

FeedbackCategory	OrderSupport	FeedbackText
Traffic	PartlySupport	I support the bus gate idea but as a resident of ***, which currently suffers terribly as a rat run for taxis, I am disappointed that the proposals make no provision for how to prevent the bus gate making this problem of rat running in Petersfield worse. It is a certainty that this will happen as other main arteries will have increased congestion and so taxis will have an even greater incentive to fly along these residential streets to avoid it - especially as they will be able to still use the bridge. The current council response appears to be “well we’ll just see what happens when we re-install the bus gate”. This is not good enough in my view: a combined response could have been included as part of the proposal. Instead the (reasonable) demands and interests of people in Romsey are being pursued while ignoring their impacts on quality of life in Petersfield.
Traffic	PartlySupport	I'm delighted to see a return of this proposal, altered in line with the High Court's comments. It's well past time for this TRO to go into effect. I repeat my contention that motorcycles should also be allowed through, but that's the only change I'd seek in the proposed order.
Safety	PartlySupport	Support no traffic - exceptions where sensible - public transport & taxis
Access	PartlySupport	Blocking this section to private cars triples or quadruples the time to reach the train station/city centre for residents of Romsey. The only way to make cars truly irrelevant would be to create a bus line that would "catch" residents from either side of Mill road onwards to the train station. When cycling is not an option, car, or an actual bus line, is the only alternative. Closing this section will create a physical border, cutting off two sides of the city.
Traffic	PartlySupport	How/where will large lorries be directed to turn around on either side of the bridge?
Access	PartlySupport	I am happy the bridge to be closed as long there is access for bikes too. Also, I guess it will be open for walking , correct?! sorry but the documents are not user friendly. anyway - I support: the bridge to be closed for cars; the bridge is open for bikes and walking. I still would like to have car access to my property on ***.
Disturbance	PartlySupport	In case the bus gate is not approved, alternative measures to contrast traffic issues and dangerous driving behaviour (especially speeding) should be considered
Traffic	PartlySupport	Support the BUS GATE and would also like other measures to be considered in the local area (EV charge points for residents for example).
Safety	PartlySupport	I look forward to the of closing Mill Road to rat running but what will happen about pavement parking. I appreciate there has recently been a consultation on pavement parking which still favoured the driver. There is then all the drivers completely ignoring the no right turn into Devonshire Road which is already a complete rat run and where you take your life into your hands everyday by narrow footpaths and frustrated speeding drivers. Taxi drivers flagrantly ignore the rules of the road with zero enforcement or consequence. As the last road to ‘turn around’ before the closure zone how are other users of the area to be protected.
Access	PartlySupport	Largely support but must ensure businesses are supported with respect to deliveries etc, and ensure safe bike access
Safety	PartlySupport	I support the bus gate proposal as presented. Further improvements are indicated along Mill Road, I would suggest a limitation on loading and unloading of deliveries to the shops along Mill Road as unrestricted loading/unloading prevents the safe and free movement of traffic and presents a safety issue to vulnerable users.
Other	WhollyObject	I’m a cyclist and I believe Mill Road is for everyone!
	WhollySupport	I fully support the proposed TRO (as I did the last two). I do hope you can get it done this time. ***
Traffic	WhollySupport	Sensible move
Other	WhollySupport	I believe 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.
Traffic	WhollySupport	I support the proposal.
Safety	WhollySupport	I am very disappointed that there have been yet more deltas to the much needed plan to close Mill Road bridge (subject to some exceptions). I urge the Council not to delay yet again and to ensure that all proper procedures are followed
Safety	WhollySupport	This should be a high priority. It is very urgently needed.

Traffic	WhollySupport	I want the mill road bridge closed.
Traffic, Safety, Environmental	WhollySupport	I want there to be a bus gate
Traffic	WhollySupport	I totally support the proposal to restrict traffic on Mill Road bridge
Environmental	WhollySupport	I wholly support this proposal and would like to see it implemented as soon as possible.
Traffic	WhollySupport	As a regular cyclist and occasional car-user living in Cambridge, I support this proposal.
Traffic	WhollySupport	I wish to have the bridge closed to all but essential motor traffic.
		*** said that this was the easiet way to pass on views - I hope that's OK.
		As has been shown by the earlier poll, the vast majority of people are keen to have a calm and quiet Mill Road, with a vocal minority trying to block the will of the people. They found a legal technicality, but the view of the people is unchanged - please close the bridge to the majority of traffic.
		Thank you.
	WhollySupport	***
Safety	WhollySupport	I favour the closure of the road to private vehicles in order to prevent Mill road being used as a thru road. I think it is a shame that private individuals chose to waste taxpayer money on legal fees opposing the original order which had the force of a democratic mandate via elected councillors.
Safety	WhollySupport	I fully support this proposal. I am a resident in the area and constantly feel unsafe when I try to cycle or walk across this part of Mill Road. I believe traffic restrictions are required.
Environmental	WhollySupport	I strongly support the Cambs County Council proposal to close Mill Rd bridge to general traffic. I hope it can be implemented as soon as possible.
Traffic	WhollySupport	No concerns.
Traffic	WhollySupport	Close it
Traffic	WhollySupport	I support the closure of mill road
Disturbance	WhollySupport	I strongly support - yet again! - the council's intention to close Mill Road to through traffic by putting a gate on the railway bridge.
Traffic	WhollySupport	I wholly support the proposal. It will drastically improve Mill Road for the better.
Traffic	WhollySupport	I am wholly supportive of this TRO.
Safety	WhollySupport	I wholly support this proposal
Safety	WhollySupport	Please close the bridge for cars!
Safety	WhollySupport	I wholly support this proposal
Access	WhollySupport	Get it closed
Access	WhollySupport	I am fully in favour of this proposal
Traffic	WhollySupport	Please close Mill Road Bridge as soon as possible
Environmental	WhollySupport	Hi I am really pleased that the mill road bridge will be closed. I am a pedestrian, cyclist and car driver and would like no motorised traffic at all to go down mill road
Traffic, Environmental	WhollySupport	I support the closure of the bridge, with access kept for buses, taxis, local deliveries

	WhollySupport	<p>To Whom It May Concern,</p> <p>I would like to express my strong support for the Mill Road TRO as someone who regularly walks and cycles through the area and to businesses on Mill Road.</p> <p>Regards,</p> <p>***</p>
Traffic	WhollySupport	I support this proposal and resent what I perceive as the thwarting of the democratic will of the majority of the local population by legal interference.
	WhollySupport	<p>Hi</p> <p>I support the closure of mill Rd Bridge.</p> <p>My details are</p> <p>***</p> <p>Thanks</p>
Traffic,Safety	WhollySupport	I am strongly in favour of the proposal.
Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	WhollySupport	I love this proposal - please close the bridge to cars and close it for good!
Environmental,Safety	WhollySupport	As a resident, I fully support the proposals.
Safety	WhollySupport	Support
Safety	WhollySupport	I fully support the closure of mill road bridge to private vehicles with the exemptions outlined. This has been discussed for several years now and is supported by the majority of residents therefore it's time now for this to happen.
Safety,Other	WhollySupport	Yes please
Safety	WhollySupport	As someone who lives *** and who relies on public transit, walking or cycling every day, a bus gate would make Mill Road much easier for me to use.
Safety	WhollySupport	I would like the restrictions to be instated as previously voted and agreed on as soon as possible. This has been delayed for too long as it is.
Traffic	WhollySupport	Looks good! Now get on with it :-)
Access	WhollySupport	Fully support - this will have a positive impact
Safety	WhollySupport	I support the bridge being closed.
Environmental	WhollySupport	I wholly support the closure of mill road bridge to usual vehicle traffic, with the exceptions of buses, taxis and disabled as per the TRO.
Environmental	WhollySupport	Continue to support this measure, in its revised form and would like to reiterate that any business concerns related to the previous period of closure be compared to city wide business performance in the same period. Pretending we weren't in a pandemic while the bridge was closed seems like quite a handy oversight for those against.
Traffic	WhollySupport	Thanks for doing this. Hoping for a swift implementation following approval in October.
Traffic	WhollySupport	<p>I am responding to this consultation on behalf of ***. Our response is in the attached pdf.</p> <p>Many thanks</p> <p>***</p>
Safety,Environmental	WhollySupport	I'm in favour of this proceeding

Traffic	WhollySupport	I fully support the proposal
Traffic	WhollySupport	Mill Rd is a residential street which should never have been allowed to become a de facto arterial route. It is beyond time to implement the will of local residents as expressed unambiguously in the 2022 consultation. In addition, I do not believe that residents not living in the area should have the right to insist on free through access on an unclassified street.
Environmental,Safety,Access,Traffic	WhollySupport	I have seen other cities which have had traffic reduction schemes and although all of these schemes have faced opposition the result is appreciated by virtually everyone in places like Tours, San Sebastian, and Copenhagen. More importantly we need to reduce reliance on car travel to decarbonise and for the city to have any kind of future at all.
Traffic	WhollySupport	I support this proposal
Traffic	WhollySupport	I support the proposal, as I have in previous consultations on the matter. As the driver of a car and a local resident, on balance, I believe it is in the best interests of everybody who uses, visits, or lives on or near Mill Road. I look forward to the implementation.
Traffic	WhollySupport	Please close the bridge as planned as soon as possible. Many thanks
Disturbance	WhollySupport	I approve of the proposed bus gate method, but if it goes ahead the council should be proactive in ensuring that those who need to register Blue Badge vehicles do so.
Traffic	WhollySupport	I am wholly in favour in accordance with the 72% majority from the consultation in 2022. That this has dragged on so long and that a C road has been allowed to be transformed into a major arterial route is a disgrace.
Traffic	WhollySupport	I welcome the introduction of this traffic restriction however I am disappointed at the extremely long time it has taken to implement and the lack of any other works to improve the street, e.g. cycle parking, pavement extensions, additional greenery.
Traffic	WhollySupport	I have previously been consulted on this issue more than once and wholly support traffic controls on Mill Road bridge, as proposed in this consultation. Let's do this.
Safety	WhollySupport	I support the bus gate because I was never able to cycle to school due to how dangerous it was and because I know that this road (Mill Road) has a really bad record for safety not only locally but nationally. Please close the bridge to unnecessary traffic before there are more casualties
Safety	WhollySupport	I strongly support this TRO and hope it can be enacted ASAP.
Traffic	WhollySupport	I fully support the proposal to close Mill Road bridge to most types of private motor vehicles.
Safety,Traffic	WhollySupport	Fully support closing mill rd bridge
Traffic	WhollySupport	Supportive.
Safety	WhollySupport	I fully endorse the TRO
Traffic	WhollySupport	I fully support the traffic calming proposal for Mill Rd Bridge
Traffic	WhollySupport	I wholly support this proposal
Traffic,Disturbance,Environmental,Safety,Access	WhollySupport	Frequent noise disturbance and vehicles speeding down the road causing a lot of distress in the road. Mill Rd should be a go to place not a go through place!
Traffic	WhollySupport	I am looking forward to seeing the bus gate finally in operation and appreciate the council keeping this moving through all the obstacles.
Traffic	WhollySupport	I fully support this proposal.
Traffic	WhollySupport	Fully support
Safety	WhollySupport	I support
Environmental	WhollySupport	I wholly support Mill road bridge being closed to all motor vehicles aside from buses .
		I completely support the new TRO for a modal filter (bus gate) on Mill Road bridge.
Disturbance	WhollySupport	As a resident of ***, the noise pollution from vehicles using Mill Road as a through route is very disruptive, particularly at night.
Traffic	WhollySupport	Not enough space for all road users
Safety	WhollySupport	I support this proposal
Traffic	WhollySupport	As a resident of a Mill Road side road (***) I support the proposed TRO.

		<p>I fully support the traffic restriction on the bridge in mill road.</p> <p>It is a major inconvenience for me as a car driver but it is better for the life of Mill Road, its users, its businesses.</p>
Traffic	WhollySupport	Thank you
Safety	WhollySupport	Please hurry up before somebody is injured or killed .
Safety	WhollySupport	Fantastic proposal for the thriving community of Mill Road.
Safety	WhollySupport	I support closing Mill Road bridge
Traffic	WhollySupport	I'm excited about the future of Mill Road after this TRO is implemented.
	WhollySupport	<p>Hello,</p> <p>I fully support the closing of the Mill Road bridge, PR1058.</p> <p>Best regards,</p> <p>***</p>
Traffic	WhollySupport	I fully support the proposal to close the Mill Road bridge to through traffic.
Traffic	WhollySupport	I fully support the closure of The Mill Road bridge
Traffic	WhollySupport	I can't wait for the moment that the bridge will be closed for cars.
Traffic	WhollySupport	I think Mill road should be closed to traffic
Safety	WhollySupport	As a local resident, I wholly support this proposal.
Safety	WhollySupport	I wholly support the closing of mill road bridge to most motor traffic. I am shocked that this is having to be debated again after already having been approved. I am horrified to hear that there is a campaign to block this proposal by encouraging people living as far away as St Neots to object to it!
Safety	WhollySupport	I agree that we should restrict traffic across the bridge. I have a car but I feel it's worth restricting traffic if that means a more safer and quiet road
Safety	WhollySupport	I'm massively in favour of closing the bridge to most motor traffic. As a driver, cyclist and pedestrian who regularly uses Mill Road, this seems like an obviously great idea.
Traffic	WhollySupport	I wholly support this proposal and would welcome similar initiatives in future.
Safety	WhollySupport	I fully support the installation of a bus gate and the traffic restrictions listed in the statement of reasons. If no changes are made a tragic accident will happen.
Traffic	WhollySupport	Supporting proposal
Traffic	WhollySupport	I support the closing of the road to private automative transportation.
Environmental	WhollySupport	I will also support to restring the general traffic in mill road
Environmental	WhollySupport	I support the Mill Road bridge closure
	WhollySupport	<p>To whom it may concern:</p> <p>I'm writing regarding the consultation on the new Traffic Regulation Order for the Mill Road bus gate. As a resident of the Mill Road area, living close to the railway bridge on ***, I'd like to express my wholehearted support for the TRO. I've been extremely frustrated by all the delays in getting the bus gate implemented which is clearly supported by a significant majority of the local community. If there's anything I can do to ensure that it goes ahead this time, please don't hesitate to contact me.</p> <p>I don't know if this is the appropriate forum, but I'm also in favour of the council's plans to improve the public realm, walking and cycling provision along Mill Road, e.g. additional cycle parking, signage and decluttering the highway.</p> <p>Regards,</p> <p>***</p>

Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	WhollySupport	Strongly support bridge closure
Safety	WhollySupport	I fully support this proposal
Traffic	WhollySupport	Please go ahead with the bus gate and traffic adjusts. Similar consultations already show plenty of support.
Safety	WhollySupport	I am very much in favour of the closure, and don't really understand why this has been put off for a small vocal minority who oppose it.
Access	WhollySupport	I support this, the bridge should be closed to cars
Environmental	WhollySupport	I support the closure of Mill rd bridge to all vehicles except for the exceptions listed in the TRO
Traffic	WhollySupport	I support this proposal.
Traffic	WhollySupport	I believe that the council should work to improve the appearance of Mill Road, and the bus gate proposal is a positive step in that direction.
Environmental	WhollySupport	I support reducing traffic on Mill Road by any means
		Ridiculous how long it is taking to implement this. This is the second consultation on this exact topic. Hurry up and make our community safer!
Safety	WhollySupport	There's lots you can be doing in the meantime to get this ready to go on day 1, setting up cameras, enforcing existing rules, more officers to prevent pavement parking.
	WhollySupport	I would like to give my support to restrict traffic on Mill Road Cambridge and for the Council to use the modal filter. Thank you *** (Romsey resident)
Access	WhollySupport	As someone who lives locally, commutes to Quay via bike for work, and uses mill road to access many other parts of the city, I support this proposal
Safety	WhollySupport	I support the bus gate proposal fully
Environmental	WhollySupport	Mill Road car traffic is terrible and this intervention would reduce car usage and pollution and make the area safer for cyclists and pedestrians
Safety	WhollySupport	I fully support the bus gate would not support the congestion charge
Safety	WhollySupport	Good idea
Safety	WhollySupport	Please just close the bridge already and invest in public realm around Mill Road. Also, please crack down on cars parking on double yellows on Mill Road (East side).
Safety,Environmental	WhollySupport	Support this proposal as a motorist, cyclist and pedestrian who lives in the vicinity and uses Mill Rd regularly.
Traffic	WhollySupport	I support the closure of the Mill Rd bridge for cars. It would be also great if on whole Mill Rd cars would not be allowed to stop (say from 6am to 10pm). Also building bike-friendly infrastructure would be encouraging to get to the shops by bike (eg bike racks)
Safety,Traffic	WhollySupport	Yes please! As soon as possible!!!!!!
	WhollySupport	I wish to state that I totally support the proposal to close Mill Road bridge to motorists - as I always have. I was a member of the GIA committee during the 1980s - when we restricted traffic across the bridge by having experimental & temporary traffic lights installed! ***
Traffic	WhollySupport	Keep it open for all traffic to keep flow of traffic.

