

Appendix 3 - Summary of representations received during the PR01058 Mill Road TRO Notice Period

Overall Results

Wholly Object	1831	45.0%
Partly Object	63	1.5%
Neutral	23	0.6%
Partly Support	195	4.8%
Wholly Support	1960	48.1%
Total	4072	100%

Consultation

Statutory consultees have been notified. The Police has offered no objection. The Road Haulage Association and Logistic UK have not responded. The fire and ambulance services have not responded. Network Rail also offer no objection.

County Councillors for the area have been consulted and offered no response, whereas City Councillors, David Baigent, Dinah Pounds and Katie Thornburrow have offered their views; these have been tabulated.

Several community groups and other organisations have also responded, these have been tabulated.

Objections

Impact on local businesses	Officer's comments
The bridge is vital for businesses and the community, by closing it customers will not be able to visit.	All sections of Mill Road will still be accessible by motor vehicle (apart from the bridge itself) but might require an alternative route There is parking available nearby at the Grafton Centre, Kelsey Kerridge, Gwydir Street and Great Eastern Street car parks. There are also limited pay and display bays in the vicinity. Customers have the option to travel by bus, to use the Park and Ride and other sustainable travel methods.
Deliveries would be made more difficult and cost more	All sections of Mill Road will still be accessible by motor vehicle (apart from the bridge itself); hauliers will still be able to deliver to the area, but may be required to use an alternative route.
Damaging to thriving businesses and shops.	There are many examples both in the UK and abroad where reduced traffic levels have led to increased footfall and a beneficial effect on businesses.
Tradespeople will have to travel further adding to cost.	All sections of Mill Road will still be accessible by motor vehicle (apart from the bridge itself); tradespeople will still be able to drive into the area, but may be required to use an alternative route.

Impact on local residents	Officer's comments
<p>Separates communities.</p> <p>Makes it more difficult for residents to access local shops, businesses, amenities.</p>	<p>The modal filter would not prevent vehicular access to the area, thus separating communities. Current traffic levels cause a degree of severance between communities either side of Mill Road, especially at peak times. Lower traffic levels should therefore have a beneficial impact on communities and encourage more sustainable travel modes.</p> <p>The modal filter will enable and encourage access by sustainable travel modes, disincentivise car reliance and improve overall highway safety.</p>
Environmental impact and pollution	Officer's comment
<p>Will add congestion, pollution through longer routes being used and add to personal cost.</p> <p>No evidence of pollution problem.</p>	<p>By making car travel less appealing it is hoped that more sustainable travel choices are used when moving in and around the city. The overall effect could be a reduction in congestion and pollution, and transportation costs could be reduced by the use of more sustainable travel methods.</p> <p>Air pollution monitoring is ongoing – electric vehicles, a growing fleet of electric buses and increased working from home has meant levels have reduced in recent years. The authority has a number of strategies in place to encourage more sustainable travel options. This scheme forms part of that commitment.</p>
Economic impact	Officer's comments
<p>This scheme only favours the wealthy, who can afford bikes and taxis.</p> <p>It only favours those wealthy enough to live on Mill Road or the centre of Cambridge.</p>	<p>The scheme could have wide ranging benefits for many in the local community.</p> <p>Modal shift to more sustainable travel options could have wide-ranging benefits to the local community as a whole.</p>
Socio-economic impact	Officer's comments
<p>Will add financial strain on the community</p> <p>Difficult to attract businesses</p>	<p>The authority's strategic objectives include reducing car usage and encouraging more sustainable travel modes – cost savings can be made by choosing to walk, cycle or take the bus.</p> <p>There are many examples both in the UK and abroad where reduced traffic levels have led to increased footfall and a beneficial effect on businesses. New businesses may well be attracted to the area as a result.</p>

Impact on traffic and congestion	Officer's comments
<p>There will be increased traffic and congestion on surrounding roads.</p> <p>Impact on side streets of Mill Rd from increased traffic (Tenison Rd, Ross St, Cavendish Rd all cited, in particular station access avoiding Hills rd).</p>	<p>Monitoring of alternative routes will be ongoing and mitigating measures put in place if issues arise.</p> <p>Monitoring of alternative routes will be ongoing and mitigating measures put in place if issues arise.</p>
Impact on taxi services	Officer's comments
<p>There could be an increase in cost of using taxis.</p>	<p>Taxis will be permitted to cross the bridge, therefore there should not be any additional costs to users as a result.</p>
Adverse impact on carers, health and emergency services	Officer's comments
<p>Negatively impacts those that need to go to Addenbrookes.</p> <p>Increased difficulty in accessing local medical services.</p> <p>No provision for carers or other healthcare workers.</p>	<p>Access from both sides of Mill Road bridge to Addenbrooke's will be unaffected.</p> <p>All sections of Mill Road will still be accessible by motor vehicle (apart from the bridge itself); those accessing medical services will still be able to drive in the area, but may be required to use an alternative route.</p> <p>Blue Badge holders can nominate carers' vehicles for exemption from the Bus Gate restrictions. All sections of Mill Road will still be accessible by motor vehicle (apart from the bridge itself).</p>
Accessibility concerns	Officer's comments
<p>Access to the area for residents will be limited, disruptive to life.</p> <p>Disrupting the commute.</p> <p>Mill Road must be open to all.</p>	<p>All sections of Mill Road would still be accessible by motor vehicle (apart from the bridge itself) but may require an alternative route.</p> <p>Safer road conditions and a more pleasant environment amongst others would benefit all in the community. Residents and workers may have to consider their future travel choices.</p> <p>It is hoped that a Bus Gate on Mill Road bridge will encourage modal shift to more sustainable travel options, improving the environment and safety for the benefit of all.</p>

Safety concerns	Officer's comments
<p>The last time the bridge was closed it was unsafe at night, because there was less traffic.</p> <p>Fix potholes, enforce parking contraventions.</p> <p>No need on safety grounds.</p> <p>Large vehicles have trouble turning around once committed to travelling down Mill Road.</p> <p>Less traffic will mean the traffic travels faster</p>	<p>Mill Road has a very poor road safety record which could be attributed to high vehicle and cycle / pedestrian flows and interactions between users. A perception of personal safety being affected more at night, when there is less activity, will be considered, with the local community, when planning the public realm improvements.</p> <p>Parking contraventions are regularly enforced on Mill Road, whilst there are maintenance regimes in place to carry out necessary remedial work. We are aware that pavement parking is an issue but not all of Mill Road is public highway and some vehicles are in fact parked on private property.</p> <p>Mill Road has a very poor road safety record, especially at busy junctions. The modal filter would reduce overall vehicular traffic levels and should improve safety not just directly on the bridge but along Mill Road as well.</p> <p>Directional and warning signage about the Bus Gate would be installed at the major junctions at either end of Mill Road and regularly along Mill Road to warn drivers, including those of larger vehicles, that Mill Road is no longer a through route and a Bus Gate is now in place. Logistics UK and the Road Haulage Association have both been notified. It is accepted that hauliers may find getting to locations on or off Mill Road challenging initially, Hauliers will need to recognise that in some occasions the use of a larger vehicle may not be appropriate for deliveries in Cambridge. It is hoped that through innovation more sustainable 'last mile' type facilities could be used instead. UPS, as an example, already use an electrically assisted cargo cycle in Cambridge and some couriers are using more electric delivery vehicles.</p> <p>Mill Road and large parts of Cambridge are subject to 20mph speed limits. Drivers should obey the speed limit.</p>
Infrastructure improvements needed	Officer's comments
<p>Take a holistic look and make improvements across the area rather than localise it.</p> <p>Danger at Devonshire Rd/Kingston St crossing not</p>	<p>The Authority along with its partner the GCP make annual substantive investments in transportation infrastructure improvements in Cambridge City. The Mill Road bridge Bus Gate is only one of a number of measures that also include highways improvements on arterial routes such as Histon and Milton Roads. Significant investment in bus infrastructure including park and ride facilities, as well as rail stations at Cambridge South and Cambridge North.</p> <p>Several junctions on Mill Road are accident cluster sites including the Mill Road / Devonshire Road / Kingston Street junction. Implementation of the Bus Gate would see an overall</p>

