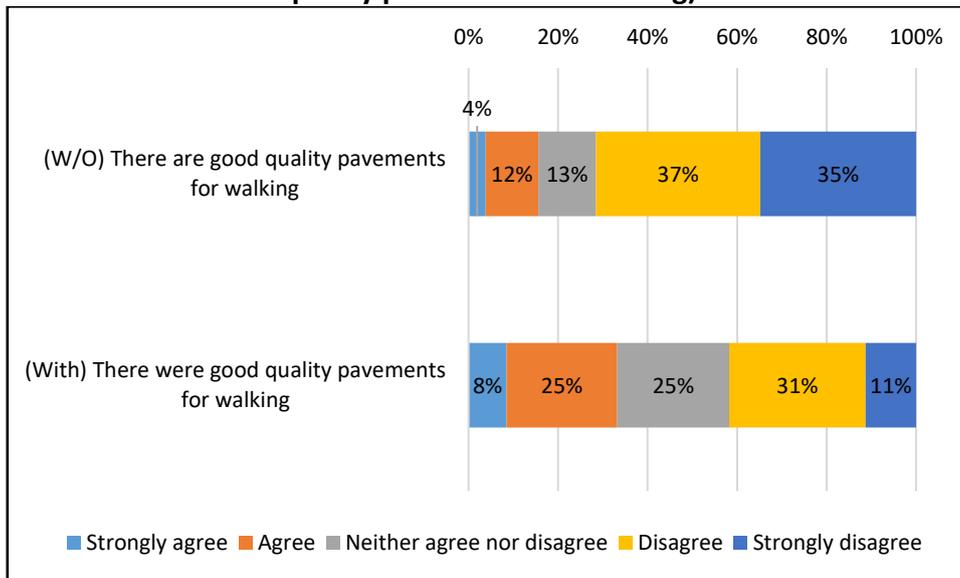
- 72% ‘strongly disagreed’ or ‘disagreed’ with this statement about Mill Road without closures
- 33% ‘strongly agreed’ or ‘agreed’ with this statement about Mill Road with the closures and 42% ‘strongly disagreed’ or ‘disagreed’

Figure 48: Change from agreeing/disagreeing to statements about Mill Road without traffic restrictions to unclear agreement/disagreement with traffic restrictions (cycle with less traffic)



*N.B. Figures in the graph may not exactly match the text in the report due to rounding
 *(W/O) defined as “Mill Road **without** traffic restrictions), (With) defined as “Mill Road **with** traffic restrictions)

Figure 49: Change from agreeing/disagreeing to statements about Mill Road without traffic restrictions to unclear agreement/disagreement with traffic restrictions (good quality pavements for walking)



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*
(W/O) defined as "Mill Road **without traffic restrictions), (With) defined as "Mill Road **with** traffic restrictions)*