		I recognise that this is simply an objection comment period on the wording of a TRO, which has already been agreed in principle, but as too many people are presenting this as yet another consultation I am just responding to say that I still support the modal filtering on the bridge, and actual implementation is now long overdue. Please just get this over the line!
Traffic	WhollySupport	We have so much more of this to do and we can't allow every change in favour of active travel to take 3 years of argument and delaying tactics to get done.
Parking	WhollySupport	I support this
Safety	WhollySupport	Fully support.
Traffic	WhollySupport	I support this proposal
Environmental	WhollySupport	Great...
Environmental	WhollySupport	As a cyclist into Cambridge I support this proposal.
Traffic	WhollySupport	I support the proposals for traffic restrictions on mill road.
Other	WhollySupport	It's insanity that this sensible evolution has been inhibited by a lone ranger. Implementation would be a great positive for Cambridge.
Traffic	WhollySupport	Thanks for improving the quality of life of people living in Cambridge.
Traffic,Safety,Access,Environmental,Disturbance	WhollySupport	I have commented in detail via the policy and regulation email address but wanted to make sure my response is recorded here as a 'wholly support'.
Safety	WhollySupport	I support any closure partial or full to traffic crossing Mill Road bridge
Traffic	WhollySupport	I strongly support the proposed TRO. Mill Road is an important area full of shops, cafes and amenities: it should not be a through-road for traffic into / out of the city centre, particularly given how narrow the pavements are. More should also be done to improve facilities for walking and cycling, but closing the railway bridge to most traffic would be a positive first step.
Safety	WhollySupport	I support this move to greater safety.
Environmental,Safety,Traffic	WhollySupport	This seems like a sensible plan. I hope that it does not affect the independent businesses.
Traffic	WhollySupport	I'm happy for this proposal to go ahead. I truly believe it can help our area in multiple ways.
Access	WhollySupport	I wholly support the installation.
Safety	WhollySupport	I fully support the proposal
Traffic	WhollySupport	Restrict traffic
Environmental,Safety,Access,Traffic	WhollySupport	I'm a resident, cyclist and commuter (by bike). Fully support the changes to Mill Road - would be an improvement.
Traffic	WhollySupport	I strongly support this proposal
	WhollySupport	I am writing to give my support to the proposed PR1058 Mill Road bridge scheme. ***
	WhollySupport	I have read your suggestions On closure with exemptions, and I think your exemptions cover everything though only time will tell as there will always be a few hardship cases or things up to now not predicted! So I am in favour of closure . ***
Safety	WhollySupport	I wholly agree to the consultation and urge the council to also take measures to ensure cyclists are protected on the bridge while between the bus gates. And to make sure no overtaking my motor vehicle is permitted on the bridge
Traffic	WhollySupport	Fully in favor of closing this road to most traffic. Do Sydney Street while you're at it ;)
Safety	WhollySupport	I support this as the alternative routes via Cherry Hinton Road and Coldham's lane do not have houses as close to the road as parts of Mill Road. However more needs to be done to reduce traffic overall, such as cheaper buses.
Traffic	WhollySupport	I fully support the Council's proposals

Safety	WhollySupport	I used to be a resident on mill road and I fully agree that the cars need to stop going over the bridge.
Safety	WhollySupport	I support the TRO
Traffic	WhollySupport	I fully support closing the bridge to general motor traffic
Safety	WhollySupport	I support the proposal. Mill Road is clearly not suitable for the volume of through traffic it endures, which is very detrimental to everyone who is not in a car. As a local village resident I visit Mill Road on foot, bike or public transport. On the very rare occasion that I might drive there (perhaps to collect a bulky item) I don't need to make a through journey to do that. I don't believe claims that it will have a terrible impact on businesses - it is not practical for lots of people to visit Mill Road by car, because of the very limited parking.
Traffic	WhollySupport	I agree to the TRO
Traffic	WhollySupport	Support
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I write to express my full support for this TRO for a bus gate on Mill Road bridge.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	I believe this scheme is long overdue and wholeheartedly support it being put in place.
Traffic	WhollySupport	Please can we just get this done? It will transform the area, in a very positive way.
Environmental	WhollySupport	I agree with the bus gate and no private vehicle use of Mill Road bridge
Environmental	WhollySupport	I wholly support this TRO for a bus gate on Mill Road bridge.
Traffic	WhollySupport	I fully support the proposal.
Traffic	WhollySupport	Great proposal - no notes!
Safety	WhollySupport	I fully support introducing a bus/cycle/pedestrian/taxi gate at Mill Road railway bridge.
Safety	WhollySupport	I fully support this plan!
Safety	WhollySupport	For safety reasons it should be limited.
		I am responding as a resident of Cambridge, though not of the immediate area. However I often visit the Mill Road area mostly by cycle but also on foot and by car.
Traffic	WhollySupport	I have carefully read the council's statement of reasons in support of the Bus Gate proposal and I fully concur with them.
Traffic	WhollySupport	I fully support the closure of the bridge as stated in the proposal
Environmental	WhollySupport	I am fully in support of this proposal
Traffic	WhollySupport	I fully support this proposal
Safety	WhollySupport	I wholly support this proposal and encourage its rapid deployment.
Safety	WhollySupport	I have lived in Cambridge over 30 years and have seen the Mill Road area deteriorate in terms of safety, traffic density, parking, environment and disturbance. There is frequent disregard for speed limits and parking, affecting safety of pedestrians, cyclists and the disabled. In closing the bridge, there may be additional quality of life benefits to nearby residential streets that currently experience high speed through-traffic, literally on their doorstep.
Traffic	WhollySupport	The traffic situation on Mill Road is unsustainable - in every sense, and the proposal seems well designed to make a real difference.
Safety	WhollySupport	I still don't particularly fancy cycling over the bridge with buses intimidating me, but there you go.
Traffic,Parking,Disturbance,Environmental,Safety	WhollySupport	Support proposal

Traffic	WhollySupport	I support this proposal.
Safety,Traffic,Environmental,Disturbance	WhollySupport	Mill Road is a highly congested road, with frequent conflicts between different users. Given the number of shops, and the width of the road, it is simply unsuitable as an access road to or from the city centre. Ensuring that access across the bridge is restricted to those that require it, rather than those who use it as a convenience is a wholly appropriate measure to take.
Traffic	WhollySupport	This could not come sooner! The sidewalks on Mill Road are thin as they are, we don't need more cars!
Traffic	WhollySupport	please be brave and just do it
Safety	WhollySupport	I want the bridge closed! I want mill road pedestrianised!
Safety	WhollySupport	Closing the mill road bridge to most through traffic so be a positive move for this city
Environmental	WhollySupport	Close the bridge, and get on with the next project. It's so unfortunate a minority group of people have forced so much expense and forced this to be re-run again...
Traffic	WhollySupport	I agree that mill road should be closed
Other	WhollySupport	We need to create a Cambridge around people, not cars. This is a necessary first step that will make Mill Road an enjoyable, safe and great place to be.
Safety	WhollySupport	I work on mill road regularly and provide grandparent care for children who live off mill road so although I live in Ely I am a regular user.
Safety,Traffic,Parking,Access	WhollySupport	Please enable with the proposed bus gate scheme on Mill Road
Safety,Traffic,Disturbance	WhollySupport	I strongly support the bridge remaining closed.
	WhollySupport	Dear CCC, I write to confirm my support for the proposed Mill Rd TRO for a bus gate and urge CCC to proceed with this as soon as possible. Kind regards, ***
	WhollySupport	I would like to register my support of the closure of Mill Rd bridge to traffic. ***
	WhollySupport	PLEASE KEEP MILL ROAD BRIDGE OPEN THANKYOU GOD BLESS ***
	WhollySupport	(In subject header) "Support for proposed TRO Mill Road bridge"

Traffic	PartlyObject	<p>I live off Mill Road, *** of the bridge and my family use both active travel (cycling, walking, occasionally the bus), but we also own a car. I estimate that >90% of our journeys are made by walking or cycling and we only use the car when really needed.</p> <p>*** my commute to work has taken me along the full length of Mill Road, including over the bridge, back and forth each working day, so I have plenty of personal experience of how crammed the traffic on Mill road can be.</p> <p>I fully agree with the supporting statements that there is not enough space on Mill Road for safe cycling whilst also providing the pedestrian and shops the space they need on the pavements. I also agree that reduced vehicle traffic will help with reducing pollution and noise.</p> <p>However, and despite being an avid cyclist, I find the all or nothing solution to close the bridge a step too far than is necessary. I can imagine circumstances where residents each side of the bridge will benefit from being able to use Mill road bridge in adverse circumstances – eg it’s pouring with rain and you have young kids, you need to get to Addenbrooks, you need to pick up shopping that doesn’t fit on a bike etc.</p> <p>I prefer for the council to consider a solution that transforms (especially the north side of the bridge of) Mill Road into an avenue designed for active travel, and prioritizes those on foot and on bike/e-scooter etc. For example remove the pavements and provide some guidance to bike lanes. The default speed on the road will be determined by pedestrians and cyclists. I am thinking something like what they did to Exhibition road in London. I’m sure there are other such examples. https://www.publicspace.org/works/-/project/g069-exhibition-road</p> <p>This will automatically deter people to take the car option through Mill Road as it will be slow going. But at least the option is there, and we don’t need to accept a solution that seems to literally divide our community.</p> <p>My final comment is that if active travel safety is a priority motive for closing the bridge, then the size of the current busses going down Mill Road are equally dangerous to let through. There is no safe way for a bus to overtake any cyclist on Mill Road. So to allow busses through, but not cars in the name of safety is an inconsistent viewpoint, from my perspective. And as I said at the top, my family do use Bus 2 to travel into town occasionally, so I support their passage along Mill Road, but safety and promotion of active transport is my priority. Banning cars but not busses is not consistent with some of the motivations listed by the Council.</p>
Parking,Disturbance	PartlySupport	<p>I think it's a great idea to restrict vehicle access and traffic levels on Mill Road Bridge. Especially the bridge, which is a key point.</p> <p>Monitoring - I think and agree with Cllr Ms Katie Thornburrow that monitoring should indeed take place subsequent to the implementation of the bus gate and any vehicle restrictions as part of the Traffic Calming Measures.</p> <p>Pavement Parking - I hope this will stop all together as a result of the Measures. This will create a more pleasant environment on Mill Road and allow greater access for vital emergency and retail delivery vehicles.</p> <p>Thank you for undertaking this consultation process and giving us all affected, an opportunity to have a say...</p>
Environmental	PartlySupport	<p>I would like to see Mill Road which is only a residential C road, less busy and more receptive to people that live, work and visit. A longer term vision that has the benefits of traffic reduction on Mill Road in terms of reduced pollution, increased safety, improved health and well being from being more active, and increases in trade for local businesses make closing the bridge entirely justifiable.</p>
Traffic	PartlySupport	<p>I am fully supportive of blocking Mill Road bridge to as much traffic as possible. Mill Road is currently a horrible road to walk down, and reducing traffic will make it a much nicer and healthier place.</p> <p>I would like the council to consider the impact this may have on surrounding roads, in particular Tenison Road, and put in place measures to reduce traffic on Tenison Road as well.</p>

Traffic	PartlySupport	<p>Dear Sir / Madam,</p> <p>I support the reduction of cars in Cambridge. However I am unable to support further restrictions on personal use of cars when private-hire cars are allowed special status and freedoms to the city's roads. It is obvious will time that Cambridge will be taken over by private-hire cars, just as it is currently by a mixture of both privately owned and private-hire cars. Simply, there is no reason to justify the distinction. One that is often cited is access for disabled persons, however, the taxi companies and taxi drivers are law abiding and can easily be trusted to drive through the bus gate when driving a disabled person. Simply if a taxi is driven through no ticket will be issued and their compliance will be taken on trust.</p> <p>Thank you for your attention.</p> <p>Kind regards,</p> <p>***</p>
Safety	PartlySupport	I support also for reasons of traffic, as a cyclist
Safety	PartlySupport	The bus gate is a good step to reduce traffic on Mill Road for safety reasons. Mill Road is currently dangerous to cyclists and pedestrians. The pavements are too narrow and there is illegal parking on the pavements by taxis and personal vehicles which adds to the dangers for cyclists and pedestrians. The street needs to be redesigned to make this impossible. Cycle lanes need to be included in the redesign. The taxis are prime offenders in illegal parking and in passing too close to cyclists. They also sit with their engines running in the adjacent streets including Mill Street and the top of Mawson Rd. You need to reroute traffic to the station via Hills Road. Since the redesign of access to the station, taxi and car traffic has increased on Mill Road, Tenison and Devonshire. Mill Road is too narrow to be used like this as a ratrun to the station. Thank you.
Traffic	PartlySupport	I agree with the proposal in general to reduce traffic on Mill Road. I would go further with pedestrians and cyclists prioritised in the infrastructure, allowing only emergency vehicles over the bridge. However, I realise this would be unlikely to gain popular support and believe that the current proposal is a good way to improve Mill road.
Disturbance	PartlySupport	Mill road is one of the best streets to enjoy in Cambridge, but car congestion makes it unpleasant at times of the day. I support this proposal due to its impact on traffic reduction in the street, reducing disturbance. However, I recognise that this change may have a negative effect on surrounding areas and streets, on which the car congestion might be redirected. I would hope that care and attention is paid to ensure the potential negative effect of this change in surrounding areas is reduced.
Traffic	PartlySupport	I live near the bridge and have a vehicle which I use infrequently, only to travel out of town. When I do use my vehicle the bus gate makes it a lot more difficult to get out of Cambridge. I am still in agreement with the bus gate for the sake of pedestrians and cyclists. I experienced it during the pandemic but found the design was problematic as it encouraged cyclists and permitted traffic into the middle of the road in the face of oncoming buses and speeding taxis. It would function better if it was kept two lanes and was traffic light and speed controlled.
Traffic	PartlySupport	<p>I'm keen to see a reduction in traffic on Mill Road. I frequently cycle on the stretch from Parker's Piece to Coleridge Road, and cars are a menace, especially those with big SUV-style chassis. During the earlier closure, I loved the improved urban environment along The Broadway.</p> <p>I would like to see taxis restricted as well from crossing the bridge. They make up a surprisingly large fraction of the traffic.</p>
Safety	PartlySupport	<p>I support the plan to limit access to private traffic, but would like the Council to consider including private taxis as private traffic - which they are! Simply hiring someone else to do the driving does not decrease traffic, but merely outsources it.</p> <p>Every weekday I have to use Mill road as a pedestrian to take my toddlers to nursery. Every weekday I regret the damage done to their lungs while on Mill road - they are at exhaust pipe height whether walking or in the pushchair. Every time I travel on Mill road on foot or bike I long for the bridge to be closed so I can travel in safety - perhaps I'll actually start shopping on Mill road again if the bridge is closed to private cars?!</p>

Safety	PartlySupport	<p>To whom it May Concern,</p> <p>I am writing to offer my opinions on the proposed change of use of the Mill Road Bridge and the general state of Mill Road. I am in favour of major changes to the use of the Mill Road Bridge as I believe its current state is only conducive to the use of Mill Road as a rat-run and high traffic and rush hour and also to it being a very dangerous stretch of road for pedestrians, cyclists and drivers alike.</p> <p>I am a resident of ***, I am also a cyclist who commutes to and from ***. I believe Mill Road's use and road format requires serious re-considerations and major changes. As a resident, cyclist, pedestrian, bus user and sometimes driver over the bridge, I find the vast majority of my experiences of the bridge, and the road more generally, to be negative.</p> <p>Not only is Mill Road narrow and rife with potholes it is also common to find long queues of traffic idling as drivers wait to join the ring road at the far end. Overnight it is used by aggressive drivers and people speeding. The bridge itself is not properly arranged for safe use by anybody, and neither is the Broadway or the junction with Devonshire Road. Mill Road appears to be seen by many drivers as a cut-through and little else.</p> <p>As a cyclist, *** I dread the Mill Road stretch the most of all the roads I use. It is by far the most nerve-racking and dangerous part of the commute. Navigating potholes, the narrow road, the junction with Devonshire road, the taxis and cars using the north end as a rat-run to the station, the bridge and its poor layout and the traffic on the Broadway going south are a very heady mix indeed.</p> <p>The bridge in its current format does not provide adequate space for cyclists to put in the work to summit the bridge safely. I rarely find drivers to have any lane discipline, despite the road markings very clearly prohibiting overtaking on the blind ascent. I have had many run-ins with impatient drivers or drivers who feel their vehicle will be able to pass me or other cyclists without crossing the centre lines. As a driver, I have found passing cyclists to be the hardest part of driving on Mill Road. I have even reported a driver for aggressive driving on that stretch to the police. As I write this an ambulance is attending to a knocked-down cyclist on the summit of the bridge (c. 1 pm, 10th August). I have seen a number of similar incidents on it before, including ambulances attending serious accidents. I do not know the statistics but they should weigh heavily on the decisions made on the future of the bridge.</p> <p>As a pedestrian, the pavements are far too narrow for groups to pass each other safely (an issue that is prevalent along much of Mill Road). As a bus user, I know that there is little point in using No.2 at rush hour to get anywhere. It is usually faster to walk from Drummer Street to The Broadway than it is to get on the bus. Clearly, there is a priority issue with this road that the prohibition of certain traffic would resolve.</p> <p>*** I am privy to all the noises on the street. My experiences of *** over the last nearly four years of residence have been mixed. It is a vibrant shopping and dining area with a great sense that it is a hub for the community during the day and into the evenings. The coffee shops and eateries are always busy with seating on the street. The shopping options are always well-attended. Yet, they all are sited on a busy, noisy and dangerous stretch of road. I often hear cyclists and drivers yelling at each other about how they have behaved on the bridge. I am often woken by loud and very fast driving overnight, by people taking advantage of the long stretch of open and unpoliced street.</p> <p>I do not believe that there is a case to argue that business would suffer if the capacity for driving on Mill Road was changed. Nor do I believe that the majority of the users of Mill Road's shops and restaurants drive to these destinations or would stop going to these businesses because driving was more difficult. Mill Road is well connected at either end, it is used by drivers every day after all, but in my opinion, the majority rarely stop to use Mill Road. For them, it is a cut-through. I believe that closure or a better-managed use of the bridge would provide calmer conditions for businesses</p>
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		<p>I support the restriction of traffic over Mill Rd bridge. I support the benefit of reducing traffic and speeding up journeys on (and improved reliability of) public transport that the restrictions will bring. I support the improved response times for emergency services that the restrictions will bring. I support the improved traffic flow and reduced accident risk for drivers, cyclists and pedestrians that the restrictions will bring. I support the reduced pollution (air and noise) that reduced traffic throughput will bring.</p> <p>I believe that the restrictions should be tightened to include all private traffic, including taxis and other private hire vehicles (Uber etc). Public and private passenger coaches could be exempt. There is a proposal to allow 'carers' to use the bridge - my concern is how 'carer' will be defined and that the definition and registration (of the vehicle? of the person?) may be open to abuse. My understanding is that blue-badge holders are also proposed to be exempt. My concern is that the principal benefit of blue-badge registration is in more convenient parking for the holder and that blue-badge registration may be open to abuse.</p> <p>My other concern is that the (desirable) reduced traffic throughput could lead to speeding and other reckless driving. This is already evident on Mill Rd in off-peak times. I urge the council to consider much greater enforcement of existing traffic regulation - speed detection (feedback or penalties); parking violations - currently flagrant on both sides of the bridge; dangerous overtaking. The prevalence of illegal and dangerous parking on Mill Rd leads to knock-on effects of cars (and cyclists and often pedestrians) being forced further into the road, increasing risks to all.</p>
Traffic	PartlySupport	Overall I support the bridge closure to private traffic but urge the exemptions to be reduced and complementary safety measures and enforcement to be enhanced.
Traffic,Safety,Environmental,Disturbance,Access	PartlySupport	As a local resident I mainly agree with the proposal to introduce a bus gate on Mill Road bridge. I think it's important to reduce the traffic on Mill Road to make cycling and walking safer and to reduce the pollution which stationary traffic especially at peak times causes. I do have concerns however that the through traffic on Mill Road will be diverted onto neighbouring roads. This will increase the traffic and increase congestion and pollution on those areas. I believe that car usage must be reduced in the whole city. I am hopeful that the bus gate will improve the reliability of the bus service and I would like to see an increase in the frequency of the buses in and out of town centre. I would also like to see a more integrated bus service, tickets transferrable between Whippet buses and Stagecoach. The cost of using the bus into town from Mill Road is expensive in comparison to taking a longer bus service into town from surrounding villages or indeed parking at the park and ride and taking the bus from the park and ride into town. There must be many car journeys within town of residents trying to travel from one area to another. Could more be done to make travelling across town easier and cheaper without resorting to jumping in the car?
Traffic	PartlySupport	<p>Good work, bus gate is a great idea; MillRoad needs traffic reduction - also as a cyclist if I had a pound for every time a driver did an unsafe overtake on this bridge I'd finally have enough cash to afford a house in this city.</p> <p>Pepper the whole street with speed cameras; and if you hired a traffic warden to patrol Millroad they'd make their salary back in a month through fines - the biggest cause of traffic on Mill Road is when someone parks up and blocks a whole lane.</p>
Traffic	PartlySupport	<p>I think this will be great for reducing traffic and making mill road more safe for cycling and more pleasant as a pedestrian. I have avoided commuting via mill road for a long time and so have missed many opportunities to stop at the great shops. This should hopefully improve the situation.</p> <p>My only concern is around the suitability for Argyle road to take the diverted traffic as it has cars parked both sides and so could get clogged up easily. I trust that if the traffic planners understand these things and have considered it then the additional volume of traffic will be fine but I thought I'd raise it. The opening of the second phase of the Chisholm trail allowing cyclists to avoid the horrible roads off mill road will definitely help, whenever that scheme gets completed.</p>
Other	PartlySupport	<p>Even if I agree with the closure of the bridge I firmly believe the whole of Mill Road traffic should be reduced or even a one lane being promoted with more space for pedestrians (and allocated space for cyclists).</p> <p>I am originally from a city with a big pedestrian city centre and it's an amazing space for shops and restaurants to thrive as you can spend more relaxed time outside your car. Right now Mill Road is not an enjoyable street to walk or cycle at all and it's a pity as it's full of small commerce that's deserve to flourish and being discovered.</p> <p>At the same time the public transportation in the area is a bad expensive joke (and it's not just Mill Road but the whole city) with expensive fares, unreliable buses, and delusional timetables if you don't want to go to the city centre. Using too big too old buses instead of promoting more regular travels using small city buses/vans and leaving big buses to high volume times of day.</p>