addressed. Improvements needed here.	reduction of traffic. The Bus Gate 'feature' together with the new central island just east of the junction would require vehicles to go through the area at reduced speeds.
Alternative solutions to reduce traffic	Officer's comments
Implement a peak hour restriction not a 24 hour one	A peak hour restriction would not address road safety issues outside of these times.
Invest in improving the infrastructure of Mill Road itself	Reduction of traffic flow is the starting point for additional infrastructure improvements along Mill Road. Further improvements would be considered with any future public realm works.
Improve enforcement	Whilst speeding enforcement is the responsibility of the Police, parking enforcement is regularly carried out in Mill Road; we are aware that pavement parking is an issue but not all of Mill Road is public highway and some vehicles are in fact parked on private property.
Improve public transport	The Authority, and partner organisations including the GCP are actively looking at improvements to the public transport system within Cambridge and surrounding area. Projects such as more park and ride sites and guided bus corridors are in the pipeline.
Install a traffic light system	A traffic light system has not been considered as it will not reduce the amount of traffic in the area.
HGV ban only	Businesses in the area would by necessity have an automatic exemption to allow for loading and unloading. Therefore, the efficacy of such a proposal may not be as much as anticipated.
Ban cycles from the bridge	The aim of the modal filter is to encourage sustainable travel modes.
Criticism of the consultation process	Officer's comments
Ageist, as a lot of elderly do not have access to or can't use electronic devices to respond to the consultation	The statutory consultation process for this proposal has been followed, including a press notice published in the Cambridge News and site notices displayed on the bridge itself. Associated documents detailing the proposal were made available not only online, but in Rock Road Library and Cambridge Central Library. More accessible documentation was available on request, including translation services for several different languages.
There have been no public meetings	The Authority is not required to hold public meetings on TRO proposals, although a full public consultation was held, with workshops and focus groups, in 2022.

Plans for consultation are inadequate	The plans displayed for the formal TRO consultation adhere to statutory requirements.
I was not consulted	A full public consultation was held, with workshops and focus groups, in 2022. A formal TRO consultation requires statutory consultees to be notified but not individuals. The Authority believes that sufficient publication has been delivered, and judging by the level of responses and media coverage, knowledge of the proposal has been widespread.
Summer holiday	The TRO statutory consultation period of 21 days was extended to 35 days to take into account the summer holiday period.
AppyWay is not independent	AppyWay is a software company that provides the Authority with TRO management software. They do not conduct analytics or participate in the TRO process for any proposed scheme. The AppyWay platform is system-agnostic and complies with WCAG 2.2 AAA which is the highest form of web accessibility accreditation available. It is challenging to maintain a system that operates perfectly on every device in circulation; however, the Authority is confident the platform is usable on most devices. The large number of responses received through the system demonstrates that it worked satisfactorily for a large number of respondents.
Lack of data provided to support claims	A Statement of Reasons has been provided which gives details of why the Authority wishes to make the order.
Preservation of Mill Road's character	Officer's comments
The character of Mill Road will be destroyed	The implementation of the Bus Gate will remove the majority of vehicles from Mill Road, making it a more pleasant space in which to walk, cycle and go about one's daily life.
Diminished appeal.	The implementation of the Bus Gate will remove the majority of vehicles from Mill Road, making it a more pleasant space in which to walk, cycle and go about one's daily life.
Diverse area.	Reducing traffic and encouraging sustainable travel should not affect the diversity of the area.
Concerns for minority groups	Officer's comments
Makes life much more difficult for those elderly or disabled	Elderly and disabled people wishing to cross the bridge by private vehicle would experience the same level of inconvenience as other users of private vehicles if journey times on alternative routes were longer.
Affects my ability to worship, to participate in my community	There would be a negative impact on members of the community who usually access their place of worship by travelling by private vehicle over the bridge and may be

Indirect discrimination	required to undertake a longer journey to do so. These users may be disproportionately impacted by the Bus Gate, as they may not have alternative options of places to worship.
Isolation	As above The Bus Gate should not have a negative impact on social isolation; the lower traffic levels should mean a pleasanter environment in which to dwell and meet with others.

Cambridge City Councillor Dinah Pounds (Supports)	Officer's Comments
Supports for the 3 main reasons: <ol style="list-style-type: none"> 1. Safety of pedestrians and cyclists 2. The health and wellbeing of residents, shop workers and visitors to Mill Road 3. The impact car use has on the city as a whole in terms of congestion, damage to business function, contribution to carbon emissions and inefficiency it causes in public transport. 	We believe the proposal could provide the benefits listed. Public realm improvements could enhance these benefits.
Cambridge City Councillor Katie Thornburrow (Supports with caveats)	Officer's Comments
The principle of a TRO is acceptable however, without detailed analysis of traffic data, a commitment to report on the impact of the TRO, a commitment to meaningful consultation on and delivery of improvements to the public realm the TRO as proposed does not seem likely to meet the needs of local residents.	Detailed analysis of the 2019 bridge closure can be found in the <i>Sensor Trials Final Report: Mill-Road-Bridge-Closure-2019-Sensor-Report_FINAL.pdf (connectingcambridgeshire.co.uk)</i> Monitoring of traffic levels has been ongoing since 2019 – there are 4 VivaCity sensors on Mill Road and numerous VivaCity sensors on ‘boundary’ roads in the surrounding area. A thorough consultation process with local stakeholders will be an essential part of delivery of any future public realm improvements.
Cambridge City Councillor David Baigent (Supports)	Officer's Comments
There is a democratic mandate for traffic reduction, citing recent local electoral results and the GCP ‘Mill Road Spring’ consultation indicating 72% of respondents favouring a restriction on the bridge.	Noted

Organisation 1 (Opposes)	Officer's Comments
<p>The organisation attracts a diverse congregation and support staff, many of which use a variety of essential transportation methods for various use cases including to carry equipment to events, the shop, church.</p>	<p>Access on Mill Road would only be restricted at the railway bridge; all vehicular traffic would have access up to each end of the bridge. The increase in journey times to shops, facilities or places of worship on or near to Mill Road would impact some visitors or employees who would no longer be able to travel over the bridge; however there would be no significantly disproportionate impact, or unfair disadvantage to these people.</p>
<p>Increase in traffic on Tenison Road and the Mill Road Area</p>	<p>Monitoring of traffic levels has been ongoing since 2019 – there are 4 VivaCity sensors on Mill Road and numerous VivaCity sensors on ‘boundary’ roads including Tenison Road. Additional ‘before’ and ‘after’ monitoring on Tenison Road is also being carried out. Mitigation measures will be put in place should issues arise.</p>
<p>Detrimental to attendance at activities hosted at our sites in Cambridge</p>	<p>Access on Mill Road would only be restricted at the railway bridge. The modal filter will reduce overall traffic levels on Mill Road.</p>
<p>Difficulty in transporting goods between sites and especially at our shop on Mill Road which receives a number of donation from the public regularly</p>	<p>Longer journeys on alternative routes may be required once the Bus Gate is in place but access to all parts of Mill Road (except the bridge) will be possible.</p>
<p>Impact on journeys for staff and volunteers</p>	<p>We would encourage those who travel to and within the Mill Road area to do so using sustainable modes where possible. Reduced traffic on Mill Road should encourage these types of journeys.</p>
<p>Worshipping Activities/pastoral care/Ministers of religion/combined impact of traffic related proposals</p>	<p>We would encourage the use of sustainable travel when administering care and attending events where possible.</p>

Community Group 1 (supports)	Officer's Comments
<p>Political mandate to act to reduce traffic, congestion, air pollution</p> <p>Lower traffic levels is good for local business, provides a high street that people with disabilities will find easier to navigate, is safer for everyone</p> <p>There will be no traffic displacement</p> <p>On balance taxis should be allowed over the bridge as they are a form of public transport</p> <p>Modal shift towards more active travel that benefits everyone</p>	<p>It is the County Council policy to reduce car usage, promote sustainable travel and lower levels of pollution. This proposal supports those aims.</p> <p>There are many examples both in the UK and abroad where reduced traffic levels have led to increased footfall and a beneficial effect on businesses.</p> <p>There may be traffic displacement in the short term but studies show that in the longer term traffic evaporation and travel by alternative modes can take place.</p> <p>Accepted, taxis are exempt.</p> <p>Accepted.</p>
Community Group 2 (Supports)	Officer's Comments
<p>Traffic reduction and safety benefits, Mill Road ranks in the top 10 of most dangerous roads in the city and county.</p> <p>Reduction in air and noise pollution due to the overall lower levels of traffic.</p> <p>A better overall environment which brings economic and community benefits.</p> <p>Encourages modal shift.</p> <p>Supports local, regional and national policy targets.</p> <p>Working towards a better Mill Road, focus on public realm enhancements, monitoring and continuous improvement</p> <p>Further call for urgent action</p>	<p>The overall reduction of traffic in the area which the proposed modal filter will provide will go a long way to making Mill Road safer for all highways users.</p> <p>This is a possible consequence of the closure.</p> <p>Accepted.</p> <p>Accepted.</p> <p>Accepted.</p> <p>Following this proposal there will be further work carried out to identify where public realm improvements could be made. It is hoped the Bus Gate will be the first step in improving the Mill Road area.</p> <p>There will always be more work that can be done to make improvements to the city or county. The County Council continuously bids for the funding of</p>

	future transport and travel schemes to the benefit of the communities it serves; it will carry on working with partners in the delivery of such future schemes.
Community Group 3 (objects)	Officer's Comments
<p>Safety Justification: There is insufficient evidence to support the introduction of the TRO which must be grounded in concrete data.</p> <p>Residents have reported increased anxiety, particularly in the evenings, regarding their personal safety due to the reduced level of traffic.</p> <p>Preservation of local amenities: It is questionable that the installation of the TRO would facilitate this. Romsey businesses declined during last closure.</p> <p>Signage and communication must be clear to motorists to avoid unintended consequences.</p> <p>The proposal to introduce a build-out on the southern approach needs clarification.</p> <p>Plans to introduce changes to cycle parking on Argyle Street need clarification to understand how these will impact both cyclists and motorists.</p> <p>ANPR enforcement would be more beneficial to be deployed towards addressing speeding issues which would have a far more tangible benefit towards road safety.</p> <p>The introduction of the bus gate would have severe consequences for residents and local businesses, disrupting lives, increasing costs and adding to logistical burdens. Limiting access disadvantages carers and other professionals who need to</p>	<p>Mill Road consistently ranks as one of the worst roads in the city for collisions. Reduced traffic flows should have a positive effect on road safety.</p> <p>Recent data from Low Traffic Neighbourhoods in London shows reduced levels of criminal activity following implementation of traffic restrictions. A perception of personal safety being affected more at night, when there is less activity, will be considered, with the local community, when planning the public realm improvements.</p> <p>The bridge closure in 2020 to 2021 took place during the Covid 19 pandemic, a time when businesses across the country suffered from reduced footfall and takings. The impact on Romsey businesses cannot therefore easily be attributed to the bridge closure on its own. There is a great deal of evidence that restaurants and shops thrive in areas with lower traffic levels.</p> <p>Signage improvements have already been considered and will be delivered alongside the bus gate to ensure motorists are directed appropriately.</p> <p>Plans have been made available online for inspection. This aspect does not form part of the TRO.</p> <p>Work on this is ongoing and does not form part of the TRO.</p> <p>Speeding enforcement is in the domain of the Police. The overall reductions of traffic in the area will provide safety benefits.</p> <p>There will need to be adjustments made to personal transport choices, however, the benefits of introducing the modal filter include reduced traffic levels and road safety improvements.</p>