Safety, Traffic, Financial	PartlySupport	<p>I welcome every measure to reduce the amount of traffic in Mill Road, in particular in the length of the road between the bridge and Petersfield Garden. I support installing a bus gate at the bridge as a first step, but I believe further measures need to be planned and executed in the future. Mill Road's pavements are too narrow, and most of the space in the street is taken by the road. This makes for an unsafe, unpleasant road to walk along. Cycling along Mill Road also feels extremely dangerous, as there is always heavy traffic, many trucks loading and unloading goods to supply the shops, taxis, etc. In its current state, I try to avoid Mill Road as much as possible. Ideally, Mill Road should be a pedestrian-only road, but considering its location and connection to the rest of the city, the next reasonable thing would be turning into a single lane, one-way road, using the space taken from the other lane to increase the pavement width.</p> <p>As for the impact in the economy, something those who object to this proposal tend to bring up, allowing for safer transit of pedestrians will actually result in an improvement to the economy of the road, as there are multiple studies that back this up (see, for example, https://doi.org/10.1016/j.cities.2021.103468).</p> <p>Mill Road needs immediate action in order to make it safer and more pleasant to transit on foot or on bike, and I wholeheartedly believe the placement of the bus gate will be a very much needed first step.</p>
Safety, Traffic, Environmental	PartlySupport	<p>Non exempt traffic should be restricted only during peak hours because Mill Rd is not congested at all times.</p> <p>Parking in pavements and double yellow lines should be more strictly enforced because it is a hazard to pedestrians and other road users.</p>
Safety	PartlySupport	<p>I frequently cycle down Mill Road to use the businesses on Mill Road and to get to other parts of the city. However, I find the experience very stressful due to excessive traffic, and now I have a baby who I take in a bike trailer, I avoid the road all together. The traffic, close passes and badly parked vehicles actively discourage me from patronising the businesses on Mill Road. If closing the bridge is the best solution for reducing traffic, then in my view it can't happen soon enough! Even walking down Mill Road with a pram is stressful, as cars pull up on the pavement without warning, or block the pavements. The only other thing I could see working would be to have a near constant traffic police presence, so that dangerous driving and parking on the road would have actual consequences. At present, too many drivers seem to care not a jot about the safety of vulnerable road users.</p>
Other	PartlySupport	<p>I fully support the need for drastically reduced traffic on Mill Road. As a resident I am a cyclist, pedestrian, and driver, so I understand the use of the road from those perspectives. While the closure of the bridge to regular traffic is indeed going to have a huge effect on the amount of traffic, I believe the Council needs to go steps further to improve the whole of Mill Road vicinity in terms of how it is used. The condition of the roads (including adjoining roads) and pavements is terrible and needs attention. Accessibility for wheelchair and pram users is shockingly bad - especially due to the way waste management is handled, so that bins are often blocking the narrow pavements. Parking on adjoining streets creates a lot of congestion and danger for pedestrians. And children are not thought of at all - not just in terms of their safety (which is poor), but also with regards their enjoyment and fun usage of the streets. The Council must do a lot more to redress these issues - I am certain it would only require relatively simple, but multiple solutions; and greater engagement of community involvement. Not least to improve the look and feel of the streets, and bring back safety, accessibility and child-friendly fun. And please consider a weekend Market along Mill Road, and car free mornings, etc. Initiatives that make Mill Road the place to go at specific times of the week or month.</p>
Access	PartlySupport	<p>Restricting the Bridge will be a big step in starting to tackle the congestion down mill road and hopefully bring it closer to being more resident friendly and a place to visit. However I do think there should be the ability to award permits to trade for set periods. There is a lot of work that is undertaken on the housing stock around Mill road and enabling access to both delivery (for businesses, not residential) and building services I think will be beneficial to the area. What we want to see less of is commuter traffic / those driving into the city clogging up the road.</p>

		<p>I am sure you will be getting a huge response to this proposal. These are my main thoughts.</p> <p>1 I certainly don't object to reduction of car use along Mill Road in principle. Car use and vehicle emissions need to reduce and walking, cycling and public transport needs to be promoted. I am in agreement with this overall aim.</p> <p>2 However, there appears to be a huge fear that doing this would significantly affect the small businesses along Mill Road which make up so much of the Road's character. I think this is the main objection. But have studies been carried out of the effect of temporary closure on business? If not then this needs to be done. A comparative study of footfall 1 with the Bridge open as it is now; and 2 closed as it would be under a TRO. The decision would need to be taken in the light of the evidence after that.</p> <p>To this end I would welcome City Councillor Katie Thornburrow's request for the measure to be paused while evidence is gathered.</p> <p>3 One of the objections made against closure is that if traffic cannot use Mill Road, then where would it go? Perhaps a way through would be for a separate proposal / consultation to be made on traffic flow in the whole of Cambridge 1 with the Bridge shut and 2 as it is currently. This would answer the question Where would the traffic go? This large consultation / discussion could run concurrently with the gathering of evidence on the effect on business. At the end of both processes, the results could inform an overall way forward. Maybe ..</p> <p>4 Regarding how Mill Road would look and operate if a TRO went ahead - ie on matters of detail - I would suggest:</p> <p>1 A system to allow delivery vehicles to use Mill Road Bridge at particular times of day similar to the delivery window usual with pedestrianisation in town centres. These are now common and everyone knows how they operate. Delivery vehicles / businesses would obtain permission to drive through the gate at certain times of day. Simple.</p> <p>2 The other issue which appears to raise hackles is that informal caring arrangements - ie by people not Blue Badge holders, would be considerably inconvenienced by the new arrangements. There would need to be a way for people with support needs to be able to make a case to enable them or particular named people who support them to use the Bridge. Clearly this could be open to abuse. But something could be worked out which would enable the gate to be installed.</p> <p>3 If a TRO does eventually go ahead, it will enable improvements to be made to Mill Road. In particular, I would suggest widening the pavement on the residential side opposite the shops on the stretch between East Road and the Bridge. At present this is very narrow and uncomfortable for pedestrians.</p> <p>4 A new look Mill Road might need some promotion to continue to draw people to its undoubted attractions. Perhaps new car parking arrangements / facilities need to be made to encourage people into the district to do their shopping. We want Mill Road businesses to thrive. It shouldn't degenerate to a string of cafes and charity shops, nor for business to drop and only big stores to move in. This is the crucial point as far as I am concerned.</p> <p>So I am not opposed to installation of the "gate" on Mill Road in principle. There just needs some attention to detail before a decision can be made.</p>
	PartlySupport	<p>I hope these suggestions are constructive.</p>
Traffic	PartlySupport	<p>Whilst traffic reduction and consequential pollution reduction is welcome the neighbouring roads around the approach to the bridge are very narrow, many with gates further narrowing them to only allow small vehicles or pedestrians/cyclists through. The council should work on the diversion routes open to those who might get up to the bridge and then realise they cannot get through, as anyone trying to make a u-turn on either side will meet with great difficulty and increase both congestion and pollution. Mill Road itself is already very narrow, and with delivery vehicles often blocking the road further, if there is no way to safely (without risking damage to your car) and clearly marked diversion route when you get to the bridge, the closure will be counterproductive. This is a major route into the city for those living and working in the Romsey area, and closing it will mean those who cannot walk or cycle with need to take a very long diversion - simply moving the traffic from one road to another.</p> <p>Has the council considered changing the road to a one-way road instead? or for even more out-of-the-box thinking, why not make it one direction in the morning and another in the evening, according to the direction of flow of traffic at those times? This is a simpler solution to a busy road, but of course that means the council will not be able to fine people - i.e. you will not get the revenue from unsuspecting visitors/drivers that you expect with this closure scheme.</p> <p>A diversion route close to the bridge, on both sides would be essential to show that this is not just another money making scheme for the council, at the expense of those who need to drive.</p>

		<p>I think this should probably happen. If we as a society or community are at all serious about reducing traffic, reducing car use and travelling on foot bike or public transport, some behaviour has to change and it is hard to think of a better place to start than on a tight, crowded street near the centre of a fairly large town. Sure, there will be some inconvenience for drivers but one way or another it is always possible to drive around the bridge if you really have to drive to a location in that area at all (eg to your home; there is little reason to drive to a business - see below), and Mill Road is a *terrible* through-route because of its narrow and crowded nature. Better to push traffic around it even though undeniably that will probably further crowd other roads until/unless genuinely tough action is taken across the whole of central Cambridge.</p> <p>I do not accept that the businesses along Mill Road are a reason to keep traffic flowing over the bridge. Hardly any of those shops sell things that you need to drive for, and few of them have much/any parking you can stop in anyway. Mill Road is in that sense still almost a classic, old-school high street that you walk rather than drive along, and anyway blocking the bridge to traffic is not the same as preventing people from driving to one half or other of the street. It's easy to sympathise with the business owners' wariness as many of them probably do operate on tight margins sensitive to small changes but, with respect, their arguments don't seem to add up and I wonder if they are just wary of change, period. Mill Road is a great facility for the city, and for sure it is their operations there that account for that, but I don't believe closing the bridge is killing the goose that bears the golden eggs; it's as much an opportunity for them as a threat.</p> <p>This said, I do think that some traffic has to be accepted or protected:</p> <ul style="list-style-type: none"> - Sensible rules are needed regarding deliveries, not necessarily limited to very early/late times of day - Disabled drivers should be able to drive over the bridge (especially as taxis will be able to anyway) - Possibly, residents of a defined area should be too; same for business owners and people working in the businesses; not certainly but possibly - to be considered before just making their lives difficult
Other	PartlySupport	This might all need some technology but that will be needed anyway to permit taxis (which are only arguably a special case of cars)
Environmental	PartlySupport	<p>I agree with the proposal, as it will decrease the amount of traffic and improve the air quality for cyclists and residents.</p> <p>I do however suggest that taxis should be restricted as it means people can pay to go over the bridge via car, which is possible by using public transport.</p>
Traffic	PartlySupport	I am not a resident of mill road but I am a regular driver around Cambridge, and Mill Road is just wholly unsuitable to drive on. It is too narrow to take the current amount of traffic and makes it unpleasant for residents, cyclists, pedestrians and other drivers alike.
Safety	PartlySupport	I agree that Mill Road Bridge should be closed to most traffic to reduce congestion on mill road and make it safer for all road users. However, I believe that council vehicles should be given exemptions, like busses, taxis and emergency services. I think that council vehicles provide an essential service and we need them to be able to work as efficiently as possible.

	PartlySupport	<p>Dear Councilors,</p> <p>I am writing to express my support for the proposed bus gate on Mill Road Bridge. As someone who cycles regularly with young children along Mill Road, I will welcome the reduced traffic and noise, and increased air quality and safety that will come with a bridge closure. The closure will also make Mill Road a more enjoyable place to spend time socially, at its cafes and bars. With a safer cycle across the bridge from my home in Petersfield I am also more likely to more often visit the many excellent local shops in Romsey.</p> <p>I would however ask you to consider the wider consequences of the bridge closure on some of the residential streets of Mill Road. I live on **** Road, which experienced more, not less, traffic during the temporary bridge closure. I believe the reason is that the bridge closure increases traffic on the A603, thus encouraging even more taxis than already do so to use Tenison Road as a cut through from the train station.</p> <p>At minimum the Council should enforce the 20mph speed limit on Tenison Road. (Currently many taxis in particular ignore the speed limit as they quickly learn that it is not enforced). Perhaps taxis caught speeding on Tenison Road could lose permission to cross the bridge as an added sanction?</p> <p>But ideally, the Council should take steps to reduce traffic on Tenison Road altogether. This could be done by, for example, making Tenison Road one-way like St Barnabas Road or restricting its use as a through road by disallowing entry and exit within 10 minutes (as is done on Hinton Way I believe).</p> <p>I say all of the above as a car owner. As do many of the residents of Petersfield and Romsey, I own a car that I use for infrequent trips out of town and am willing to swallow the occasional inconvenience of the bridge closure for the greater goal of creating a safer and more pleasant environment for my neighbourhood.</p> <p>In summary, I support the bridge closure but ask that you take measures on the residential roads around Mill Road at the same time, or soon after. Let's make Petersfield and Romsey safe 20 minute neighbourhoods where active travel is the norm.</p> <p>All the very best, ****</p> <p>-- **** **** **** ****</p>
Disturbance	WhollyObject	I believe the positives of reduced congestion are outweighed by the negatives of being unable to get deliveries over the bridge.
Traffic	WhollySupport	I want to reduce traffic in Cambridge, I grew up here. This is a great incentive to get on bikes or use public transport.

		<p>I have been a Cambridge resident for 30 years and often both walk and cycle along Mill Road, for various reasons: to use the shops there, to visit friends on the other side of the bridge, and as a route in and out of Cambridge from Cherry Hinton and Fulbourn.</p> <p>I support the proposal. In my view Mill Road is not suitable for general traffic. Because the road and the pavements on both sides are so narrow, the pavements are often partly blocked and pedestrians forced onto the road. Cars stopping or executing various manoeuvres make it difficult to see oncoming traffic when crossing the road or a side street. The road is too narrow for cars to pass cyclists.</p> <p>Consequently the road does not feel safe or welcoming to pedestrians or cyclists. It is virtually impassable for people with access requirements, such as wheelchairs or buggies. Friends with children routinely avoid it as they do not feel safe taking their children there.</p> <p>The narrow built-up road also causes traffic pollution and noise to build up easily on Mill Road, making it a much less pleasant area than it has the potential to be.</p> <p>Since the traffic discourages people from using the road, I believe that closing Mill Road to traffic would also better serve the excellent shops there.</p> <p>Furthermore, Mill Road is not needed as a through road for traffic. Hills Road, Newmarket Road and Coldham's Lane are much more suitable for heavy traffic going in and out of town and are available with only a short detour for almost all journeys.</p> <p>For all the above reasons I support the proposal for a bus gate, closing the road to most through traffic.</p>
Environmental	WhollySupport	Please note - this response covers several of this form's "response categories", but it was only possible to choose one.
Traffic	WhollySupport	I am fully supportive of the plan to close the bridge. The level of traffic in Mill Road is unsustainable - it is dangerous, unpleasant and unhealthy.
Safety	WhollySupport	As a parent with young children living off mill rd, I wholly support this proposal. The volume and speed of traffic travelling along mill rd throughout the day makes the street very dangerous for young children. When walking in the street I am very careful to keep my children on the inside of the foot path, and avoid walking on the side with the much more narrow footpath altogether. There is frequent speeding and dangerous driving. Restricting traffic across the bridge will help alleviate this.
Safety	WhollySupport	<p>I am a Cambridge resident living in the **** . I would like to voice my support for the proposed bus gate and to close Mill Road Bridge to the majority of motor vehicles.</p> <p>Mill Road is a fantastic area of Cambridge. My husband and I love living off of Mill Road given the proximity to the wonderful grocery stores, restaurants, coffee shops, pubs, parks, and playgrounds. However, walking down Mill Road is not an enjoyable experience due to the motor traffic. The cars are loud, polluting, drive too close to the (already far too narrow) pavements, and often even take up space on the pavements that should be reserved for pedestrians. This traffic spills over to residential side streets, with drivers frantically looking for places to park and often driving way too fast given the residential nature of these streets. Similarly, we cycle along Mill Road quite frequently---often with our toddler in tow---and this is usually a harrowing experience with cars attempting to pass at close range. I find cars trying to pass me on the bridge to be particularly terrifying and I have nearly been hit by cars while cycling on Mill Road on multiple occasions.</p> <p>Any measure which reduces motor traffic on Mill Road will improve safety of pedestrians and cyclists, as well as reducing pollution, which is an especially important concern for families with small children like us. We saw how the closure of the bridge improved traffic during the pandemic, and are eager to see this change in place again. We were so excited when the original TRO was passed, as it gave us optimism for the future of Mill Road to become even more of a pedestrian- and family-friendly community area. Since the challenge to the TRO, we have instead been finding ourselves growing increasingly frustrated by the wait. Mill Road simply cannot handle the amount of traffic that goes through it on a daily basis, and there is an urgent need to reduce this in order to make the area more attractive to pedestrians, which will in turn benefit residents, businesses, and visitors alike.</p>
Traffic	WhollySupport	Mill Road has too much through traffic and pavement parking. It should be made more friendly for bicycles.
Traffic	WhollySupport	Would like to see significant reduction in traffic on mill road to enable safer cycling for children, improved pavement environment for cafe outdoor seating, less pollution. Only concern is that taxis will speed up and down - would like to see strongly enforced speed restrictions for taxis including multiple speed cameras

	WhollySupport	<p>I am writing to support this TRO.</p> <p>I am 80, and get around mostly on my electric bike, despite the desperately uneven and potholed Mill Road, which jolts my arthritic joints.</p> <p>I support the closing of the bridge to reduce traffic flows which I hope will make cycling a little safer, and pollution lessen.</p> <p>I only wish big delivery vehicles could be interdicted. They are such a contributor to the degeneration of the road surface, sometimes break up pavements by parking half on them, and create hazards for cyclists and slow other traffic.</p> <p>I understand this is a divisive issue , so I am adding my voice to support closure.</p> <p>****</p>
Safety	WhollySupport	<p>As a resident who walks & cycles along Mill Rd daily, I am in favour of the bus gate as a way to reduce the traffic on Mill Road. When it was in action previously, the traffic level dropped considerably which reduced noise, pollution and the danger from motorists making risky manoeuvres to overtake bikes, scooters and parked vehicles. I struggle to cycle safely past the long lines of cars backed up on Mill Rd and, as an asthma sufferer, the fumes from slow moving and idling vehicles are a problem. I believe that enforcing a bus gate again would incentivise people to walk or cycle more and would make Mill Road a safer and more pleasant environment.</p>
Traffic	WhollySupport	<p>As a resident of **** , I fully support the closure of Mill Road Bridge to cars, as I am very concerned about the amount of traffic on the road as well as the resulting pollution in my neighbourhood.</p> <p>The level of congestion poses a real danger to those who walk or cycle along Mill Road.</p>
Traffic	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge. There is a need to cut through traffic as Mill Road has more residential front doors/windows less than 5 metres from the carriageway than any other route into Cambridge city centre. It also has a higher proportion of shops, of a local nature, catering mainly to customers arriving on foot or cycle, than any other approach road. The levels of air pollution consequent upon the current excessive levels of motor-traffic need to be tackled as an urgent public health issue.</p> <p>With reduced air pollution, noise pollution and congestion, Mill Road will be more attractive for active travel, give greater independence for children and older residents, and result in improved health.</p> <p>Mill Road is not, and never has been, an arterial route from the suburbs to the city centre. The current levels of motor-traffic are out of scale to the road's capacity.</p> <p>This TRO is, moreover, very much needed for reasons of road safety. Mill Road features five of the county council's injury/death RTC cluster sites.</p> <p>Over twenty-five thousand people live in the three wards of Cambridge city – Coleridge, Petersfield and Romsey – which surround Mill Road. This community outnumbers the population of Wisbech, that of Huntingdon, and of St Ives. Mill Road is our High Street. Just like Wisbech, Huntingdon, and St Ives, our High Street need restrictions on motor-traffic. This bus gate scheme will provide a huge benefit to the quality of life of the people who live on or around, work on, and visit Mill Road. Our High Street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed leaving the road open to unrestricted motor-traffic. Councillors adjudicating upon the current TRO should bear in mind this strong level of public support.</p> <p>The scheme will assist bus reliability. Stagecoach's citi2 service has never returned to its pre-pandemic 10 min peak-time frequency; it is currently at a 20 min frequency. Reductions in motor-traffic on Mill Road will facilitate the Cambridgeshire and Peterborough Combined Authority's ambitions to improve local bus services, and reduce costs by reducing running-times.</p> <p>The proposed exemptions for taxis, blue-badge holders and other specified motor-vehicles provide a sensible balance for access to the street, whilst motor-vehicle access is retained to Mill Road on both sides of the bridge.</p> <p>Whilst Cambridgeshire County Council's duty is to consider valid objections to the current TRO under the the statutory process, I hope my foregoing reasons to support the TRO will be taken into account by councillors adjudicating upon it.</p>
Parking,Traffic,Safety,Access,Disturbance	WhollySupport	<p>The bridge is unsafe for cyclists and pedestrians due to all the vehicle traffic. The vehicle traffic also makes it unpleasant for residents.</p>
Traffic	WhollySupport	<p>I support this proposal as I think it will reduce traffic pressure to those roads off Mill Road, also it can make a safer cycling on Mill Road.</p>