<p>travel over the bridge, making transportation less efficient and problematic.</p> <p>Regular maintenance and improvements of existing highways infrastructure would be money better spent than introducing a bus gate.</p> <p>The proposal fails to consider broader impacts of the scheme to bordering wards and other surrounding road such as Coleridge Road. There is a risk of displacing issues to these areas.</p> <p>The TRO disproportionately impacts those that can't use active travel modes, including the disabled and elderly. Blue badge provision is inadequate as it doesn't cover the full range of those who may still be mobility impaired but not qualify. You are reducing the access to essential services and adding to social exclusion.</p> <p>There must be more community engagement.</p> <p>The Council's survey process fails to meet legal obligations for public sector services. It does not cater for those with disabilities and many users of Mill Road were away during the consultation which excluded them from this count.</p> <p>The bus gate will make it more difficult for tradespeople to carry out their business, delivery drivers and other general workers. This will cause redundancies or reduced</p>	<p>There is a maintenance regime in place. A bus gate complements existing Council initiatives.</p> <p>Detailed analysis of the 2019 bridge closure can be found in the <i>Sensor Trials Final Report: Mill-Road-Bridge-Closure-2019-Sensor-Report_FINAL.pdf (connectingcambridgeshire.co.uk)</i>. Monitoring of traffic levels has been ongoing since 2019 – there are 4 VivaCity sensors on Mill Road and numerous VivaCity sensors on 'boundary' roads in the surrounding area.</p> <p>The Blue Badge provision is a nationally recognised scheme that has been catered for as part of this proposal as up to two vehicles can be registered by the Blue Badge holder. The vehicle can belong to themselves or a carer. Access on Mill Road would only be restricted at the railway bridge; all vehicular traffic would have access up to each end of the bridge. The increase in journey times to shops, facilities or places of worship on or near to Mill Road would impact some Blue Badge holders and those with limited mobility who would no longer be able to travel over the bridge; however there would be no significantly disproportionate impact, or unfair disadvantage to these people. It should be noted that 29% of disabled people in Cambridge cycle at least once a week.</p> <p>There was a full public consultation in 2022 and going forward there will be extensive engagement on proposed public realm improvements.</p> <p>The Council's TRO consultation resulted in over 4000 responses which is the largest response for TRO that the Council has ever had. The consultation portal is WCAG 2.2 AAA approved which means, that it has the highest level of website accreditation possible. Documentation is available in a variety of formats, upon request, including multiple languages.</p> <p>Access to all parts of Mill Road will still be possible but may require a slightly longer journey. There are many examples both in the UK and abroad where reduced traffic levels have led to increased footfall</p>
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<p>working hours which will harm the local economy.</p>	<p>and a beneficial effect on businesses. New businesses may well be attracted to the area as a result.</p>
<p>There is concern that the bus gate will cause unnecessary delays to emergency services and thereby risk those that need attention in time sensitive situations.</p>	<p>The emergency services will be allowed through the Bus Gate; they have been consulted and offered no responses.</p>
<p>Explore other solutions that do not have negative impacts, including targeted traffic calming measures.</p>	<p>Reducing traffic flow through the implementation of a modal filter is the most effective way of improving road safety. Measures such as build outs used during the 2020 to 2021 closure created issues for vulnerable users and were unpopular.</p>
<p>Reducing accessibility diminishes Mill Road's appeal on tourism and cultural grounds.</p>	<p>There is no reduction in accessibility.</p>
<p>The planned measure does not fit into long-term urban planning, and consider it to be a short term fix that will have long-term consequences.</p>	<p>Noted</p>
<p>The ANPR system is unreliable and cause fines to be issued incorrectly potentially penalising, the innocent motorists, adding to their financial and life burdens.</p>	<p>The ANPR system is internationally recognised as being the standard of traffic enforcement. It has been in operation a long time and is an approved method of traffic control by the government. A traffic penalty pack is produce when the camera system is triggered by a vehicle that is not on a permitted vehicle list, which is subsequently verified by the operator. A system error is highly unlikely.</p>
<p>There has been no meaningful analysis into the impact that the bus gate will cause.</p>	<p>Detailed analysis of the 2019 bridge closure can be found in the <i>Sensor Trials Final Report: Mill-Road-Bridge-Closure-2019-Sensor-Report_FINAL.pdf</i> (connectingcambridgeshire.co.uk) Monitoring of traffic levels has been ongoing since 2019 – there are 4 VivaCity sensors on Mill Road and numerous VivaCity sensors on 'boundary' roads in the surrounding area. There will be ongoing monitoring of the scheme if it is approved.</p>

Community Group 4 (objects)	Officer's comments
<p>Funding Arrangement</p> <ul style="list-style-type: none"> • Committee Meeting Statements: During the 7th March 2023 Highways & Transport Committee meeting, David Allatt mentioned that the modal filter would improve the likelihood of attracting future Sustainable Transport funding based on feedback from the Department for Transport. • Loss of Funding: The minutes from the same meeting indicated that the Council lost funding after deciding to reopen the bridge in July 2021. The Department for Transport had advised that reintroducing the closure would be welcomed. • FOI Request: Details of this funding arrangement were requested via a Freedom of Information (FOI) request but were not expected to be available until 17th September, after the consultation period closed. This means these details could not be considered during the consultation timeframe. <p>Air Quality</p> <ul style="list-style-type: none"> • Statement of Reasons: The Statement of Reasons for the TRO cites "positive benefits to the environment in terms of better air to breathe." • Traffic Problems: It describes Mill Road's traffic problems, stating that air pollution and a poor road safety record are directly related to these issues. • Officer's Report: The Officer's Report for the 7th March 2023 meeting noted that traffic displaced by the restrictions on Mill Road would impact surrounding roads, potentially increasing noise and air pollution. However, it also mentioned that Cambridge City Council's monitoring of the full bridge closure in 2019 revealed no discernible change in air pollutant concentrations on the diversion routes. 	<p>Quote is from Department for Transport (DfT)'s document 'Gear Change: A bold vision for cycling and walking'</p> <p>Noted</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

<ul style="list-style-type: none"> • Contradictions: This report appears to contradict the Statement of Reasons for the current TRO, which claims that improving air quality is a reason for implementing the TRO. • Pre-action Procedure: During the pre-action procedure of the 2023 Judicial Review, the purported improvement of air quality was challenged due to a lack of supporting data. The Council’s response conceded that air quality reduction was not a reason for implementing the TRO, which did not proceed to the Judicial Review. • Current TRO: Despite this, the new TRO’s Statement of Reasons still claims that improving air quality is a reason for its implementation, leading to confusion and concern among residents. 	<p>This is not an absolute issue and can be subjective and interpreted a number of ways. There is an overall aim of improving air quality which is a legitimate statement of reason. It may yet to be determined if it is in fact realised.</p> <p>It was not the sole reason for implementing the TRO.</p> <p>Improving air quality is one statement of reason. There doesn’t appear to be any confusion regarding this aim or any level of concern.</p>
<p>Lack of Evidence and Contradictions</p> <p>1. Insufficient Information for Public Feedback:</p> <ul style="list-style-type: none"> ○ The Council has not provided enough information for the public to make an informed decision about the proposed TRO. ○ The consultation period is too short, limiting the ability of residents to respond effectively. <p>2. Contradictory Statements from Councillor Shailer:</p> <ul style="list-style-type: none"> ○ Councillor Neil Shailer has made claims about the impact of the TRO that are not supported by available data. ○ Shailer stated that there was no increase in traffic on Cherry Hinton or Coldham’s Lane and that cycling on Mill Road increased, removing cars from local roads. However, this is contradicted by the 2019 Mill Road Bridge Closure Sensor 	<p>The Council has provided all statutory information as required, including statement of reasons, plan, draft order, and notification.</p> <p>The statutory consultation period of 21 days was extended to a period of 5 weeks, over and above the requirement. The resultant over 4000 responses, the largest ever response to a TRO consultation, would refute this claim.</p> <p>Members may make comment on proposed schemes as they see fit or they may choose to speak rhetorically or even hypothetically.</p>