Traffic	WhollySupport	I have not changed my mind since the previous consultation and am frustrated that a small group have thwarted the majority in the last consultation through legal action. However, to reiterate - although the proposal will cause me personal inconvenience we need to take some real action both to do something serious about the volume of motor traffic in Mill Road, make life easier for those who don't pollute (walkers and cyclists) and make some real improvements to the environment in terms of CO2 emissions and particulates. I therefore support the proposal.
Traffic	WhollySupport	Something needs to be done about the amount of traffic on Mill Road, which has increased significantly over the 30 years I've lived here. As well as the deterioration it has caused to the overall environment, the private vehicle volume is detrimental to both public transport and cycling. There will still be access to Mill Road for residents, businesses and visitors, but it will cut the through traffic. Plus it will encourage people that do not need to use their cars to use alternative methods. It will make being on the street for pedestrians much more pleasant, and I believe it will actually increase shop footfall.
Traffic,Safety,Environmental	WhollySupport	I am in support of blocking the bridge to reduce traffic on Mill Road which I use for shopping every day. I also ride my bicycle on Mill Road on a regular basis and it is always dangerous sharing the road with cars. Reducing the traffic will make Mill Road a safer and better place for residents. I know that the shop owners are worried about their business but my understanding is that most people ride and walk to the area and hopefully that will increase. Although I own a car, I access shops on the bridge by bike or foot and I will be prepared to drive around when I need to go to the other parts of Cambridge.
Traffic,Safety,Environmental,Disturbance	WhollySupport	I strongly support the proposal to restrict the traffic along Mill Road. The current situation in which Mill Road is constantly clogged with traffic should not be allowed to continue. This situation creates an unpleasant environment for pedestrians using the sometimes narrow pavements and restricts their ability to cross the road safely. It is very detrimental to health, as pedestrians cannot avoid breathing heavily polluted air. Cyclists cannot use the road safely, and this is of particular concern as many environmentally conscious cyclists transport children in unprotected cargo bikes. Other cities in the UK have managed to restrict traffic in their city centres by various means including congestion charges and this is what needs to happen in Cambridge, particularly as the centre of Cambridge is very compact and therefore heavily congested. Vehicles that are currently able to drive freely down Mill Road add to this congestion in the city centre. I am also hopeful that restricting the traffic that can drive down Mill Road will have a positive effect on surrounding neighbourhood streets, including my own street, **** **, which at certain times of day reaches a state of gridlock and thereby suffers from high levels of air pollution. I look forward to a future in which I and my fellow Cambridge residents can live in a safer, quieter, cleaner and less congested city, and this can only happen if restrictions such as the partial closure of Mill Road Bridge to traffic are put in place.
Traffic,Safety,Environmental,Disturbance	WhollySupport	Mill Road is far too busy with vehicular traffic, given the size of the road and the residential areas it runs through. Restrictions are necessary to limit the traffic and these will have positive benefits in terms of air pollution, pedestrian and cyclist safety and general ambience for residents and visitors alike. As a resident and car owner I recognise that the proposal makes driving less flexible but I accept that there must be restrictions on driving if we are to improve the safety and atmosphere of our local area.
Traffic	WhollySupport	I wholly support the mill road bridge closure. There are three main reasons for this, traffic volumes, safety of both cyclists and pedestrians and the environmental impact on the area. It is not unusual to see near misses on Mill Road and there has been many accidents. The level of traffic is not suitable for the highway. The pollution the excess traffic causes to residents is unacceptable. Indeed I would welcome Mill Road becoming pedestrianised. This would create an area of Cambridge to be proud of. It would make the road a destination and increase footfall as more imaginative dining spaces could be created. I hope that the outcome of this TRO will be implemented swiftly with no further delays.
Environmental	WhollySupport	Mill Road, quite simply, would be a better place with less traffic. The benefits would be seen from safer streets all the way through healthier air.
Environmental	WhollySupport	Through appropriate restriction of traffic, as well as supporting improved public transport, we can reduce the daily excess of cars around rush hours. The Mill Road bridge represents a bottleneck on the way into town, so it is appropriate to restrict access and encourage other modes of transport.
Environmental	WhollySupport	Given the urgency of doing whatever we can to address or mitigate the climate and environmental challenges that face us all, I support whatever can feasibly be done at a local level to move policies in that direction. In particular the congestion levels along Mill Road are not sustainable and we do need to tackle them. The close proximity of pedestrians and heavy traffic is dangerous, unhealthy and downright inefficient at present.

		<p>I wholeheartedly support this TRO for a bus gate on Mill Road bridge. The road is narrow and congested and unsafe for both pedestrians and cyclists. Living just a stones throw away from Mill Road, I know first hand how unpleasant the car-use on this road can be, and I know there is a lot of public and political support for this perspective. Some stats from ***: In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments.</p> <p>It will also improve air quality and is generally better for the environment. One day I hope Mill Road can become completely pedestrianised, so people can walk its length safely, sit outside cafes and restaurants, and enjoy the peace and quiet. The bus gate is one step towards this goal.</p>
Traffic	WhollySupport	
Environmental	WhollySupport	I mainly walk in Mill Road and would be extremely pleased to see a reduction in traffic, noise, pollution and accident risk.
Traffic	WhollySupport	i am in favour of a bus gate and traffic closures on mill rd
Traffic	WhollySupport	I am a car owner and user and I still support this proposal. Mill road is a mess of vehicles and the bridge is a terrible bottleneck for traffic. This is a good solution.
Safety	WhollySupport	<p>Safer to cycle on Mill Road when there's limited traffic</p> <p>Nicer to seat outside restaurants/cafes/bars when there's limited traffic</p>
Traffic	WhollySupport	I support the closure of the bridge to limit traffic to just local traffic. We need to deprioritize car usage in every aspect of our society and that is in my opinion a good way of deterring car usage to travel through Cambridge if you are not a resident of the area. Any measure designed to favour foot traffic and the use of public transport and bikes is welcome by me. This must be accompanied by continuing investment in public transport (higher frequency, longer periods of service and cheaper prices) and the creation of a truly bike-friendly city infrastructure where roads have bike lanes by default, where there is plenty of secure bike parking areas especially for e-bikes coupled with a visible deterrent approach to bike crime.
Traffic	WhollySupport	I want to support the bus lane on mill road due to the traffic and also illegal parking
Traffic	WhollySupport	Mill Road is completely disfunctional at present as a result of all the motorised traffic. Potentially, Mill Road is a very attractive inner-city area both for residents and for commerce. Closing the bridge would greatly benefit all stakeholders. Mill Road is not a suitable route for commuters or for those using their cars to access the town centre.
Traffic	WhollySupport	As a resident of **** , I - along with a large majority other residents - have been giving consistent and clear feedback for many years now: 'Yes' we would like to see reduced traffic on Mill Road, 'yes' we believe that closing the bridge to traffic beyond busses, taxis and those with special permits is the right way to improve both safety (the road is incredibly dangerous for pedestrians and cyclists), environmental sustainability, general enjoyment AND the commercial potential of Mill Road as a shopping street and local eat-out destination. It is a huge disappointment that it has taken this long for local decision-makers to meet basic local needs.
Safety	WhollySupport	As a daily user of Mill Rd, I wholeheartedly support this motion to improve the roads safety and enjoyability. It is currently completely unsustainable, unsafe, and unpleasant, and the road has so much potential to be so much more with less traffic, pollution and noise
Safety	WhollySupport	I support this proposal. It has been the subject of extensive public consultation and has received overwhelming support in relation to traffic, safety, air quality, and local economy. Mill Road is a vibrant area with high visitor numbers. The safety of visitors and residents is at risk because of the way the road is used - dangerous driving and antisocial parking as well as the volume of traffic for which this route is not suitable.
Traffic	WhollySupport	<p>There is currently too much traffic on Mill Road - too many cars and taxis, and they drive too fast and don't respect the cyclists. The taxis pass cyclists too fast and too close. We need cycle lanes.</p> <p>Illegal parking on the pavement on Mill Rd makes it more dangerous as you have to cycle in the middle of the narrow road to get past the illegally parked cars. Mill Road would be better as a one-way street - it is too narrow for cycles and cars to use it together safely.</p>
Traffic	WhollySupport	I wholly support any measures to reduce through-traffic in the Mill Road area. The bridge in particular is a dangerous stretch of road to navigate as a cycling resident, with cars overtaking while going uphill, and driving fast and recklessly in general. I hope that with these and additional measures, the Mill Road area will be safer and more pleasant to navigate for pedestrians, cyclists and residents who need to use a car.
Safety	WhollySupport	<p>As a frequent user of shops and amenities along Mill Road, it seems clear to me that the scale of traffic is well above the level that such a narrow, pedestrian-heavy road can comfortably accommodate and as such I fully support the proposal.</p> <p>The consequences of this excess traffic ranges from some appallingly negligent driving through to noise and pollution. Additionally as an occasional cyclist, I find crossing the bridge feels incredibly dangerous with the current set up.</p>
Environmental	WhollySupport	I support it for further reasons connected to the environmental category specified above. Disturbance, traffic and access are also important for me.

Traffic	WhollySupport	I live off Mill Road and I pass over Mill Road Bridge at least 3 times per week. I do drive over Mill Road Bridge to get to work (**** ****) but it's such a horrible place to drive that I am now actively avoiding it and finding other routes that completely avoid driving down Mill Road. I have never in my life driven to any shops or restaurants on Mill Road, I only ever walk to them because it's such a congested and dangerous place to drive (and there's no parking) and it's simply much easier to walk. I catch buses along Mill Rd both away and into the city - it's unfair on bus passengers to be caught up in the road traffic by car users. If buses had priority and less traffic to cope with along that narrow road, then bus travel would be infinitely better. Nearly every time I drive over the bridge, I see very dangerous driving, particularly drivers overtaking bikes on the blind summit of the bridge, putting me at risk on the opposite side of the road as well as the other road users and despite the road markings indicating it is illegal to do so. The bridge is simply too narrow to have two lanes of heavy vehicular traffic plus all the bikes. As a pedestrian with a double pushchair, I hate walking over the bridge and along Mill Road as it's just so narrow and anything blocking the path means I have to step into heavy traffic with my pushchair. Anything you can do to make it safer has my support - which is basically reducing the vehicular traffic down it. The other roads like Coldhams Lane are much more suitable for heavy traffic - they have wider lanes plus wider cycle paths and wider footpaths.
Traffic, Safety, Environmental	WhollySupport	I live just off **** *. I support the proposal for two main reasons, congestion and air quality. Mill Road is currently very congested with traffic. It is a dangerous road for pedestrians and cyclists. I am wary about allowing my children to cycle on Mill Road because it is not safe with the volume of traffic and narrow road. **** * has asthma, so is very sensitive to air quality. The large number of cars idling in traffic on Mill Road means the air quality is noticeably poor. Overall, I strongly support the TRO in the interests of reducing the number of cars on Mill Road.
Traffic, Safety, Disturbance, Environmental	WhollySupport	Traffic should be reduced on Mill Road to improve safety and increase footfall. Residents have to contend with air pollution and stressful noise levels.
Traffic	WhollySupport	Mill Road does not need traffic. It does better without it. This is every bit as true for local traders as it is for residents.
Traffic	WhollySupport	Less traffic. Less pollution. Safer pedestrian, CYCLE and mobility scooter especially given the narrowness and unevenness of the pavements. Impossible to get on and off the pavements when going over the bridge with a mobility scooter on the Romsey side.
Traffic	WhollySupport	I welcome the proposal as it will reduce the traffic dramatically, lower pollution, lower noise and make Mill Rd pleasant to walk and shop. It should also help prevent the opportunist parking on pavement which is a real problem blocking pavements. I hope the new scheme will lead to improvements in pavements, which are far too narrow in places. I welcome the exemption provisions, especially blue badge holders. As a **** user, please make sure the pavements are improved at the Romsey side, as it is very steep and bumpy for mobility scooters leaving or getting on to the bridge footpaths.
	WhollySupport	Dear Cambridgeshire County Council, I am writing to you to say that I wholly support this Traffic Regulation Order for a bus gate on Mill Road bridge. I live off Mill Road and I support the scheme because I believe reducing traffic will be good for me and my family. Mill Road currently feels dangerous to cycle and unpleasant to walk down. I also support this change because I think the air pollution in the area needs to be reduced and I am keen to support a change that allows for wider pavements, a quieter environment, increased cycle parking, and more greenery. Indeed, I currently avoid going up and down Mill Road with my son and we would increase our amount of walking and cycling on Mill Road if the traffic was reduced. Best wishes, ****
Traffic	WhollySupport	I wholly support the reduction of traffic along, on & across Mill Road Bridge. May this be the first of many more such schemes - private cars are *so* last century. The delays and extra costs (wasted public funds & officer time) due to a few individuals have been outrageous. The less vehicular traffic of all kinds, the better. The more restrictive, the better. The sooner, the better. Just do it.

Safety	WhollySupport	Given the narrowness of the sidewalk on the north/west side of the street, and the use of the street by bicycles, reducing car traffic on the street will help make Mill Road a safer place to walk and bike.
		<p>I support the bus gate on Mill Road bridge for a many reasons, just a few of which are as follows:</p> <ul style="list-style-type: none"> - There is far too much traffic on Mill Road. During rush hour, traffic backs up at the Parkside crossroads with their engines idling, pumping out fumes which the people walking and cycling are forced to treat in. - The same happens at the other end at the junction with Brooks Road. - The road is far too narrow for cars to safely pass cyclists. It is made even more dangerous wit the number of delivery lorries making deliveries during the day - The pavement on the northern side from Gyydir St to Parkside is far too narrow for two people side by side. I often find myself stepping out into the road to avoid two people walking in the opposite direction. - During the closure when the bridge was widened, Mill Road actually became a nice environment to be in instead of a noisy, smelly, dangerous thoroughfare.
Traffic	WhollySupport	
Safety	WhollySupport	Too much road traffic on mill road
Traffic	WhollySupport	Mill road is too narrow for the amount of traffic it attracts and is extremely dangerous for cyclists and pedestrians alike. It is also very polluted I would also support the western end of the road becoming one way only or, as in York pedestrianised for parts of the day. So looking forward to seeing it restored to an area for shopping, dining and meeting friends in pleasant surroundings.
Environmental	WhollySupport	Quieter less polluted access to shops and restaurants
Environmental	WhollySupport	I support the closure of Mill Road Bridge as the traffic is excessive, air quality poor and the road is unsafe for pedestrians and cyclists.

Environmental,Traffic,Safety,Access	WhollySupport	<p>I don't know how many times I have responded to this idea, but I am still very much in favour - just getting somewhat exhausted by the need to repeat myself and by the hectoring and bullying approach of some opponents.</p> <p>For me, the principal issue is the reduction of pollution. Not just because I ****, but more importantly because I constantly see children - whose noses are at roughly the same level as those of wheelchair users - getting their lungs ruined at an early age and their lives endangered by constant heavy traffic and fumes at the time of the morning and afternoon socalled "school run". Those particularly unpleasant times of day are fuelled not by people visiting Mill Road to shop and enjoy sitting in the cloud of pollution along the road, but simply by people using the whole road on either side of the bridge as a rat run from one side of town to what they imagine to be "better" schools on the other.</p> <p>The rat runners could just as easily use East Road, Newmarket Road and other wide thoroughfares with wide pavements and without the large numbers of pedestrians and residential homes close to the road that characterise Mill Road. Those of us who would like to visit the shops and cafes would then be able to do so without choking. The bridge would also be safer for cyclists and people using the pavements where currently it is quite frighening at times, particularly in a wheelchair. I do not wish to go everywhere by car - I should like to continue shopping on the Romsey side of the bridge (****,) in my wheelchair just as I used to do on foot rather than being forced to shop online for fear of being hit by vehicles up close to the kerb and bicycles on the pavement.</p> <p>But most of all I am concerned that we are not only destroying an atmospheric old street that was never meant for motor traffic at all but damaging children's lungs from a very early age. Not only is asthma an increasing problem (and court action has been won in London for causing it by air pollution) but it is now known that lung cancer can be triggered by diesel fumes, and it will not be long before legal action on this basis becomes a feature of life here in Cambridge.</p> <p>I am happy with the arrangements for disabled people and would have been happy to take a detour if I needed to travel by private motor vehicle rather than see our children's health damaged and our otherwise pleasant street turned into a noisy, dirty, smoke-filled desert. I do have a blue badge but do not have a car, relying on cabs and on lifts from neighbours and friends, but the next generation's health is more important to me at this stage than my own. I hope very much that the proposal will succeed and the number of victims of asthma and metastatic lung cancer in the Mill Road will be correspondingly reduced.</p> <p>Many many thanks.</p>
Environmental	WhollySupport	<p>As a resident living in within two streets of the bridge I am especially conscious of the impact of traffic on air quality, noise, and traffic congestion that reduces the quality of life for those nearby, and in particular the impact of traffic fumes on health. This is especially apparent during the evenings when diesel and petrol fumes hang in the air over all of the adjacent streets.</p> <p>The bridge is narrow in relation to modern vehicles so even with the growth in electric cars and vans I believe that it would be safer for pedestrians and cyclists to cross it in the absence of other vehicles. Like most of my **** neighbours, I regularly cycle or walk to Mill Road shops and services on both sides of the bridge, and find myself hemmed in closely by vehicles when crossing it, which doesn't feel safe, although I am a very experienced cyclist. This would be much more the case for children, younger people, and the less confident. Closing the bridge to vehicular traffic is likely to have a positive impact on the use of sustainable transport, particularly cycling, within the wider area of the city - it can be daunting to set out from Petersfield on a journey to the West of Mill Road, e.g. to join the Chisholm Trail, if you need to navigate the busy bridge first.</p> <p>I welcomed the building of the Ironworks and Timberworks housing developments, and responded positively to the public consultation on the Devonshire Road development. The increased local population that they have brought, who are strongly encouraged to travel sustainably in the area and will want to visit Mill Road shops and cafes/restaurants, makes it essential that they can do so safely. Their use of local businesses would help mitigate any impact on footfall, if that can be shown. As a very regular user of local businesses I have at no point been asked whether I travelled on foot, by bike, or car, so it is hard to see evidence that there would be a negative impact. The pilot scheme during lockdown could not have provided evidence for a normal period of business. I strongly believe that it is time to take the step of closing the bridge to motor traffic.</p>
Traffic	WhollySupport	I would like to see a reduction in the amount of traffic around Mill road, for safety and environmental reasons.
Environmental	WhollySupport	I have lived in **** for 20 years. The traffic situation has deteriorated dramatically in the past 10 years. The level of pollution changed palpably during lockdown. Help our lungs - close the Mill Road bridge for all non essential traffic

Traffic	WhollySupport	<p>I am strongly in favour of this proposal.</p> <p>Mill Road is currently congested, noisy, and polluted with traffic fumes. Many of the pavements are too narrow for the number of pedestrians using them, forcing people to step into the roadway. Removing through traffic from Mill Road will help reduce all these problems, improving residents' quality of life, and making the road a more pleasant and welcoming place for all road users. I very much appreciated the closure in 2020-21, and look forward to this becoming a permanent feature.</p>
Safety	WhollySupport	<p>I support this proposal for a number of reasons:</p> <ul style="list-style-type: none"> - mill road is a narrow street which is lovely to walk down but not suited for the volume of traffic which uses it to get to the centre of town. This will reduce traffic volumes and move them onto wider roads which are more appropriate for that traffic volume. - cars often overtake bicycles dangerously on the bridge, going into the other lane when they cannot see over the bridge. Reducing car traffic would make it safer for the many cyclists that cross the bridge. - this will encourage people not to drive for local journeys and use public transport, walk, or cycle, which is better for the environment, their health, and our sense of community. - many alternatives to motor vehicles are available for business deliveries, such as large cargo bikes which are very successful in London now
Traffic	WhollySupport	<p>I like shopping on Mill Road but I'm put off by the huge amount of through traffic.</p>
Traffic	WhollySupport	<p>Not just for the reduction of traffic but the reduction of poor air quality that comes with that - at busiest times the queue of stationary vehicles all keep engines running. Cycling along Mill Road went the bridge was previously restricted felt so much safer, as was crossing it on foot (and by cycle getting to and from the station from the Petersfield area. I find the argument that business will be hamed a bit of a joke as the shop patrons are not drivers but locals who mostly are on foot - and some from the local business community have said that the previous bridge restrictions caused large drops on their income, but that included during a time when pandemic restrictions stopped people from going out, so of course business declined, it wasn't due to the bridge.</p>
Traffic,Safety,Environmental	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme. With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>Furthermore, I would also support the future improvement works on Mill Road, for example between Mortimer Road and Devonshire Road could be converted to a one-way street for vehicle traffic leaving the city centre. This would allow space for bi-directional cycle lanes and could accommodate a widening of the pavement for outdoor dining and extra cycle parking.</p>
Traffic,Environmental,Safety	WhollySupport	<p>Mill Road would benefit enormously from reduced through-traffic.</p>

		<p>I've lived in Cambridge in two stints 2003-2012 and 2020 onwards - and for much of time I've lived within moments of Mill Road. Initially in ****.</p> <p>14 years is plenty to form distinct opinions even about silly topics, like which ice cream shop is best (Jack's clearly), the optimal route from the Market to the Blue Moon (past the Corn Exchange via Downing street, then Reality Checkpoint) where (and when) to find the cows ...or which is the best street in Cambridge.</p> <p>Of this I will speak more but first the proposal.</p> <p>I think few of this proposals detractors would claim traffic improves Mill Road, (it is certainly unpleasant to drive on), most instead claim that the cure of this proposal is worse than the disease.</p> <p>With them I cannot agree.</p> <p>Dividing the opposition in to two camps: those who live/work/shop near Mill Road and those that merely drive through it.</p> <p>Beginning with the those who merely drive through it. It is clear why they would be against this proposal. It effects them only negatively. A tiny (tiny) additional complication in their lives which (like all of our lives) are already quite complicated. The vast majority will not care will follow as their Satnavs direct them to another almost identical route. A handful are nosily displeased. Perhaps they would feel differently about the streets near their homes and shops, the streets they walk each day.</p> <p>More generally the desires of the car driver should not be prioritized over those who live in their splash zone. I have spent some time in the USA, a land of (amongst other things) carparks the size of air fields. Take it from me: a land where one is marooned in a sea of concrete and asphalt without a vehicle is not aspirational.</p> <p>What of those who live/work/shop near Mill Road? I was confused when I heard that some shops were against this proposal. It can hardly be that a significant numbers drive to patronise them? Parking nearby is famously terrible and the idea of customers driving to park at the Grafton then walking to Mill Road - but only if they are allowed to drive down Mill Road!! - seems far fetched.</p> <p>A quick walk down the street on the lookout for those shops against the proposal cleared my confusion. The businesses are against the change? A few estate agents and an antique furniture shop. I can see how this change causes them difficulties and I feel for them. However their concerns must be balanced against the large improvements in footfall to the many restaurants, cafes, florists, shops and more. I have yet to meet someone who lives nearby and is against the change.</p> <p>So much for the negatives, what of the positives?</p>
Access	WhollySupport	
Safety	WhollySupport	Traffic density needs to be reduced on Mil road to prevent accidents and reduce pollution to make the street a more vibrant and active space
Other	WhollySupport	<p>As a resident of the mill road area for several years I strongly support the proposed bus gate. The volume of traffic going up and down Mill Road has long been an issue and a deterrent for those of us who choose to use other means of transport than private cars. Any measures that reduce traffic along Mill Road and in the center of Cambridge in genereal are something that this city desperately needs - when you look at comparable sized places, it seems crazy that we're still allowing non-residents to drive their cars into the center of town, and the quality of life and feel of the city is certainly negatively affected by this! When the same restrictions were previously imposed, Mill Road was a significantly nicer area to be - the reduced traffic made walking and cycling around the area significantly more enjoyable and I spent more time using business in the local area, especially the resteraunts and cafes that extended their outdoor seating - it was so much nicer to sit and enjoy a coffee or a meal without the constant stream of traffic!</p>

	WhollySupport	<p>To whom it may concern,</p> <p>I support the move to introduced a TRO on Mill Rd bridge and restrict traffic on Mill Road</p> <p>Yours,</p> <p>***</p>
Access	WhollySupport	I do not travel over the bridge by car, so I recognise that people who do will have concerns about this proposal but as some one with a young daughter, and someone who regularly cycles to the station, a mill road with less cars would be safer and more accessible. Ultimately I would like the whole road to be pedestrianised and made less of a rat run for cars.
Environmental	WhollySupport	With reduced traffic on Mill Road it will be a much more pleasant environment to live and pass through, and hopefully encourage reduced car use.
	WhollySupport	<p>Our Address:</p> <p>***</p> <p>My name is *** my mothers name is *** and as residents of Cambridge we would like to voice our support of the Council's plans to close Mill Road Bridge to through traffic.</p> <p>I *** am a *** for my mother and the high levels of traffic make Mill Road quite a stressful experience for us. The endless congested road makes crossing a nightmare, we don't feel safe using the zebra crossing on Mill Road as cars aren't guaranteed to stop thus we have to spend much of our time waiting at traffic lights. The pleasant experience of visiting the cafes in years gone by on warmer days is a thing of the past for us because who wants to breath in the air and views of an endless traffic jam?</p> <p>The on-pavement parking which affects Mill Road more than other Cambridge streets makes navigating the paths very inaccessible as it does not leave enough room for pedestrians to walk in both directions at the same time thus you have to stop behind each delivery driver or parked car and wait until nobody else is walking in the opposite direction before you can proceed down the street. I have attached a photo I took which supports what I refer to. We have also experienced cars and vans just suddenly mounting the pavement which is alarming and dangerous. This has not just occurred once but on numerous occasions.</p> <p>I would also like to point out that no Mill Road businesses actually had to close as a result of the previous bridge closure. The reduction in pollution could be felt however as my *** was less aggravating in the area during the closure.</p> <p>Unfortunately, people care about the environment until an environmentally friendly proposal inconveniences them and then they don't; the Councils proposal is a bold, environmentally friendly policy and we urge you to please move forward with it. You were bullied out of imposing the congestion charge (which my friends who live in *** say their congestion charge was the best thing to happen to the city in reducing *** traffic), please don't be bullied into dropping the Mill Road traffic measures.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	I support the proposal, as a resident with young children living very close to the bridge, I find the traffic relatively dangerous especially for young children on bikes. There's regularly bad driving and speeding from cars on mill road in general and closing the bridge to private vehicles would improve this.
Traffic	WhollySupport	The use of mill road as a through road in Cambridge means it's incredibly congested. It is not a road that people drive to for shopping, other than inconsiderate business owners who park on double yellow lines and increase the congestion and put pedestrians, cyclists and other drivers at risk. There are frequent accidents with unsafe drivers trying to overtake cyclists on the bridge despite the road markings indicating that overtaking is not allowed. The businesses on mill road would significantly benefit from less traffic as outside seating at hospitality establishments would be far more attractive, leading to both economic and foot traffic upticks. The mill road traders association does not speak for the residents or users of mill road but are only concerned with themselves and their personal convenience.
Safety	WhollySupport	Reduced traffic volume from closing the bridge will have a beneficial effect on cyclist and pedestrian safety and improve amenity value along the entire length of Mill Road.
Environmental	WhollySupport	I very much want controlled traffic on Mill road bridge, so that we discourage car use into Cambridge and promote safe active travel.
Traffic	WhollySupport	I support any actions to limit non-essential traffic accross Mill Rd bridge, particularly if it makes local adjacent streets safer for pedestrians & children, helps keep pavements free of illegally parked cars/scooters on pavements, generally calms the local environment and makes for a safer for non car users environment. Also anything that reduces pollution and general congestion is welcomed.

Traffic	WhollySupport	<p>I would like to see traffic dramatically reduced</p> <p>City Dinan Pounds</p> <p>***</p> <p>Dear Policy and Regulation Team,</p> <p>I write as a local resident and as City Councillor for the affected ward of Romsey.</p> <p>In response, I very much support the introduction of the proposed restrictions on Mill Road bridge for the following three main reasons:</p> <ol style="list-style-type: none"> 1. The 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 traffic congestion and the damage to the successful function of businesses , its huge contribution to carbon emissions and the inefficiency it causes in our public transport. <ol style="list-style-type: none"> 1. The safety of pedestrians and cyclists <p>Mill Road is a busy, often crowded narrow street which local residents and visitors use for shopping. People do not travel by car to shop in Mill Road as there is little parking. If they do, they frequently park on pavements causing even more danger and obstruction to pedestrians. The impact on traders will be minimal and will probably improve trade. The vast majority of journeys on Mill Road are made on foot or by bicycle. It is the essential route for the parents and children cycling to local schools, to the train station and to catch buses to other parts of Cambridge. In some places the pavements are very narrow including on one side of the bridge.</p> <p>The road over the bridge is also narrow and cars overtaking cyclists must, and frequently do, cross the central solid white line on the blind summit of the hill. Near misses with cyclists and cars coming in the other direction happen very frequently putting lives at risk with cars having to accelerate rapidly to avoid collision.</p>
	WhollySupport	

		<p>Dear Cambridgeshire County Council,</p> <p>I am writing to confirm my full support for this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme for a host of reasons. I live locally on*** with my young son and cycle every day over the Mill Road bridge to do the school run and every day it is a stressful & often dangerous experience given the volume of traffic we have to navigate. When we first arrived in Cambridge several years ago, the bridge was shut for its trial period, so we have a direct comparison with what it was like back then and what it is like now and we wholeheartedly wish for the return to the way it was.</p> <p>I also believe that the bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. When I moved to Cambridge from London several years ago it was in large part in the hope of a greener, less polluted life for myself and my family, so imagine my surprise when I discovered that my street and the Mill Road bridge around the corner are far noisier and more congested than where I used to live in central London!</p> <p>I also feel strongly that a large part of the traffic over the mill road bridge is using it as a thoroughfare to pass through the area rather than stop off at the local businesses. And indeed having spoken to several of the local business owners about the potential closure of the bridge to cars, they are not in fact worried about the impact on their business given most of their customers live locally like myself and my family so walk or are within cycling distance to visit them. This section of Mill Road would be vastly enhanced in my opinion if it was a less polluted, heavily reduced to traffic zone. I often avoid sitting outside the local Cafes and restaurants because of the traffic.</p> <p>I also feel strongly that the proposal is necessary for public safety. I was shocked but sadly not surprised to read that Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. Indeed sadly I have witnessed several of the local accidents, often involving bicycles and cyclists like myself which terrifies me given I have a young child.</p> <p>Finally I feel like the proposal has strong levels of public and political support. I understand that in the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and that local councillors and residents have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I very much hope for the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Traffic	WhollySupport	I would love Mill Road to have less traffic and become a destination and not a rat run - People coming in from the villages have our wonderful P&R's - There is no need to drive down Mill road - If you want to shop in Mill Road which I am sure many people do there is no where to park anyway! - walk down enjoy the ambience - It is truly a wonderful unique street
Traffic	WhollySupport	I fully support the proposal for a bus gate on Mill Road bridge, and any efforts by the city/council to reduce cars and promote active travel in the area. As a resident in Romsey who does not drive, I frequently cycle down Mill Rd. The heavy traffic makes cycling dangerous. I am regularly passed illegally by cars and buses on the bridge when I am cycling over it. I can't remember a time I wasn't dangerously overtaken by a car while cycling down Mill Rd or over the bridge. There are simply too many cars for what is a narrow road. We should be encouraging people to use public transport or active travel where possible as we cannot have everyone driving into the city centre. The bus gate is a good start.
Traffic	WhollySupport	I support this, and will support additional measures to decrease traffic congestion and illegal parking along Mill Road.
Safety	WhollySupport	Traffic, safety and environmental factors

		<p>I AM WRITING TO EXPLAIN THE REASONS FOR MY WHOLEHEARTED SUPPORT OF THE TRO</p> <p>When we moved to Cambridge 28 years ago, we focused our search for a home in the Romsey area. Having been born in London, we were drawn to Mill Road's multicultural community, its diverse independent shops and an emerging café and restaurant culture. We felt very fortunate to settle in a place where everything we needed was within walking distance or over Mill Road Bridge by bike into the city. Although we owned (and still own) a car, we rarely needed to use it within Cambridge - let alone to drive via Mill Road into the city.</p> <p>Over time, Mill Road has continued to evolve, with much-needed housing developments emerging in adjoining streets and new, one-of-a-kind businesses arriving and prospering - even through the COVID pandemic, which had by contrast impacted Cambridge city so severely. Social distancing and active travel proved to be no hindrance to a residential "C" road used principally by local pedestrians and cyclists.</p> <p>Now though we are facing the greatest threat to our community from the hijacking of Mill Road as an arterial road by unprecedented numbers of heavy goods vehicles and cars. Pedestrians and cyclists, as well as people with disabilities, have been forced to accept an unsafe and polluted environment dominated by these users. Weight restrictions on freight vehicles are not being observed; speed restrictions are ignored; enormous risks are taken when overtaking and turning at illegal junctions; pavement parking is forcing perilous diversion of other users into the path of traffic. At night when the heavy traffic subsides, high performance cars even use Mill Road as a speed track.</p> <p>Mill Road is not designed to support motorist behaviour one would expect on an arterial road – yet it is being forced to. Worse still, people in favour of car use at any cost have come to believe it is an arterial road.</p> <p>Sadly the precious culture of Mill Road is now shaped by motor vehicles – but the demand for a clean, safe living environment as the area becomes more and more residential (such as in Devonshire Gardens) has never been greater. This trend towards motor vehicle domination of Mill Road has to stop now. As a positive first step, I am wholly supporting the TRO for a bus gate on Mill Road bridge. Because the scheme has been aligned with the transport, health, air quality, planning and environmental policies of local authorities, I believe it will prove beneficial to the quality of life of the people living, working and visiting the Mill Road area.</p> <p>Please do not delay the decision to introduce the bus gate any longer.</p> <p>Thank you</p> <p>***</p>
Environmental	WhollySupport	<p>I fully support the reduction of motor vehicle in general from an environmental perspective (ie. reducing consumption of fossil fuel, air quality, etc.) which, in turn, has some health and safety benefits. My personal experience of the closure post-pandemic was conclusive and positive. I understand businesses had concerns about the economic impact... however, I read some studies of similar closures happening abroad with an actual positive impact on the business.</p> <p>So given that some limited access will be allowed for specific cases (blue badge holders, delivery to shops, etc.) this feels like a fair way to prepare for a better life on the street.</p>
Environmental,Safety	WhollySupport	<p>We need to prioritise low car area initiatives to reduce CO2 pollution and maximise public transport and cycling. Mill Road bridge is dangerous for cyclists as it is. Having a relatively car free Mill Road will make it a much more pleasant community area.</p>
Traffic	WhollySupport	<p>I am a resident of *** and I fully support the bridge closure to vehicle traffic. The current congested road is pollutant and unsafe to all living in this residential area. Furthermore it has a huge number of traffic accidents involving cyclists and this at a time when active travel is to be promoted and reducing carbon emissions is a priority for cities.</p>
Traffic	WhollySupport	<p>I am very much in favour of restricting Mill Road Bridge access - even though it would likely inconvenience me personally. I have a young child and the level of traffic, noise and pollution is not safe for such a small road in a densely populated area. Making Mill Road more pedestrian safe and friendly can only be a positive thing for locals, businesses and visitors.</p> <p>As a long time resident of Romsey and Catharine Street I would love to see a reduction of traffic using our street as a short cut in particular. HGVs and speeding vehicles shouldn't be racing around an area packed with families and young children.</p> <p>I have also been put off by the type of communication and single minded attitudes of the groups opposing the bridge closure. Having spoken to them in detail they are yet to come up with a convincing argument and fallback to conspiracy nonsense reasons.</p>