<p>Trials Final Report, which found that traffic in surrounding areas increased proportionately during the closure.</p> <p>3. Requests for Data:</p> <ul style="list-style-type: none"> ○ The Coleridge Road Residents' Committee has repeatedly asked for data supporting the new TRO but has not received any. ○ According to the Environmental Information Regulations 2004, this information should be provided within 20 days, but it has not been made available. <p>4. Independent Air Quality Study:</p> <ul style="list-style-type: none"> ○ An independent study conducted by a Tenison Road resident found that Nitrous Oxide levels increased in his living room when traffic was displaced down his road during previous closures. This evidence was not made publicly available and only came to light after a lengthy FOI process. <p>5. WSP Mill Road Bridge Review:</p> <ul style="list-style-type: none"> ○ The WSP report from June 2022 concluded that it was not possible to disaggregate the impact of the bridge closure from general travel variations during the pandemic, indicating insufficient data to draw firm conclusions. <p>6. Councillor Shailer's Assertions:</p> <ul style="list-style-type: none"> ○ Shailer has claimed that there is data supporting his statements, but he has not been able to provide it. This lack of transparency and supporting evidence raises concerns about the validity of the TRO. <p>7. Legal and Procedural Concerns:</p> <ul style="list-style-type: none"> ○ The lack of data and contradictory information provided by the Council and its representatives could be grounds for legal challenges. 	<p>A request for information was received by this group and was responded to.</p> <p>See above.</p> <p>The accuracy of this study is debatable and shouldn't be taken in isolation.</p> <p>Noted.</p> <p>Members may make comment on proposed schemes as they see fit or they may choose to speak rhetorically or even hypothetically.</p> <p>The Council does not have to provide data to support the introduction of any TRO, whilst it is believed that information provided has been consistent and aligns with the Council's goals. It is accepted that any information regarding</p>
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<ul style="list-style-type: none"> ○ The procedural irregularities and potential predetermination further undermine the credibility of the TRO process. <p>Impact on Residents and Businesses</p> <p>1. Health Concerns:</p> <ul style="list-style-type: none"> ○ Residents, particularly those with respiratory issues, are concerned about the health impacts of increased traffic and pollution on surrounding roads due to the displacement of traffic from Mill Road. ○ The Coleridge Road Residents' Committee has expressed concerns about the impact on a child with asthma, highlighting the potential health risks. <p>2. Economic Impact on Businesses:</p> <ul style="list-style-type: none"> ○ The Mill Road Traders' Association conducted a survey during the 2019 closure, which showed an average drop in revenue of 30% for businesses along Mill Road, especially on the Romsey side. ○ Councillor Shailer claimed he would not support the closure if it harmed businesses, but evidence from the survey contradicts his stance, showing a significant negative economic impact. <p>Legal and Procedural Concerns</p> <p>1. Procedural Irregularities:</p> <ul style="list-style-type: none"> ○ The decision to quash the previous TRO and immediately issue a new one without going through the committee process raises concerns about transparency and proper procedure. ○ This decision was made in a closed meeting, off the record, and without public documentation, which 	<p>this proposal or previous iterations may be complex and voluminous in nature.</p> <p>There has been no procedural irregularities. The statutory TRO process has been adhered to and there has been no evidence of predetermination in this new TRO consultation.</p> <p>There is a possibility of this occurrence however, it is not definitive.</p> <p>Noted.</p> <p>It is important to realise that this was carried out during a time of incredible stress for the country, during a pandemic, at a time when society was shut down and the country's GDP dropped catastrophically. It is not a certainty that businesses will suffer as a result of the proposal, there are many examples where livelihoods thrive in areas with low traffic levels.</p> <p>The Council has been transparent, and the statutory TRO process has been adhered to.</p>
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undermines the legitimacy of the process.

2. Predetermination and Bias:

- Statements from Councillors, such as Councillor Baigant’s comment, “If Mill Road is opened then no one will get anything,” and Councillor Beckett’s remark about the “dream” of residential streets during lockdown, suggest a predetermined decision to close the bridge.
- The prolific anti-car advocacy profile @SniffTheAir predicted that the Council would redraft the TRO to make it challenge-proof, which aligns with the Council’s actions and indicates potential bias.

3. Contradictory Information:

- Councillor Shailer has provided conflicting information to residents, claiming there is data to support the TRO but failing to produce it. This lack of transparency and consistency raises questions about the validity of the Council’s claims.
- The available data, such as the 2019 Mill Road Bridge Closure Sensor Trials Final Report, contradicts Shailer’s assertions about traffic and cycling impacts.

4. Environmental Information Regulations 2004:

- Under the Environmental Information Regulations 2004, Part 2, Section 5(2), the Council is obligated to provide requested information within 20 days. The failure to provide data on air quality and traffic impacts violates this regulation.
- Residents have been prejudiced by the withholding of information, as they cannot make informed objections during the consultation period.

5. Potential for Legal Challenge:

Members may make comment on proposed schemes as they see fit or they may choose to speak rhetorically or even hypothetically.

The Council is unaware of @snifftheair. Anyone can make a similar prediction.

Noted.

Noted.

There has been no withholding of information to the Council’s knowledge.

<ul style="list-style-type: none"> ○ The procedural irregularities, lack of supporting data, and contradictory information provide grounds for a legal challenge. ○ The recent success of a previous legal challenge against the TRO suggests that residents may feel empowered to take legal action again. ○ A legal challenge would be costly and debilitating for all parties involved, highlighting the need for the Council to reconsider its approach. <p>6. Impact on Consultation Process:</p> <ul style="list-style-type: none"> ○ The short consultation period and lack of data have prevented residents from giving the proposal the informed consideration it requires. ○ The contradictory information from Councillor Shailer and the Council's failure to provide requested data undermine the credibility of the consultation process. 	<p>The Council is not required to provide supporting data for the introduction of any TRO, complex information has been provided however, there has been no procedural irregularity.</p> <p>Residents have that prerogative to challenge the TRO after the making of any Order.</p> <p>Noted. The Council has considered its approach to be robust, right, and in the interest of the community it serves.</p> <p>The consultation period was extended to 5 weeks over and above the statutory 21 day period. Associated documents have been made available for inspection.</p> <p>This has already been disputed.</p>
<p>Community Group 5 (Objects)</p>	<p>Officer's comments</p>
<p>Unpersuaded that a bus gate is the right option to improve the safety of Mill Road for people walking and cycling, or improving its attractiveness as a destination.</p> <p>TRO will not achieve Statement of Reasons aims, there is a lack of any supporting data, will not facilitate the passage on the road for any class of traffic, will not improve the amenities of the area.</p> <p>No engagement with local community around public realm improvements.</p> <p>Insufficient evidence that large vehicles will be able to turnaround safely at Argyle and Stockwell Stret</p>	<p>Noted. The Council believes this is the right method for achieving those aims. Further measures could be brought in to enhance if there is support and funding is available.</p> <p>The Council is satisfied that the statement of reasons is correct. However, there is always the possibility that some may not be realised.</p> <p>Public realm improvements are a work in progress and further engagement with the community will result when timings allow and options have been studied.</p> <p>Signage measures will prevent this occurrence in the main however it is accepted that larger vehicles may decide to turn in these roads rather than risk a fine.</p>