Other	WhollySupport	I strongly support the bus gate on Mill Road Bridge. Reducing through traffic will improve the air quality and the experience of using mill road.
Safety	WhollySupport	Mill Road is not wide enough for the volume of traffic using it, so the measure is necessary to reduce through traffic. This will reduce risk to pedestrians on the narrow pavements, and to cyclists. Vehicles also do not follow the 20 mph speed limit, and this makes the bridge unsafe when they cannot see over the brow. It is also a heavily residential area, so the heavy pollution from through traffic is detrimental to residents' health.
Traffic	WhollySupport	Although I am a car owner, I support the bus gate proposal for Mill Rd bridge to reduce traffic, pollution and aid community wellbeing.
Safety	WhollySupport	I have been living near Mill Rd for the past 8 years and I have seen first hand how dangerous Mill Rd has become. During peak times it is heavily congested and polluted. Drivers park on the side of the road, often blocking pedestrians passageways as well as individuals in wheelchairs. I have children who bike to school and there have been several instances where they have been nearly hit by incoming cars - the current situation is dangerous and accidents are bound to happen to all the children who cycle to and from school. During off peak times - especially at night - I see drivers regularly driving beyond the speed limit, racing up and down mill rd - which is extremely dangerous.
Traffic	WhollySupport	I fully support the TRO plan to restrict traffic on Mill Rd. It will benefit the local residents and businesses , improving the public realm, walking and cycling provision along Mill Road.
Traffic	WhollySupport	I support the closing of Mill road bridge to most through traffic. I believe that it will reduce the traffic on Mill Road and make the bridge safer for cyclists, which will make me feel more comfortable with my children cycling over the bridge in order to get to school.
Safety	WhollySupport	I support this proposal because: It will reduce traffic levels and associated air pollution It improves safety for pedestrians and cyclists. Increased housing and traffic at Mill Road/ Devonshire Road junction had increased accidents and near misses, and reduced traffic improves safety here. Last time bridge was closed, the number of cars parking fully on pavements, blocking pedestrians, reduced and number of cars travelling over speed limit also reduced, and it is likely that these positive changes will be seen again if bridge restrictions are reinstated. I believe that if Mill Road has less traffic, more people will be prepared to cycle round the area and find it easier and safer to cycle down Mill Road itself or cross Mill Road to access the other cycle bridges. It will reduce cyclists riding on the pavements, which happens because they do not feel safe on the road. It will make it safer for children to cycle alongside their parents. The opportunity to improve the areas either side of the bridge for pedestrians is exciting, with more space to sit outside cafes, and make it feel even more of a community.
Safety	WhollySupport	I strongly support the proposal to introduce bus gates on Mill Road bridge. The current situation with a high volume of traffic crossing the bridge causes problems with traffic on both sides of the bridge at rush hour, encourages dangerous overtaking of cyclists on the bridge itself (drivers not respecting the solid white lines on the way up the bridge - a friend of mine was recently knocked off her bike due to a car doing this, encountering oncoming traffic, and swerving into her to avoid a collision), and noticeable pollution at busy times in what is a dense residential neighbourhood. I have young children and really hope that the bridge will close to cars, making Mill Road safer for them as pedestrians and cyclists when they are older. For my part I dislike walking down Mill Road due to the traffic and think that shopping on mill road will be much more pleasant if the bridge closes to cars. I respect the traders concerns about business but for my part I think I would shop on Mill Rd more of it were more pleasant to walk down with less traffic. I do cross the bridge in my car and recognise that driving toward town will take longer but in my view the improvement to the local area is more important than this.
Safety	WhollySupport	I fully support the proposal under the aspect of safety. I am hoping the bus gate will limit the amount of wrongly parked cars on double yellow lines, disturbances by loud noises, speeding and traffic congestion. Furthermore making it saver for cyclists and pedestrians to get around the entire area. Thank you for that move towards a saver and quiter mill road. ***
Environmental	WhollySupport	3rd Sept - This morning I was woken by car horns honking loudly outside my bedroom window. Cars, taking a short cut from the ring-road to Mill Road were queuing in my street. Mill Road was in gridlock towards the city. This often happens..this is a residential street. When asked to stop honking their horns...drivers are abusive. This is my home. Reduction of through traffic will reduce pollution, noise and stress. Improve safe walking and cycling. During the Bridge closure and restrictions in 2020/21 it became an open and safe place to shop and socialise.....my neighbours and I were able to meet and enjoy our High Street. I did all my shopping on the high street..it was enjoyable.
Traffic	WhollySupport	I fully support this proposal to restrict traffic on Mill Road and make improvements to cycling and walking infrastructure. As a resident who uses Mill Road for walking and cycling to work, shops, and the city centre, I am severely affected by the unsustainable levels of congestion on the road. I am deeply disappointed that it has taken this long to install the modal gate after countless consultations that have all pointed to broad support in the community. In addition to the proposed measures, I think it is very important that the city implements a residents parking scheme in Romsey north. All surrounding areas have resident parking schemes, which pushes parking from visitors into our side streets. The constant parking and vehicle traffic have destroyed our pavements, which are practically inexistent in some areas. The inequality between Petersfield and Romsey wards when it comes to pavement condition is truly remarkable, and I would like to see this included in the plans for the local area.

Traffic	WhollySupport	I wholly support the proposal to close Mill Road bridge to most private motor traffic. As a resident of the area my views are in line with the most recent consultation, which was thorough and well-advertised and showed an overwhelming 72% of local people favouring traffic restrictions on the bridge. For reduction of traffic (currently at a level for which Mill road, and the bridge, were never intended) and the resulting improvements to the safety and well-being of residents, as well as promotion of cycling and reduction in pollution, I believe it is past time the long delayed bus gate and associated safety improvements are put in place, and I sincerely hope that work will commence to bring this project into being without further delay.
Environmental	WhollySupport	I wholly support this proposal as I feel it will help to make Mill Road a pleasant and safe place to shop. At the moment it is an accident hotspot and I feel very unsafe, both as a cyclist and as a pedestrian. It will not restrict access by motor vehicle to all parts of Mill Road but will greatly improve the environment, reduce pollution and improve road safety. I agree that buses, taxis and blue badge holders should be exempt.
Environmental	WhollySupport	I support this proposal because Mill Road is a unique cultural/community environment that is completely unsuitable to be a main arterial route into the centre of Cambridge. Particularly during morning and evening peak commuting times, stop/start heavy traffic make it dangerous and polluting for pedestrians and cyclists, and unpleasant for those using the many wonderful shops and eating establishments on Cambridge's most ethnically diverse and characterful areas. In addition to the simple Bus Gate response to these problems, Mill Road and its environs needs additional plans and support to improve all pedestrian areas, the pavement environment and community facilities.
Traffic	WhollySupport	Mill road would greatly benefit from the traffic reduction and improve the overall area in many ways
Parking,Traffic,Safety,Access	WhollySupport	I think the idea for a bus gate is fantastic. It will go such a long way toward reducing traffic through the neighbourhood and making it a safer space for all residents.
Safety	WhollySupport	I drive a car, but I also walk and cycle. Mill Road is not a safe space for bikes and, at times, being a pedestrian also feels hazardous. Reducing the flow of motorised traffic would be fantastic. It was dream like when this was done before- really improved the quality of life in Romsey Town and the safety of the main access route into town
Traffic	WhollySupport	I support a modal filter. There is too much through traffic, which results in pollution and reduces safety for residents especially bike riders. Pavement parking has become a dangerous nuisance.
Environmental	WhollySupport	<p>The road should be closed for the following reasons:</p> <ul style="list-style-type: none"> - Large amount of car traffic going down such a small street makes essential deliveries more difficult - difficulty turning, traffic jams being created behind parked delivery vehicles etc.. - People with a genuine need to drive down there e.g. carers, disabled, emergency services and public transport are held up in traffic. - It is false to assume that traffic will make traffic worse on surrounding roads in the long run: there is plenty of scientific evidence to the contrary e.g. Braess's Paradox, Traffic Redistribution, Induced Demand and Suppressed Demand. - Pollution: because the street is narrow, pollution is more of a concern here as it gets trapped (canyon effect). - Most people driving down Mill Road are not stopping to shop there, it is just being used as a through route so traders are not really losing much, in addition locals are likely to avoid the street because of all the pollution and traffic danger. <p>Residents have already voted overwhelmingly to have the bridge closed. I think it's time to enact the will of the people.</p>
Traffic,Safety,Environmental	WhollySupport	<p>I am completely in favour of the Mill Road Bridge TRO as an important step towards reducing traffic and improving safety. I am frequently a pedestrian and cyclist along Mill Road and have frequently felt unsafe, particularly because of dangerous overtaking on the bridge.</p> <p>Data from the 2019 closure clearly showed reduced pollution and increased pedestrian and cyclist safety. However, I have some concern regarding the fact that taxis are to be allowed unrestricted access to the bridge. Some of the most dangerous and irresponsible behaviour I have seen on the road has been from taxis and I believe this omission could detract from the improvements to safety. I think it is unreasonable that taxis are treated as public transport and I believe that they should be included in the restrictions.</p> <p>Whilst I believe the objections raised by those who oppose the changes are grossly exaggerated, I think the traders do have some legitimate concerns regarding access to the shops for deliveries and services and I would support efforts by the council to find ways to mitigate this. However, on balance I believe the council should proceed with the changes as soon as possible.</p>
Traffic	WhollySupport	Any measures to reduce motor traffic in the city are welcome, and Mill Road was a much more pleasant place to walk down when through traffic across the bridge was removed.
Safety	WhollySupport	This measure is a reasonable proposal to limit the levels of traffic and attendant pollution on Mill Road, and will make the area safer, cleaner and more pleasant for residents, pedestrians and cyclists.

Environmental	WhollySupport	I believe the bridge should be closed to reduce traffic and bring opportunity for local business to extend their outdoor areas and make Mill Road rejuvenate into a thriving area for great restaurants and hospitality. I also support this to reduce the significant amount of pollution due to traffic on the road.
Traffic	WhollySupport	I fully support any measure that reduces the volume of traffic on Mill Road, it currently is not safe for my family to walk up and down the road given the narrow nature of the pavement in some areas and speed/volume of road traffic.
Traffic	WhollySupport	All of Mill Road benefits from less traffic. The environmental benefits are huge and the health benefits of less cars on our streets are substantial.
Other	WhollySupport	I'm strongly in support of the model filter for Mill Road bridge to reduce traffic and improve safety.
Traffic	WhollySupport	I fully support this proposal. It will significantly reduce traffic and improve air quality and the environment of Mill Road. Mill Road is a C class road and is not designed for the level of through traffic it receives. Traders will in the long run, benefit as the area improves.
Safety,Traffic,Disturbance,Environmental,Access	WhollySupport	<p>I completely support the proposal to install a bus gate on Mill Road bridge, and to allow access only to authorised vehicles.</p> <p>I think there is an urgent need to reduce the amount of car and van traffic using the bridge to improve safety and access for other road users, and to improve the environment along Mill Road overall.</p> <p>I live locally and walk over the bridge a lot, often with my dogs, but it never feels very safe because the pavements are so narrow and there are so many cars going too fast.</p> <p>My only reservation is that taxis and Blue Badge holders could still amount to a lot of vehicles, and that taxis often drive very fast – I hope that there will be measures in place to enforce speed limits and safer driving behaviour.</p> <p>I also hope that the bus gate will cut down traffic on the rest of Mill Road. It's a wonderful neighbourhood, but it's much too narrow for the amount of cars and vans that use it, and is blighted by traffic, pollution and outrageous pavement parking. I would like to cycle much more often, but I am put off by the amount of traffic on the road, and by the number of cars and vans blocking the cycle lane, forcing you into the path of fast moving cars.</p> <p>When the bridge was closed during Covid, it was fantastic and I was very disappointed when it reopened. Interestingly, I was in Cutlacks on that day and I heard one of the staff members talking about it to a customer. The customer asked if they'd noticed a loss of business due to the bridge being closed. The member staff said they hadn't at all, and that it was just the shopkeepers the other side of the bridge making a fuss because their own journeys to work had become longer as a result.</p> <p>I appreciate that the bridge closure will be more inconvenient – we occasionally drive over it ourselves. But personally I think it's worth the inconvenience for a much nicer environment overall. I live on Romsey Road and the closure of Vinery Road means we have to go the much longer way round to get to the big shops on Coldham's Lane. It's sometimes annoying, but actually we realised we didn't need to drive as much as we were doing, so we have changed our behaviour as a result. We also love that Vinery Road is much quieter and safer with fewer cars.</p> <p>It's frustrating that a small number of very vocal, ideologically driven and selfish motorists (many of whom don't live in the area) have been able to prevent changes that would benefit so many people. Cars have been allowed to dominate Cambridge for too long and I think we need to redress the balance.</p> <p>Now please, please, please do something about the pavement parking!</p>
Traffic	WhollySupport	I support this proposal wholeheartedly, and believe it would turn what is currently a street that is filled with potential, but too often ruined by the sheer volume and noise of traffic, into a place that residents not just of the adjoining roads but the whole of central Cambridge, will want to spend their time and money.
Traffic	WhollySupport	<p>I am a long-term resident who has lived in different addresses off Mill Road since 1992, the last 14 years having been at my current address in ***. In that time I have seen Mill Road become increasingly busy and noisy with cars and consequently more dangerous for cyclists and pedestrians, making it congested, noisy, fume-laden, and unpleasant to walk or cycle along. In addition, air quality has noticeably declined. The introduction of the 20 mph speed limit has not made a difference to noise or to safety, as it is routinely ignored and not enforced..</p> <p>The temporary closure of the bridge in 2020 was a very welcome change and gave us residents a much more pleasant and welcoming environment to live, shop and socialise in. I would welcome this closure being introduced on a permanent basis. I walk and cycle in Cambridge, but also use a car, and would be happy to take a longer route from my home as a result of the closure, as the benefits outweigh the inconvenience. I don't feel businesses will be adversely affected, as in my experience (I volunteer ***) visitors to Mill Road come on foot or by bus or cycle, not least due to the lack of parking.</p> <p>It will be important for road signage to be efficient, plentiful and overt before the junction with Coleridge Road, to avoid the problem of vehicles getting to the bridge and then clogging up Argyle Street or trying to do a U-turn before the bridge.</p> <p>Closing the bridge will massively improve the environment of those of us who actually live here, encourages people to use more active forms of travel and get out of their polluting vehicles, and will make Cambridge a better city.</p>

Safety	WhollySupport	I fully support this new TRO for a bus gate on Mill Road bridge - as do the majority of the local residents as proved in the initial consultation and recent local elections with overwhelming support for candidates who supported restrictions to private vehicles crossing the bridge. I feel very strongly that reducing through-traffic along with associated improvements that will then be made to the streetscape, will give Mill Road a chance to be a much more pleasant place to live in, improve footfall to the shops, cafes and restaurants, and become a safer place for local residents to use .
Environmental,Safety	WhollySupport	I live locally I'm a walker, cyclist and driver. Mill Road isn't safe for cyclists and pedestrians and I would like to see the amount of traffic on the road reduced. Introducing this measure will improve the environment and safety of the area. I wholeheartedly support this proposal.
Traffic	WhollySupport	I fully support the new TRO for a modal filter (bus gate) on Mill Road bridge. It is a very popular idea around here – in the recent local elections there was overwhelming support for candidates who support restricting private vehicles. That's because thousands of people living locally are sick and tired of being forced to live with horrendous levels of through-traffic. The people opposing the TRO are noisy, badly-informed and relentlessly negative, but they are very small in number and can safely be ignored. You have the powers, you have the support, you have the budget and you have delayed far too long already. Your duty is to act in the best interests of the many, not buckle in the face of the few. Please just get it done!
Safety	WhollySupport	As a regular cycling commuter into the market square area of Cambridge and a long term Romsey resident of 40 years. I can categorically state that Mill Road is too narrow for the volume of traffic it funnels and not wide enough to install cycle lanes. Having had several near misses over the years due to congestion, speeding drivers and vehicles being too close I would champion this filter. I would also welcome the reduction of exhaust fumes so close to my house. The narrow road and thin pavements mean my windows are only a few metres from all the fumes. Some traffic is obviously tolerable but the current volume as a commuter route for motor vehicles is not.
Traffic	WhollySupport	As a Romsey resident and mother of three young children, I fully support this proposal to reduce traffic and pollution, to enable safer cycle and walking routes to work and school, and to facilitate local cafes and other businesses to thrive from the increased local footfall which will result from a more pleasant Mill Road environment.
Traffic	WhollySupport	I think the proposal will really help to reduce traffic on Mill Road and make it a more pleasant place to walk, cycle and enjoy a coffee or go shopping, which will help businesses to thrive and make life safer and more enjoyable for residents of the area.
Safety	WhollySupport	Looks good to me! My family would appreciate having a safer Mill Road with less traffic overall.
Safety	WhollySupport	I support the reintroduction of the bus gate because I believe it's important to improve safety on Mill Road and the physical and environmental well-being of local residents. I cycle and walk along Mill Road and often feel at risk, the pavements are narrow, so is the road, cars often parked where they shouldn't.
Safety,Access,Environmental,Traffic	WhollySupport	As a resident, parent, cyclist and car owner, I support this TRO as the step change needed for Mill Road to improve it for the majority. I recognise that it will bring inconvenience to many as well, but feel it is a necessary step to reduce the volume of traffic and promote active travel, better use of local businesses, and better use of buses and taxis. My main consideration would be whether there are any other categories of exception that might be requested, which the Council could take into consideration if a strong case were made.
Traffic,Safety,Environmental	WhollySupport	I feel it is important to reinstate the bus gate on Mill Road bridge because there is too much motor traffic on Mill Road which makes it almost impossible to ride a bike safely. I think that reducing traffic will improve the environment and will be a positive development on a residential road.
Traffic	WhollySupport	I support the proposal, which should reduce traffic on Mill Road and make it more pedestrian and bicycle friendly. The road could also benefit from a broader pavement along with this bus gate. I would like the city to consider where the traffic would be redirected, and take proactive measures for the small neighbourhood roads in the area to not become congested.
Traffic	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because as a local resident I would value the reduced traffic and future pedestrianisation of the street. There would also be benefits to reduced noise and environmental issues in the area. Additionally, the zone around the bridge is becoming more difficult to navigate with cars parked on the pavement which results in unsafe situation on both the pavement and road itself. The situation was much improved after the last modal filter was installed during the pandemic.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street</p>
Safety	WhollySupport	Mill Road is highly congested with pedestrians, cyclists, e-scooters and other vehicles. It is dangerous to use for anyone who is not inside a motorised vehicle. Something needs to happen to prevent accidents and reduce the risk of future fatalities. If a bus gate is not installed then the risks will continue and I have not doubt that there will be a serious accident in the future. I feel incredibly vulnerable walking or cycling along Mill Road which I have to do to attend my place of employment. Please make this change to make Mill Road a safer environment for all users (not just those in cars).

Safety	WhollySupport	As a local resident, I am wholly in favour of this proposal. The current level of traffic on Mill Road makes it an unsafe environment for cyclists, and I always avoid cycling this route into the centre of the city (for work and leisure) if possible. The bridge in particular is a safety issue, as many motorists attempt to overtake cyclists without proper care, and often with oncoming traffic coming over the other side of the bridge. In addition, reducing traffic on Mill Road through these measures will make it a much more pleasant place to visit as a pedestrian, as it will increase the ambience and attractiveness of the local cafes and restaurants . I foresee myself making much more regular visits to this area (instead of the city centre area) if prioritised pedestrians over motor traffic. I have no concerns about the proposed measures limiting access to the city centre, as my main methods of travel are by bike or foot. We have many other routes to access the city centre by car if we ever need to.
Traffic	WhollySupport	I wholly support the TRO of only letting certain vehicles through the bridge. The car/van/lorries traffic that Mill road suffers every day is unsustainable. Reasons: traffic congestions, risks for cyclists, air and noise pollution for residents and pedestrians along Mill road.
Safety	WhollySupport	Im wholly supportive of this proposal. The road is too busy considering the number of pedestrains and bikes that also use the route.
Traffic,Disturbance, Safety,Environment al	WhollySupport	<p>Mill Road would be a very appealing place to spend time, were it not for the constant flow of traffic along the narrow street with narrow pavements. Combined with the large footfall on the pavements and large number of cyclists, this makes it thoroughly inappropriate for it to be one of the main arterial routes serving central Cambridge. For these reasons I currently use other routes where possible to cycle across the railway (e.g. Coldhams Lane, Carter bridge) as cars attempting risky overtakes and the abundance of pavement parking makes me feel unsafe.</p> <p>It is intuitive that that closing Mill road bridge to most cars will result in an increase in traffic along Cherry Hinton Road and Coldhams Lane. However, as these roads are wider, generally have less pedestrian footfall and have better infrastructure to accommodate cyclists, I would see any traffic increase as acceptable if it meant that the safety and environment along Mill Road were improved, and would be much more likely to cycle along it and spend time there as a result. I say this despite living much nearer to Coldhams Lane (part of my daily cycling commute) than Mill Road, so will presumably be inconvenienced to some extent by any traffic increase.</p>
Safety	WhollySupport	We live nearby the bridge. We want to have less traffic, safer to cycle, especially with children. But of course less pollution, less parked cars on both side off mill road to have more space for walking and cycling
Traffic,Safety,Access, Environmental	WhollySupport	Seems like a good way to ease pressure on Mill road and let people enjoy it more. I'd also feel more comfortable riding my bike over it, currently I tend to go further south to the foot bridge if I want to cross the rail lines
Safety	WhollySupport	As a resident who drives, cycles, and walks around the city, I would like residential and shopping streets like Mill Road to have less traffic from private vehicles. The bridge does not feel safe at the moment, and I support this proposal for the potential benefits that local people and businesses will enjoy as a result.
Safety	WhollySupport	I support the bridge bus gateway to help limit traffic and improve cycling safety, it is currently very dangerous for bikes
Safety	WhollySupport	I believe this proposal is fantastic because it: reduces traffic, encourages more environmentally friendly modes of transport and will reduce collisions along a dangerous road. The council have a moral obligation to provide safer, cleaner transportation through the City and this is a great start. I am appalled by the court action that was taken after there was such a strong vote to close the mill road bridge. It was a disgrace against democracy. The courts should be ashamed of themselves for entertaining such a ridiculous claim.

Safety	WhollySupport	<p>Dear Sir/Madam,</p> <p>I am writing to express my strong support for a bus gate on the Mill Road bridge.</p> <p>I live close to the bridge off Cavendish Road and cross the bridge several times a day. The standard of driving across the bridge is poor, with drivers regularly overtaking, ignoring the white lines. Cars also regularly overtake cyclists going down the bridge and then turn left into Devonshire Road. I have also seen a pedestrian step into the road in the path of a cyclist without looking, causing the cyclist to swerve and fall. The junction with Mill Road and Headly Street is far broader than needed for a turn into a residential area. By restricting traffic on the bridge, I think that the whole of Mill Road will be made safer.</p> <p>When the bridge was closed during the pandemic, the area became more pleasant. It will encourage people to walk and cycle, improving air quality. As a driver, it will make it more difficult for me to access the centre of Cambridge, but I am happy to have this slight inconvenience for the broader benefit to the community.</p> <p>I understand that local businesses oppose the bus gate as they think it would reduce trade. This is misguided; the primary difficulty for customers accessing Mill Road businesses by car is parking. The amount of parking on double yellow lines and pavements in the area is unacceptable. Introducing 2-hour or 3-hour maximum parking spaces on the side roads would enable people to use local businesses without inconveniencing others.</p> <p>It is a pity that a scheme with strong local support has been delayed by legal challenges that cost the local taxpayer.</p> <p>I am looking forward to the bus gate and the benefits it will bring.</p> <p>Yours truly</p> <p>***</p>
Safety	WhollySupport	<p>I use Mill. Road Bridge on an almost daily basis - usually by bike</p> <p>This proposal will make this part of mill road MUCH safer</p> <p>It will bring traffic to sensible levels and driver behaviour will improve (as we saw when the bridge was shut during the pandemic 2020/21)</p> <p>It will reduce anti-social behaviour - driving speeds and manners</p>
Environmental,Safety	WhollySupport	<p>Mill Road is a much better place without cars: better for cyclists, better for local shops and codes, better for pedestrians and better for public, emergency and disabled vehicles. There is no benefit for residents to drive along Mill Road; visitors from out of Cambridge don't drive along Mill Road and fewer vehicles will make deliveries easier. Close Mill Road to cars and end this ridiculously lengthy process.</p>
Other	WhollySupport	<p>We regularly use Mill Road with two small children (on foot, bike, and with a pushchair). The current high levels of traffic often make this dangerous, especially given the narrow sidewalks and the common practice of parking in the road and on sidewalks. Reduced (car) traffic levels would greatly improve usability and safety.</p>
Traffic	WhollySupport	<p>I'm generally in favor of any system to reduce traffic in Cambridge. I think we rely too much on our cars and don't appreciate the health damages of doing so. When it comes to mill road I'm amazed when businesses say they loose custom if people can't drive there. There are very few places to park so I don't understand how a significant number of customers can arise from letting traffic pass through mill road. When the bridge was closed previously the improvement for pedestrians and cyclists was enormous. It felt like a lot more people were out and about on mill road as a result although I appreciate that could be not supported by the data. I also think we need both carrot and stick to encourage people out of their cars. Making it more inconvenient to drive whilst maintaining and improving bus services along the road will provide both a carrot and a stick.</p> <p>Including blue badge holders is a good addition although of course it will always be hard for people to opt in and register for access. Also this is exclusionary for visitors from our of town who won't be aware. Perhaps a lenient appeals process will be important to cover both of these eventualities. On previous bridge closures I saw motorcyclists cover their number plates with their feet to avoid detection. Perhaps linking up with a further CCTV to identify people who do this would be helpful.</p>

Environmental	WhollySupport	<p>Filtering traffic on Mill Road is a positive step, which I support because:</p> <ol style="list-style-type: none"> 1. in reducing motor traffic impacts on the road, cycling and walking would be safer and more attractive. 2. It will provide an opportunity to improve the public realm of the street 3. it will discourage short journey car use and the climate and environmental impacts thereof 4. it could enable safer access to the Chisholm Trail phase 2 routes 5. bus journey times will be more reliable 6. it could provide a basis for a new circulation plan for Romsey and Petersfield 7. reduced traffic demand for 'road space' could provide tree planting opportunities
Traffic	WhollySupport	<p>Agree with the proposal to limit traffic on Mill Rd, I avoid this road because of the amount of traffic and chaos by cars parking on double yellow's etc. This said, what will be done to limit traffic / prevent spill over traffic using Coldhams Lane. Coldhams is also another road with extremely POOR cycle provisions and road surface and has a large volume of built up traffic for a local road, not even a B class road.</p>
Safety	WhollySupport	<p>I strongly and fully support the proposal to restrict the use of Mill Road bridge. It will do a great deal to reduce traffic on Mill Road and ensure that the road and bridge is safe for local cyclists to use. As a regular cyclist and parent of young children I am always hyper-vigilant when using the Mill Road bridge as it is narrow and commonly fairly busy. Many drivers are considerate and follow cycles at a suitable distance, but some are impatient and this quickly becomes very risky.</p> <p>Beyond the safety aspect, reducing traffic on Mill Road will improve local air quality. By making Mill Road the preferred local route for cyclists and pedestrians in to the city and moving most vehicles to Hills Rd and Coldham's Lane the quality of air for the users of Mill Road will be greatly increased. This will have direct benefit to health of locals, but also potential for indirect benefits as more people feel able to use active transport modes to get in to town rather than driving.</p> <p>I hope that the opportunity is taken to install street furniture and other beautification to ensure that Mill Road becomes a pleasant pedestrianized zone rather than simply a road with restricted use. These measures would attract people to the area and support the many small retail businesses along the road.</p>
Safety	WhollySupport	<p>I wholly support this proposal. I have lived in Romsey for 18 years and the amount of times I have seen cyclists knocked off their bikes by cars is upsetting. I also think reducing the traffic on mill road will make it a more pleasant place to be. I disagree with businesses who say it will hurt the numbers of customers. I think it would actually increase it by making mill road a safer and more pleasant place to go to.</p>

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I believe that "through traffic" makes Mill Road unpleasant and unsafe for my family walking and cycling daily.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p> <p>#</p>
Traffic,Safety,Access	WhollySupport	<p>I fully support the TRO for a bus gate on Mill Road bridge.</p> <p>As a main cycle route from Cherry Hinton into the centre of town, I use Mill Road all the time. When there is less traffic it is a much easier and safer ride and I and my family are much more likely to decide to ride rather than drive to Mill Road or town.</p> <p>It will also make Mill Road a much pleasanter area to visit, to enjoy the many cafes and shops without a constant stream of traffic going past.</p>
Traffic	WhollySupport	<p>Mill Road is an amazing part of Cambridge that is ruined by hideous traffic, making it unsafe to use for pedestrians and cyclists as well as causing environmental harm. The area would do amazingly to remove most of this traffic that is using the road as a through way</p>
Traffic	WhollySupport	<p>Big fan of reducing traffic, hope this goes ahead this time :)</p>
Safety	WhollySupport	<p>There needs to be traffic calming along Mill Road because it's far too narrow for the amount of vehicles, especially lorries and private cars, who use this every day. It's a built-up narrow space that was never supposed to have this amount of heavy vehicles going through.</p>
Traffic	WhollySupport	<p>I strongly support the bus gate at the Mill Road bridge. This will curtail traffic cutting through and improve safety along the road for pedestrians and cyclists.</p>
Environmental,Access,Safety,Traffic	WhollySupport	<p>Mill Road is safer and far more pleasant to live, walk & cycle on when only limited motor traffic goes over the bridge. As a blue badge holder, who sometimes has to use a car, I would prefer the TRO is in place to protect Mill Road residents and visitors. Having witnesses and been part of traffic incidents that endanger more vulnerable road users, reducing the opportunity for poor driving on Mill Road to hurt people would be a positive move. When the last closure was in place adaptations were made by effected traffic and Mill Road was a better place to live on.</p>

Safety	WhollySupport	I wholly support the Mill Road proposals. The street is congested and unsafe for cyclists, as I have seen from my daily commute by bike. The bridge is a particularly dangerous area due to cars frequently overtaking bikes blindly on the ascent without sight of the other side, which also encourages them to overtake aggressively to get back in their lane sooner. Beyond this, Mill Road is frequently congested, leading to less reliable bus and active travel journeys, which in turn decreases ridership. The street environment could be much improved following the installation of a modal filter, both in terms of place-making and footfall as well as reduced air and noise pollution.
Parking,Traffic,Safety,Access,Environmental,Disturbance	WhollySupport	I live in ***. 3 minutes away from the bridge. Mill road is extremely noisy and I can hear cars constantly. Most of the time I cannot bike through the bridge due to congestion, and some times I have been scared when suddenly a car from behind and front appears, I also feel worry when walking, the space is very little and sometimes cars go extremely fast. I fully support any traffic restrictions in Mill road
Traffic	WhollySupport	Anything to reduce the traffic pollution for the surrounding area will be hugely beneficial. It'll also foster a much nicer environment for local and small businesses who can create atmospheres on the pavement and enhance the local community.
Safety	WhollySupport	I fully support the proposed measures. As a local resident, I find the level of traffic along Mill Road to be a constant source of frustration. The road is too narrow to support the number of cars that use it and this causes danger for local residents, most of whom either walk or cycle. I would be keen for the council to pursue further traffic calming measures, as well as to tackle the persistent problem of drivers parking on the pavement.
Parking,Traffic,Disturbance,Environmental	WhollySupport	I support the closure of Mill Rd bridge. The key reasons are: -The traffic is intense and puts pressure on pedestrians and cyclists -Issues associated with this traffic such as speeding and pavement parking make an unfriendly environment for pedestrians and cyclists -Disturbances for residents in the side streets from speeding traffic that feeds into Mill Road will finish -The closure will improve local air quality (with all the health benefits associated with that) and will help with global environment problems -The closure in 2020-2021 was enjoyed by most people -Mill Road and its surrounding is resilient and will grow and develop in a modern way, without traffic, becoming a fabulous environment for families and a stable community
Traffic	WhollySupport	As someone who lives on ***, I support the proposal for the bus gate and restriction of traffic over Mill Rd bridge, for the following reasons: it will ease traffic congestion and associated pollution, it will improve safety and reduce the likelihood of pavement parking, it will help reduce demand for parking spaces benefitting local residents, it will encourage use of local shops and cafes by pedestrians and cyclists, it will help encourage the use of park and ride and public transport.
Safety	WhollySupport	As a young person living directly on *** this bus gate proposal is very important to me. I have to walk and cycle along Mill road on a daily basis to commute to school and meet friends, however I do not currently feel safe doing so, due to the huge amount of through traffic on the road. The bus gate would significantly improve my safety when cycling and also reduced the noise and air pollution outside my house since there would be less traffic. Currently the cars going down Mill road cause cycling to be treacherous as they often speed, overtake far too close and park blocking the side of the road where we cycle. The bus gate reducing the traffic would also make it easier to cross the road as a pedestrian and so significantly improve the safety of the thousands of people who walk down Mill road. I will spend more time visiting the local shops and cafes on Mill road if the bus gate goes ahead since walking along the road will be much safer, more peaceful and more enjoyable. The reduction in traffic noise would be very beneficial for the local environment and it would be fantastic to have slightly cleaner air to improve our health and reduce climate change.
Parking,Traffic,Safety	WhollySupport	I support this proposal in the hopes it will decrease traffic and increase safety on Mill Road.
Access	WhollySupport	Please add in the new modal filter, to reduce traffic congestion
Traffic	WhollySupport	As a cyclist, reducing the number of cars on the bridge would make a massive difference to my health and to my safety.

		<p>I support the proposed TRO.</p> <p>The primary benefit is reduced traffic levels on Mill Road itself which will improve the performance of local public transport services. My partner would like to use the local bus service to access addenbrookes hospital on a daily basis. However, because she needs to use the bus service at peak congestion times the service is too unreliable, and she must cycle instead in all weathers. Improving the reliability of public transport options would benefit the hospital as it would make it a more attractive workplace for staff, particularly those who are not entitled to park onsite.</p> <p>Additionally, reducing traffic levels on Mill Road will improve safety for cyclists and pedestrians, reduce local air pollution and noise and create the opportunity to reshape the streetscape for residents and visitors.</p>
Traffic	WhollySupport	This proposal will be particularly successful if implemented as part of a broader rebalancing of city travel away from cars towards active travel and public transport.
Traffic	WhollySupport	I strongly support any proposals that would reduce traffic along the whole length of Mill Road (from Perne Road to East Road) and improve its character. Reducing traffic would bring many environmental benefits, as would moving towards a more pedestrianised area, from which cafes and restaurants, shops and businesses would all benefit. I find the objections of shop owners and drivers unimaginative, old fashioned and frustrating; Mill Road could become a more thriving and much more pleasant destination for shoppers, day trippers and residents who would like to enjoy the amenities it offers, rather than feeling harassed by traffic, noise and danger. I strongly urge you to listen to the voice of those, like myself, who live on *** and proceed with the closure of the bridge and the adoption of traffic control measures along the length of Mill Road.
Traffic	WhollySupport	The street is choked up and needs to have traffic cut
Traffic	WhollySupport	As a resident of *** I absolutely support this proposal. Mill Road is our beloved high street. We would rather it wasn't used as a rat run for non-residents. Thank you!
Traffic	WhollySupport	While the previous TRO was in place, Mill Road was a far more appealing place for pedestrians and cyclists, it makes total sense to extend the restrictions permanently, I think the benefits to local residents would extend to local businesses.
Environmental	WhollySupport	As a local resident and frequent user of Mill Road's amenities (shops and eateries chiefly), I am impatient for the proposed traffic restrictions to be implemented and am somewhat baffled and frustrated by the delay. My experience of Mill Road as a restricted traffic area (during the pandemic) was wholly positive. I used the shops more, cycled more and, moreover, was happier for my teenage son to cycle along this (usually terrifying) route. I look forward to hearing that the vehicles which currently ruin this residential and shopping street are restricted and we can fully enjoy this vibrant, sociable area with its wonderful array of independent businesses.
Safety	WhollySupport	This has been a much needed and demanded change for several years. Mill Road is increasingly unsuitable for the levels of through traffic it currently supports. Restricting traffic over the bridge, whilst personally inconvenient, is absolutely vital to encourage the vitality, health and safety of the local boroughs.
Disturbance	WhollySupport	There's nowhere to park on mil road beyond the bridge given parking restrictions anyway so no one drives to the shops there. Less traffic will make for a more pleasant environment and more visitors enjoying the road.
Traffic,Safety,Environmental,Disturbance	WhollySupport	<p></p> <p>A lot of the traffic on Mill Road drives down Perne Road causing us constant noise and air pollution.</p>
Safety	WhollySupport	I strongly support this plan, for safety reasons. Pedestrians make mill road and provide so much business, and are put at risk by passing traffic. Especially since there are a large number of speeding vehicles in the area. I don't understand the loss of business claims from the opposition, since the loss of business due to the road closure is indistinguishable from the loss caused by the PANDEMIC happening at the same time. Also they all seem to think that the mill road bridge closure means cars can't go down mill road at all, so they would lose the ability for customers to collect items by car, which is just completely false, because cars can go both ways down mill road still, just not use it as a through way. It is making me so angry that this argument is still going on, surely some analysis estimating loss of business due to bridge closure can be undertaken? Please action the bridge gate as fast as possible. This businesses on mill road will likely increase revenue from their pedestrian customers (who I suspect make up the majority of customers) because of the reduction in traffic. And the customers of mill Road will be safer for it.
Traffic	WhollySupport	It is essential that traffic and pavement parking is reduced on Mill Rd for safety reasons. This for the safety of cyclists and pedestrians but also to reduce pollution from the traffic. It is not possible to sit outside comfortably on Mill Rd due to excess car fumes. The majority of traffic is 'passing through traffic' that does not help local trade. The majority of local shoppers are on foot or bicycle.

	WhollySupport	<p>I am strongly in support of the proposal to install the bus gate on Mill Road Bridge - it's a real shame that it has taken so long to get back to this stage.</p> <p>The impact it would have on traffic, roadsafety and the general liveability of the area will be huge.</p> <p>I've been a resident of Romsey for 15 years now. Currently living on***.</p> <p>Thanks, ***</p>
Environmental,Safety,Traffic,Financial	WhollySupport	<p>Mill Road is NOT classified as an Arterial road yet many of the objections to restriction of traffic are from drivers who seem to think that it is.</p> <p>Access to shops will be improved by a restriction to traffic. (So long as pavement parking is also stopped) This will improve the financial well being of the traders.</p> <p>Traffic reduction will also improve the environment which will improve the health of all residents. So an improvement to the environment will improve safety for all.</p>
Other	WhollySupport	I support this proposal so long as the reduction in traffic on mill road is properly used to make mill road safer and more pleasant, and to make the bus service in Cambridge more reliable
Traffic	WhollySupport	I think the bus gate would be a good idea. Less traffic on mill road - better for pedestrians. I'm tired of cars parking illegally on the mill road pavements. I think it would create a nicer environment for residents and also for people sitting outside at cafés and restaurants. I hope this happens.
Traffic	WhollySupport	I fully support this proposal and am disappointed that restrictions on Mill Road bridge have taken so long to be introduced. I have lived in Romsey for 40 years now, and the impact of traffic on Mill Road has a hugely detrimental effect on the area. During the periods when restrictions have been in place, including for temporary roadworks, quality of life for residents improves immeasurably. Air quality is markedly better, noise is reduced, there is a less aggressive atmosphere and safety is improved for pedestrians and cyclists. The majority of businesses in Mill Road are of the sort which are used by local residents. There is very little parking available off Mill Road, so it is not a shopping or commercial destination. People will still be able to access the whole area. I am a cyclist, but not a very confident one. The only times I have felt confident to cycle along Mill Road have been when the traffic was restricted. I do think that it will be important to ensure that cafes are to extend their outdoor seating to give Mill Road a pavement culture feel. This will markedly improve its attractiveness as a destination
Traffic	WhollySupport	<p>I have been a local resident for about 20 years now. I am cycling up and down Mill Road several times a day to get to work and to do my shopping, socialising etc. I do go to shops on Mill Road frequently and deliberately to do my shopping there.</p> <p>Mill Road is often congested with too much motor traffic, and general road safety is jeopardised by excessive illegal parking of motor vehicles on the road and pavements, and by reckless and aggressive motor vehicle driving, very often including taxis that often break the highway code.</p> <p>I have seen clear evidence of an improved traffic and safety situation during the temporal closing periods of the bridge, while I have not seen any detrimental effect on local businesses during that time.</p> <p>Therefore, I do fully support the proposal, and would even support a further restriction of taxi traffic, as well as increased policing of illegal parking and reckless driving.</p>
	WhollySupport	<p>Hello -</p> <p>Just to say that I fully support the proposed TRO to close Mill Road Bridge to most traffic,</p> <p>***</p>
Traffic	WhollySupport	I live on the far side of Mill Road bridge and routinely cycle across it into town on my way to work. It's a deeply unsafe roadway and I often see accidents and near misses because of the speed of cars and cyclists, and because cars illegally park on the double yellow lines, restricting traffic, and because of the pot holes. Less cars would make Mill Road safer. I also used to have a car, but I never drove into the town because of the lack of parking options there. I fully support closing Mill Road bridge to all cars except blue badge holders and public transport.
Safety,Traffic	WhollySupport	<p>My wife and I regularly witness collisions between peds/cyclists and cars. I have twice in recent months walked past bloody commuters, one of whom had trailed a path of blood a hundred meters.</p> <p>It is not safe or suitable to have blended modes of transport in this narrow road with so many junctions.</p>
Safety	WhollySupport	I am very concerned about the level of traffic on the bridge, and Mill Rd. more widely, especially given the narrowness of pavements along the road, and in particular on the bridge itself. The road itself is quite narrow in places and I am concerned about the safety of cyclists as well as pedestrians. I believe that this proposal will improve the situation considerably.
Environmental	WhollySupport	I want the people to enjoy mill Rd not have it full of dirty traffic
Safety	WhollySupport	<p>thank you for closing the bridge to traffic. I'd love to use the bridge more often but don't because of the traffic.</p> <p>***</p>
Traffic	WhollySupport	I strongly support restricting vehicle traffic across Mill Road bridge.