<p>The Council must commit to improved monitoring of traffic.</p> <p>Alternative suggestions include: Introduction of alternative modal filters A bus gate at Mill Road's western extremity, limiting hours of operation of any bus gate Limiting taxi access through the bus gate</p>	<p>The Council will monitor the scheme's efficacy if the proposal is approved.</p> <p>Noted.</p>
<p>Community Group 6 (Neutral)</p>	<p>Officer's comments</p>
<p>Call for the County Council to conduct impact analysis before making any decision related to the bridge closure.</p> <p>Citing, nuisance and liability, duty of care and negligence to residents</p> <p>Concerns regarding air quality and health, noise and congestion.</p>	<p>All noted. An impact analysis is not required for the introduction of any TRO, however, there is a commitment to further improvements if there is funding and support is available. The effects of the TRO will be monitored if it is approved. The Council believes there will be overall benefits that could be realised .</p> <p>Noted. See above.</p> <p>Noted. See above.</p>
<p>Community Group 7 (Objects)</p>	<p>Officer's comments</p>
<p>Impact on religious practice</p> <p>Indirect discrimination under the Equality Act 2010</p> <p>Broader impact on the Cambridge Community</p> <p>Concerns for emergency services and increased traffic</p> <p>Cultural sensitivity and community relations</p>	<p>There would be a negative impact on members of the community who usually access their place of worship by travelling by private vehicle over the bridge and may be required to undertake a longer journey to do so. These users may be disproportionately impacted by the Bus Gate, as they may not have alternative options of places to worship.</p> <p>As above</p> <p>There will be wider benefits to the community including lower traffic levels and enhanced road safety.</p> <p>The emergency services will be allowed through the Bus Gate; they have been consulted and offered no responses.</p> <p>The Council does not believe there would be a detrimental impact on cultural sensitivities or community relations as a result of this proposal.</p>

<p>Suggestions for alternative measures, including traffic calming, stricter enforcement of traffic regulations, pilot programmes for alternative solutions and dedicated access routes for essential services.</p>	<p>Build outs as a traffic calming measure were introduced previously during the 2020 – 2021 bridge closure; they were seen as obstructing the passage of pedestrians and cyclists and were unpopular as a result. There is already a parking enforcement regime.</p>
<p>Community Group 8 (supports)</p>	<p>Officer's Comments</p>
<p>Community union representing working class, low income people.</p> <p>Support the proposed TRO due to the benefits that will be realised through improved safety, air quality and community cohesion. Improving the accessibility of Mill Road should be seen as a first step.</p>	<p>Noted.</p> <p>Noted.</p>
<p>Organisation 2(supports)</p>	<p>Officer's Comments</p>
<p>Supports the introduction of the bus gate but would like to explore exemptions for NHS staff on non-emergency duties.</p> <p>Mindful of the impacts of other transport related projects, and would seek to ensure that improvements are being carried out in a logical and coordinated way to minimise overall disruption to the network and key workers.</p>	<p>Noted. The Council could commit to explore this issue further.</p>
<p>Community Group 9 (Supports)</p>	<p>Officer's Comments</p>
<p>A network of mothers concerned about climate change.</p> <p>We are in full support of this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme will provide an overall benefit to the quality of life for the local people of Mill Road and those who work on, and visit Mill Road. It is in line with the transport, health, air quality, planning and environmental policies of local authorities.</p> <p>The scheme is necessary for public safety.</p> <p>The scheme will improve the lives of bus users, improving bus reliability: Stagecoach have had to change their timetables recently because of problems with congestion. The no. 2 service on Mill Road experienced fewer delays during the 2020-21 bus gate trial.</p>	<p>Noted.</p>

Consequently the uptake of users of the bus is likely to improve. Many of our members were frequent bus users when we had children too small to cycle with and personally experienced the frustration of slow bus services on Mill Road.

The proposed disability-related exemptions will provide a sensible balance for access to the street, while reducing the current disability-related problems caused by existing traffic.

There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible.

Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic.

The Mill Road bus gate scheme will improve public space on the street, freeing up space for the installation of measures such as wider pavements, increased cycle parking and more greenery.

The scheme has been designed well, in collaboration with local councillors and other stakeholders such as disability groups. The 2024 TRO is well-drafted in response to issues raised with the 2022 documents.

Restrictions only apply to some through motor traffic. For all vehicles, including residents and visitors, access will be retained 24/7 to Mill Road on both sides of the bridge

Neutral

Benefits to businesses	Officer's Comments
<p>If businesses close as a result of the installation of the TRO I would question its benefit however, if businesses support the proposal then I would happily join.</p>	<p>A multitude of variables come into play where the success of businesses are concerned. There are many examples both in the UK and abroad where reduced traffic levels have led to increased footfall and a beneficial effect on businesses.</p>

Safety Improvements	Officer's Comments
The current situation with cars and bikes sharing Mill Road Bridge and Mill Road in general is unsafe. I would like to see notices on the bridge that vehicles are not to overtake and this to be enforced with a camera.	There is potential for a number of improvements that could be made to enhance safety, one of which is the installation of a bus gate, which will thereby remove nearly all cars. Unfortunately, camera enforcement of overtaking offences is very difficult to carry out.
There should be speed bumps or other traffic calming measures.	Traffic calming, in particular, chicanes were trialled during the pandemic; unfortunately they were seen to create conflict points between vehicles and vulnerable users. Speed bumps are not generally recommended on bus routes but other traffic calming could be considered.
Impact on Traffic and Congestion	Officer's comments
Concern that traffic will just be diverted to other areas and cause congestion there, impacting on travel times.	It remains to be seen if this is true however steps must be taken to disincentivise vehicle usage in the city as there are benefits that could be gained, including safer highways and reduced pollution.
Infrastructure Improvements Needed/ Need for balanced approach	Reducing the traffic flow on Mill Road, through the implementation of the Bus Gate, is the starting point for enabling further improvements such as wider footways, rationalised parking and loading bays etc.
Consider a one way system applied to the whole of Mill Road. A dedicated bus/cycle lane.	Noted
Vision for the Future	Officer's comment
Electric Vehicles should be exempt.	While there are advantages to electric vehicles, they would still contribute to congestion and road safety issues.
Alternative solutions to reduce traffic	Officer's comment
Illegal parking and speeding are the main issues.	Whilst speeding enforcement is the responsibility of the Police, parking enforcement is regularly carried out in Mill Road; we are aware that pavement parking is an issue but not all of Mill Road is public highway and some vehicles are in fact parked on private property.
Criticism of the consultation process	Officer's comment
There was never a formal consultation, have a proper consultation and vote.	There have been several consultations on the Mill Road Bus Gate including a full public consultation with focus groups and workshops in Spring 2022.

Support

Support for TRO	Officer's Comments
<p>Mill road is far too congested, to the point of impacting local residents, shoppers, and people using the street on bikes, and feel this proposal would go a long way to helping the current issues with Mill Road.</p> <p>Excitement around the proposed closure and the future of Mill Road</p> <p>Support and an expression of frustration around the length of time it has taken to carry out the work required</p>	<p>All noted.</p> <p>By removing traffic, it is believed that a great deal of progress can be made making Mill Road, safer, and more attractive to travel, do business and live life.</p> <p>Unfortunately, it does take time for some traffic management schemes to come to fruition. In this instance, the authority has taken necessary steps to ensure that voices are heard and that the correct legal process is followed throughout.</p>
Support for traffic reduction	Officer's Comments
<p>This is a great incentive to get on bikes or use public transport</p> <p>Its not suitable for general traffic, the pavements are narrow.</p> <p>Reducing traffic will improve safety for children and all that use Mill Road, including cyclists and pedestrians</p> <p>The level of traffic is not suitable for the highway</p> <p>Traffic density need to be reduced to prevent accidents and reduce pollution to make the street a more vibrant and active space</p>	<p>These are two of the goals of this project.</p> <p>Noted. The modal filter is a first step towards what could be further public realm improvements.</p> <p>Noted. The overall reduction in traffic could provide safety benefits.</p> <p>Mill Road can be highly congested at times. A modal filter could reduce that locally.</p> <p>Noted.</p>

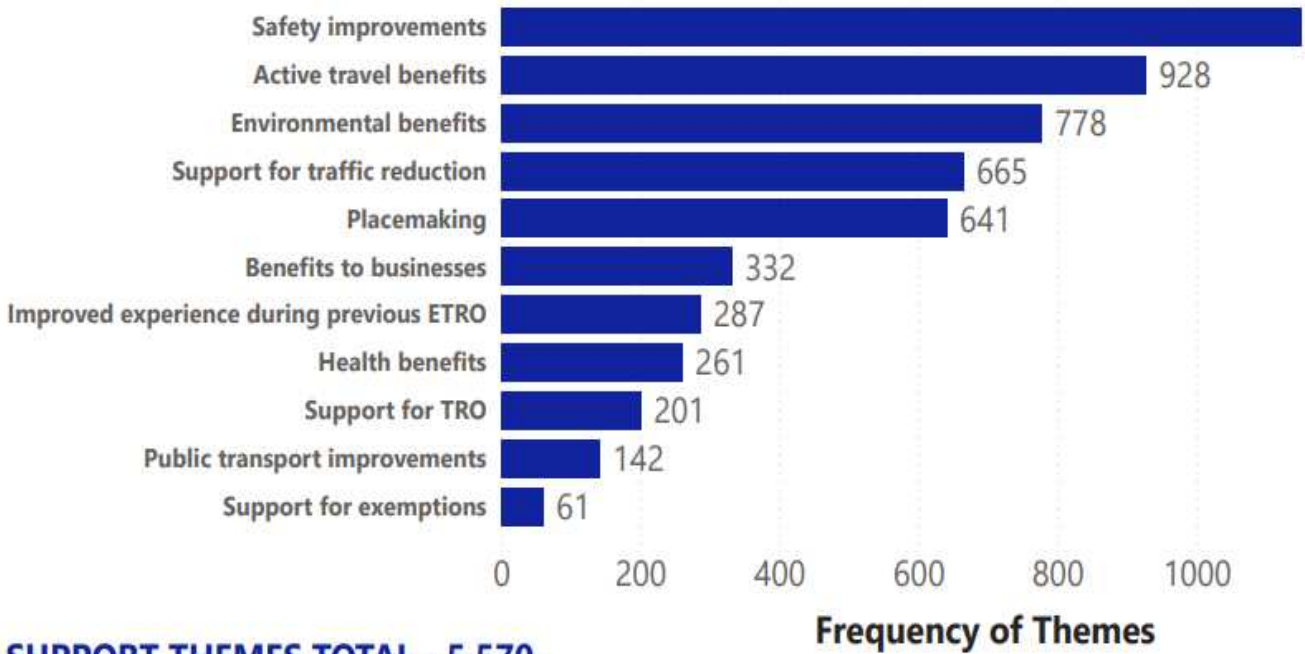
Support for exemptions	Officer's Comments
<p>I would support a affordable congestion charge that takes into account permits for individual households and business needs</p> <p>Needs to be exemptions for disabled/elderly</p>	<p>A city congestion charge was mooted by the GCP, this was rejected by residents. An exemption permit system for the ward whilst possible defeats the objective of traffic reduction as it would allow a significant number of vehicles through the area.</p> <p>Blue badge holders will be able to register up to two vehicles.</p>
Benefits to businesses	Officer's Comments
<p>Less traffic, noise and pollution will be better for local businesses</p> <p>It will increase footfall in the area, which subsequently will increase personal spend in shops and businesses</p>	<p>It is believed that these benefits not only will impact local business in the area, making Mill Road a much more pleasant, inviting place in which to do business.</p> <p>There are plenty of examples, both nationally and internationally where areas thrive because of removing through traffic.</p>
Safety improvements	Officer's Comments
<p>Mill Road consistently features in the top ten of most dangerous streets, it is an accident blackspot</p> <p>The proposal will make Mill Road safer by reducing traffic</p> <p>Difficult and unpleasant to cycle or walk on</p>	<p>The modal filter could reduce overall traffic in the area providing it with safety benefits.</p> <p>Noted.</p> <p>Noted.</p>
Public transport improvements	Officer's Comments
<p>It will encourage the use of public transport</p> <p>It will improve bus service punctuality</p>	<p>The modal filter could improve bus punctuality and make public transport more attractive by removing some of the congestion in the area.</p>

Environmental benefits	Officer's Comments
<p>A closure on Mill Road will only be beneficial if other aspects are tackled, including inconsiderate parking and congestion.</p> <p>The bus gate aligns with local authorities' environmental priorities</p> <p>It will reduce pollution in the area</p>	<p>The modal filter could be a first step towards improving the overall environment of the area and the city at large.</p> <p>Noted.</p> <p>Noted.</p>
Health benefits	Officer's Comments
<p>Reducing traffic will help improve health in the area, exposing them to less particulate matter and encouraging active travel</p>	<p>It is hoped this could be another benefit of having the modal filter installed.</p>
Placemaking	Officer's Comments
<p>Mill Road has such potential if it was more pedestrian friendly, the modal filter will remove traffic which will be a good first step towards realising this</p> <p>Support the closure to make it a 'living street where people can mingle safely and carry out their business in a car free environment</p>	<p>Noted.</p>
Improved experience during previous TRO	Officer's Comments
<p>During Covid travel was made easier allowing improved access to Mill Road's amenities</p> <p>The previous experimental traffic restriction made Mill Road a much more inviting and pleasant place to be</p>	<p>This was one of many reasons identified because of the experimental TRO that made travel easier.</p> <p>It was noted that due to the reduced traffic the feel of the area was improved.</p>

<p>Cycling along the road when the restrictions were put in place during Covid felt considerably safer</p>	<p>This was a result of less traffic, and additional temporary traffic calming measures.</p>
<p>Active travel benefits</p>	<p>Officer's Comments</p>
<p>I use this route everyday as a cyclist, I understand the scheme could be beneficial for active travel but I am concerned that it will increase congestion elsewhere.</p> <p>The current arrangement discourages active travel</p> <p>Removing traffic will make Mill Road easier and safer to walk or cycle down.</p>	<p>The modal filter will be beneficial for active travel, it is possible that congestion could increase in other streets however, from previous experience it may not be the case.</p> <p>Noted. The modal filter will make the area more appealing for active travel by reducing traffic and making the area safer.</p> <p>Noted.</p>

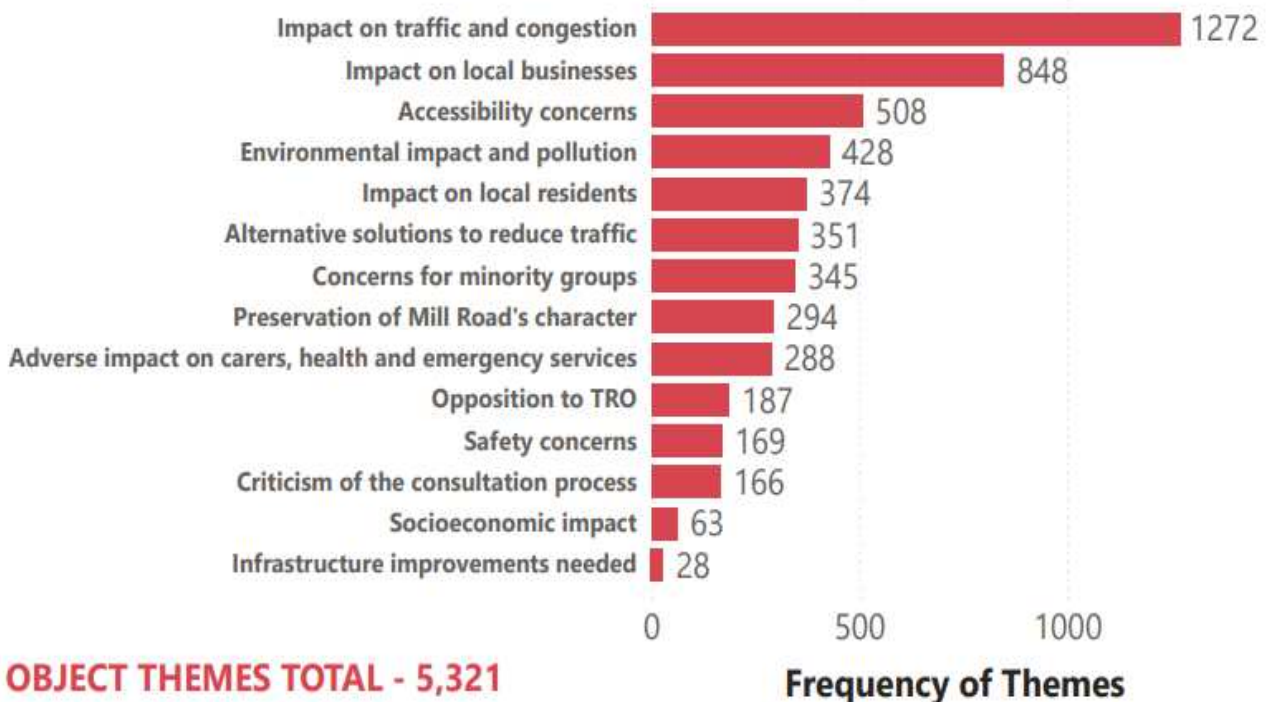
Support Themes

11 Support Themes



Object Themes

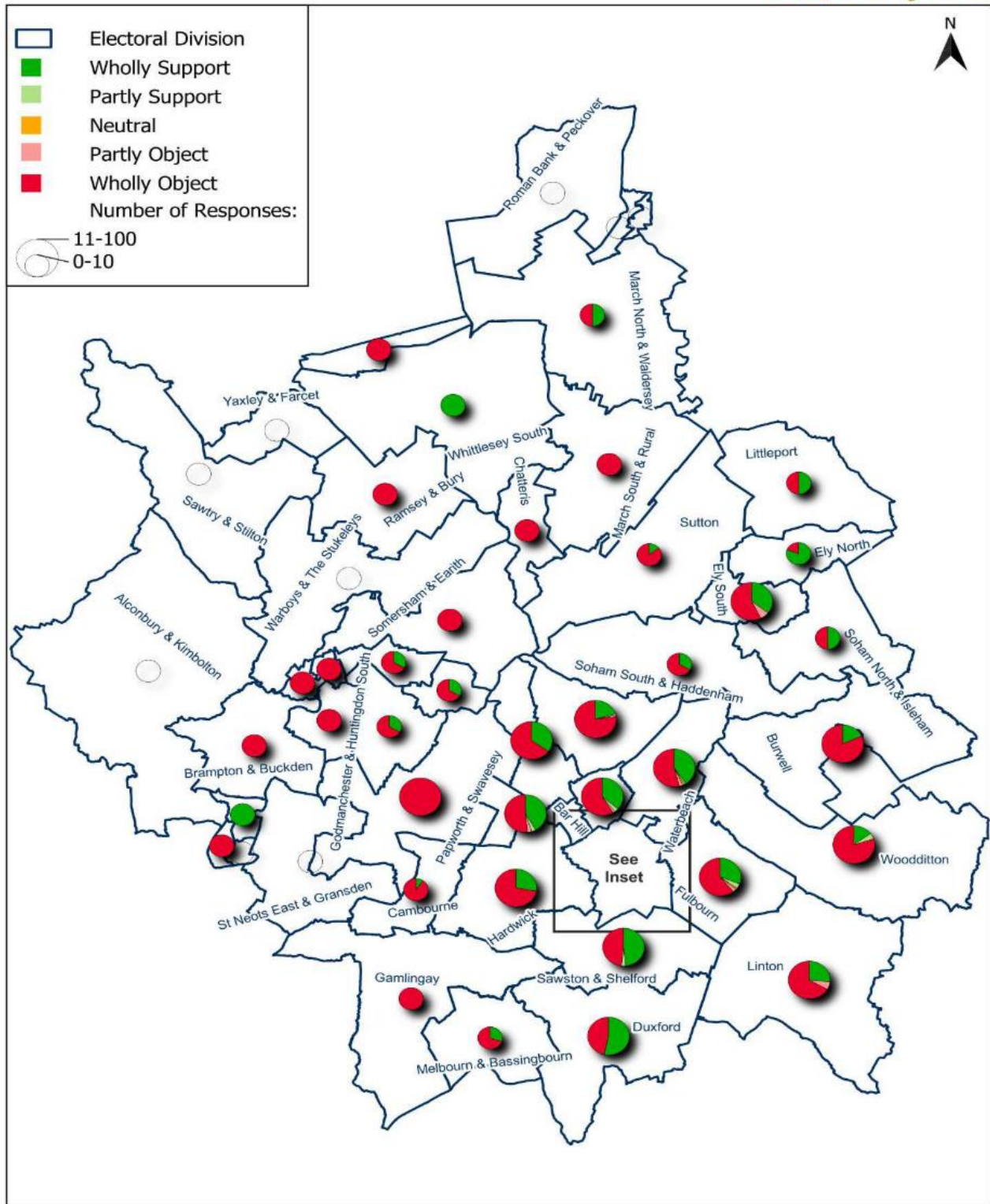
14 Object Themes



The consultation responses total 4072 individual responses. These responses were categorised into themes so as to understand the questions/issues and subject matters raised by the public. Some responses focused on one theme and others covered a number of themes, this means the number of themes is higher than the number of responses. How frequently a theme was mentioned is illustrated in the graph (frequency of themes). Themes have been split into those that support the TRO, those that object to the TRO and those that are general to both. From the graph we can see that the majority of people who were supportive to the TRO mentioned safety concerns in their response (1,274 out of 2155 responses, 59%). We can also see that the majority of people who object to the TRO mentioned impact on traffic and congestion on other roads in their response (1,272 out of 1894 responses, 67%).

Additional Themes	Frequency
Vision for the Future (Mill Rd)	195
Remove taxis from filter	100
Suggestions and alternatives to capture further interventions (not Mill Rd)	57
No rationale given	49
Need for balanced approach	38
Urgency for implementation	13
Total	452

Mill Road Bus Gate TRO Support by Electoral Division



Mill Road Bus Gate TRO Support by Electoral Division (Cambridge)