Traffic	WhollySupport	I am very keen for traffic to be reduced on Mill Road so that more people can enjoy the amenities on offer, such as Al fresco dining. To me, it is clear that the whole road should be pedestrianised - one only has to think of the annual success of the Mill Road Winter Fair to see that the road can be enjoyed by many more people including families in the absence of cars.
Safety	WhollySupport	I live just over five minutes' walk from Mill Road Bridge with ***. We have lived here since before the children were born. Until a couple of years ago we did not have a car so all our transport was by walking, cycling, bus or taxi. Not being able to drive to destinations on Mill Road did not make them hard to get to even when I had heavy things to carry and/or or two children under the age of three, because there are plenty of bus stops on the road - I think access is good whether or not it's possible to drive the length of the road in a private car. However, the density of traffic on the town side of the bridge plus lots of vehicles pulling onto the pavement did make it, and continues to make it, an unpleasant place to shop especially with the kids because you have to be on lookout all the time. Now, cycling on my own or especially with the children, if we have to cross or travel down mill road it is a hostile and nerve wracking experience. There are too many drivers who hate bikes turning right or using cycle forward stop boxes or just existing on the road at all, and will yell and threaten with their vehicles. It is something I worry about every journey and it's impossible to avoid Mill Road entirely - for lots of journeys we at least have to cross it. Now we do have a car, I never drive down Mill Road - there is not enough space for all the traffic, other road users get impatient, and it's stressful in a different way. It adds negligible time to my overall journey to "go around" and use Hills Road or Coldhams Lane instead. These are bigger roads that are more suited to carrying through traffic. I really hope the proposal is implemented - I would love to be able to just cycle to the shops and cafes on the town side of the bridge, or use cycle routes that include Mill Road with my kids, without the stress of constantly being on hyper alert for cars and lorries. At the moment traffic fumes are also really noticeable and unpleasant especially on the town side of the bridge, so less motor traffic would be very welcome from the point of view of air quality.
Safety	WhollySupport	Our family cycles, including our 8 year old. At the moment, crossing Mill Road bridge feels to be the most dangerous part of our journeys out. Reducing traffic on the bridge would improve safety for us.
Traffic	WhollySupport	I fully support this proposal. Mill Road is swamped by traffic making it an unpleasant and threatening environment to walk or cycle to the shops and businesses operating there. I would hope that reducing traffic via a bus gate would also enable the return of parklets and similar pedestrian-first infrastructure as seen during previous closures
Traffic	WhollySupport	The car traffic on Mill Road should be restricted for the safety of pedestrians, cyclists and residents.
Access	WhollySupport	I fully support this plan, reducing traffic, and providing better access for pedestrians is a vital piece of work to reduce traffic, increase safety, and provide a much more pleasant environment on mill road for all. The delays to this have been frustrating but I hope now this bridge barrier will be brought in swiftly. I think this will have a deeply positive effect on non car commuters and opportunities for business
Traffic	WhollySupport	I support the proposal since it would reduce unnecessary traffic on Mill Road. It would be a start in making Mill Road better for pedestrians, cyclists, and businesses on the street.
	WhollySupport	<p>I support the Mill Road Road TRO (PR1058) to reintroduce a bus gate on Mill Road Bridge.</p> <p>It is important for people to reclaim their places from cars, many towns (other than Cambridge) have put in measures to reduce traffic and have seen trade improve as it brings a calmer, safer environment for people to walk and cycle through. We already have some good car free places in Cambridge such as outside the Grafton Centre or the main part of Cambridge City - reintroducing the bus gate will help Mill Road move towards the goal of those places which still have thriving trade regardless of door to door car access.</p> <p>***</p>

Safety,Traffic,Environmental	WhollySupport	<p>Despite being one of the most distinctive and potentially attractive parts of the city, Mill Road is a safety blackspot and a traffic nightmare. Pedestrians, cyclists, and buses are frozen out by car traffic. The congestion, air pollution and danger make it a substantially less attractive place than it should be. It is the closest shopping area of the city to where I live, and has several shops I used to visit regularly, but to be honest it's just so unpleasant dodging the cars, both passing through and jamming up the pavements, that I am nowadays often tempted to go online instead. High streets all over the country are in trouble, and Mill Road needs to become a more welcoming place if it is to survive.</p> <p>If we want to tackle congestion and air pollution we MUST have proper public transport. Given the railway, Mill Road MUST be a reliable public transport route, but it is not. The number 2 bus is a laughing stock. Remember it's not just going north to and from Mill Road, but getting to and from Addenbrookes -- I'm involved with the local neighbourhood association for the ***, and we have heard complaints from so many people stranded for interminable ages waiting for buses that never come. Unreliable public transport discriminates against the most vulnerable in society. To give the buses a chance, we MUST reduce car traffic, and removing the possibility of "just passing through" traffic will help with that. (It would also help if there were restrictions on the size of loading vehicles.)</p> <p>I also strongly believe that the worries of the minority of Mill Road businesses who oppose this plan are misconceived: I personally would shop a lot more on Mill Road if it wasn't such a congested traffic nightmare. A properly reimagined Mill Road, where people are happy to linger, will surely make it a more prosperous place, as well as safer and healthier.</p> <p>One last point: this issue was made much of in the last local elections, and the "antis" got nowhere -- they are noisy, but they are few,. Please respect local democracy and don't let fear of the noise hold Cambridge back from a cleaner, safer, more vibrant future.</p>
Traffic	WhollySupport	I believe restricting private motor traffic on Mill Road will ease congestion, make it a more pleasant place for shopping and eating, and encourage other forms of transport.
Traffic	WhollySupport	I support the bus gate on numerous grounds. As both a cyclist and bus user who travels down Mill Road most days, I find the significant congestion very frustrating. The number of cars using Mill Road as a thoroughfare also contributes to pollution and worsens the local environment. When the bus gate was in place previously, Mill Road was both a nicer place to visit and a safer and easier place to travel down.
Traffic	WhollySupport	<p>Mill Road is too narrow to be a through road and sustain today's levels of traffic.</p> <p>Closure of the Bridge to private vehicles will improve traffic, air quality, safety and make the road a nicer place to go and spend time</p>
Environmental	WhollySupport	Wholly in favour. I walk over the bridge many times per week to work, and it was a cleaner, and more pleasant experience when it was closed. I also feel Mill Road has the potential to be a marketable trendy independent traders street, and this would enhance this. Indeed, some traders already have outside seating, so the less traffic the better.
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I use Mill Road as a cyclist, and I also cross Mill Road as a cyclist to get to the Chisholm trail. The amount and speed of traffic make both of these actions difficult and unpleasant, and I am writing as an experienced cyclist. Mill Road is not a friendly place for nervous, new or inexperienced cyclists. The council should be doing everything it can to promote active travel and reduce traffic congestion, and I believe the TRO is a positive step towards this.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic,Safety,Environmental	WhollySupport	As someone who cycles and whose children cycle around Cambridge, Mill Road has always been too congested with too much through traffic to be safe or comfortable to cycle along. Previous experiments with restricting vehicle access greatly improved this.
Traffic	WhollySupport	I support introduction of a bus gate. Mill Road has a very high place function which is choked by high through movements by private vehicles. This measures needs to be combined with pavement parking ban.

Traffic	WhollySupport	<p>I write in strong support of the proposed Mill Road bus gate. As a Cambridge resident, I use cycling and walking as my only means of transport within the city. I use shops, cafes, and restarurants on Mill Road quite often and also use Mill Road as a route in and out of town sometimes, as well as crossing it to access places north and south of it.</p> <p>The density of traffic on Mill Road is hazardous for cyclists and pedestrians. The road is too narrow to sustain the volume of traffic safely and there is a high risk of collisions. I have one friend who suffered fairly serious head injuries after being hit while cycling on Mill Road at night. *** was wearing reflective gear and had bright lights but was hit nonetheless. The cyclestreets data on collisions in Cambridge suggests there are some 'black spots' along Mill Road with very high numbers of collisions: https://bikedata.cyclestreets.net/#14.46/52.20075/0.13431</p> <p>Second, the air pollution generated by the traffic on the road is seriously harmful to everyone in the vicinity. Cambridge has patches of quite high air pollution and I think Mill Road is one. We know more and more about how traffic air pollution causes serious health problems, Reducing the density of traffic would reduce this pollution significantly and improve the health of Cambridge residents.</p> <p>Third, it is likely that reducing the unpleasant traffic volume and pollution will increase the attractiveness of Mill Road for residents and visitors, including the users of shops and services. There is good evidence from other cities that reducing traffic and pedestrianisation can increase footfall and visitor numbers and this can contribute to an increase of revenue for businesses. See, for example, https://www.livingstreets.org.uk/media/2t0hyzcm/pedestrian-pound-2018.pdf</p>
Traffic	WhollySupport	<p>I think this measure will reduce traffic on Mill Road, which is good for the environment and for the safety of other road users, in particular cyclists. I actually think part of Mill road could be a very good candidate to extend the restrictions and to widen the foot paths to reduce traffic further and create a cyclist and pedestrians friendly road, which could be a real boost for the retail and hospitality there.</p>
	WhollySupport	<p>As a resident of Cambridge, I am fed up The campaigns That object to every proposal to tackle traffic Congestion. Everything you suggest will always have a Nimbi Opposition. I regularly use Mill Road as a Route into town, but would welcome its closure as the beginnings of tackling the traffic. Please don't keep backing down. If you don't take action, the future for Cambridge is just gridlock. ***</p>
Safety	WhollySupport	<p>Currently I visit mill road, and the surrounding area regularly (3 or 4 times a week) by bike. This is to use the local businesses, cafes, and restaurants, as well as for visiting friends who live in the area. On almost every occasion when I cross the bridge I witness some form of driving which puts cyclists and pedestrians in danger. Most commonly vehicles doing dangerous overtakes and/or speeding.</p> <p>This makes me feel incredibly unsafe, and is the part of my journey I dread the most. When the bus gate has been implemented previously it made such a difference to the area. Crossing the bridge no longer filled me with dread. Eating at cafes was more pleasant with outdoor seating as the road in general was less congested. I spent more time walking up along the street to discover more of the shops in the area. I believe this proposal would be good for all.</p> <p>Access to the area by car for people who are visiting from further afield is still very much possible with the bus gate in place. You are able to enter mill road from the correct side and get close to your destination. I do not see any evidence that any viable business would shut as a result of the bus gate closure.</p> <p>I am currently in the process of purchasing a property on ***, which is very close to the bridge. I wholly support a bus gate as I believe this would make the area much more pleasant. With less traffic to deal with, helping to have a more reliable bus service.</p> <p>I believe there are many reasons the bus gate will be beneficial to the community, even outside of my own perspectives outlined above. I think it is vitally important for this to go ahead, and is a huge step to making Mill Road an even better place.</p>
Traffic	WhollySupport	<p>This is a long overdue measure. It will benefit residents all along Mill Road, who have to cope with a congested, noisy, and dirty road. It will benefit those who cycle and walk along Mill Road, such as myself, with a safer, cleaner, and less congested environment. It will benefit the shops along Mill Road, by making the street environment far more pleasant.</p>
Traffic	WhollySupport	<p>I fully support the proposal for a bus gate on Mill Road as this will help reduce traffic and improve the environment. As a relatively narrow streetscape there is limited space for all road users, cars, bikes and pedestrians. The reduction of traffic, i feel, will bring broad health and safety benefits to the area including reduced car emissions as well as making the road safer for cyclists and pedestrians. Of particular note would be the junction of Devonshire Rd, Kingston Street and Mill Road where I am aware of serious accidents have been had by cyclists. Indeed my company currently recommends avoiding this junction due to the risk. I do recognise the challenges for some companies on the road, and whilst i do not wholly agree with the concerns raised, and would ask what evidence exists for some of the claims made, i do feel that there must be a pragmatic solution to at least some of the concerns. It is frustrating, though, that a minority of users appear to be holding up this proposal.</p>

Traffic	WhollySupport	<p>I'm very supportive of anything that reduces traffic and danger for all road and non road users on mill road. I frequently travel along mill road and visit the shops there by foot and bike and cargo bike. The current situation for cyclists all along mill road is extremely dangerous. The rest of my family would not travel along mill road due to safety concerns, and reducing the traffic would make us more frequent visitors (along with increasing cycle parking and preventing pavement parking)</p> <p>I'm very disappointed that taxis will be allowed to use the bridge as if part of the reason is to reduce aggressive and dangerous driving they are a common cause of this and are potentially worse for carbon emissions than private cars)</p>
Safety	WhollySupport	In favour of reducing traffic and so making Mill Road safer to cycle down.
		<p>I often cycle down Mill Road to access the town, and anything which reduces the amount of traffic competing for road use will make the trip safer and more pleasant. I have been overtaken unsafely on the bridge (even though there are road markings forbidding it) many times. As the main route from the town centre to Cherry Hinton High Street I think this is a positive step that will encourage more people to consider cycling as an option. Additionally, I also believe that reduced traffic around the bridge area will make visiting the businesses and cafes around it much nicer, and hopefully will lead to them getting more customers!</p>
Safety	WhollySupport	In short, I wholly support this proposal and look forward to seeing it implemented.
Traffic	WhollySupport	Reduce traffic in neighborhood
Traffic	WhollySupport	I support this proposal and also support the original proposal and think this should form just part of the measures for Mill Road Bridge. Reduced, slower and/or no road traffic on Mill Road would be an improvement
Traffic	WhollySupport	The congestion and traffic pollution on Mill Road make it an unhealthy place to live, work, shop and travel. It is an ineffective transit route the contaminates the area, particularly at rush hour when traffic is very slow-moving. We only need look at the vibrant Mill Road Winter Fair to see how ideally road closure would enhance our local environment and community. There has been a campaign against road closure from the traders, yet local residents would linger on the street and shop more if conditions were right.
Safety	WhollySupport	I fully support this proposal. Mill road is a street with narrow pavements and it's always full of pedestrians. Restrictions on traffic are extremely needed for safety reasons.
Traffic	WhollySupport	I am strongly in favour of cutting down traffic on Mill Rd. I walk on Mill Rd at least every couple of days, to shop, eat, drop off or pick up goods, etc, and the footpath is not wide enough for the existing foot traffic (esp on the eastern side), with the result that a lot of people are stepping into the road to avoid other pedestrians, and creating a risk of accidents. Many of the businesses on Mill Rd are restaurants, cafes and small businesses and I think their custom would increase rather than the opposite if it was easier to walk there and for groups to occupy more space in the street. Overall Cambridge just cannot support the volume of traffic that is trying to use relatively small streets and, with appropriate protections for taxis, public transport and disabled travellers, a reduction in traffic would be a benefit.
Safety	WhollySupport	I only cycle and I live by Mill Road, so I cycle on it daily and never look forward to it. At present, it's eternally congested with vehicles of all sizes that use it as a through road, or use its pavement as a parking space, blocking everything else and causing even more traffic jams. It clearly isn't meant to be used in this way and isn't coping. Traffic is often dangerous unless it's brought to a standstill, and not better then. All the particle pollution from stopping-starting-braking vehicles can't be healthy. The bus gate is a great solution to deter unnecessary traffic and encourage alternative travel, making everything healthier and safer for all.
Disturbance	WhollySupport	Would improve noise contamination, traffic and safety
Environmental	WhollySupport	I support the proposal in order to reduce traffic through Mill Road, improve air quality and road safety, and promote walking & cycling in our local area.

Safety,Traffic,Disturbance,Environmental	WhollySupport	<p>I live on *** and support the Mill road TRO. Mill roads is too narrow (no bike lane, pavements too small for foot fall levels) to support large numbers of cars as well as pedestrians and especially bikes safely. Through traffic causes noise, pollution and danger especially for families and those without a car who have no choice but to navigate mill road on foot or by bike, or to just avoid it! The dangers associated with cycling and walking along Mill Road bridge influence what school the children attend, where we chose to shop and the route we take to get into town. Despite this my daughter has no choice but to cross it 2 times a day by bike to go to school aged 13. My daughter once fell off her bike in front of me in front of a car on the bridge, but was luckily unharmed. My son is 7 and I cannot go to mill road together by bike and I only recently can I go on foot and not hold his hand in a vice like grip for fear of him being run over. When the bus gate was previously in place none of these tactics were needed!</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>Five areas of Mill Road are marked on the county council's map of collision cluster sites.</p> <p>Without a bus gate on Mill road Thoday street and all similar Victorian one way street in Romsey will continue to be arteries into the Mill Road rat run despite the width limiting bollards. Rat runners regularly drive faster than locals down our street and cause pollution and noise (often hooting if they are held up by a delivery driver who cannot park easily on our street). Whereas locals and delivery drivers and most taxis are generally respectful as they know the area and are part of our community. Through traffic on Thoday street is a danger especially to vulnerable people and children. In the last 12 months my car door has been ripped off and a child in my community was nearly run over on halloween as the car crossed between parked cars (there is no other option on thoday street) to see our pumpkin into the path of a speeding rat running car. The previous bus gate massively reduced rat run traffic on Thoday street which returned as soon as the gate was removed.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road. I will shop on and visit mill road more not less with the TRO in place and the street will thrive (after some initial readjustment) in my opinion. I also expect far more visitors by bike from across Cambridge to shops and enjoy.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>Please make it happen this time.</p> <p>***</p>
Safety	WhollySupport	I wholly support proposal. This improves congestion, pollution and road safety to everyone.
Environmental,Safety,Traffic	WhollySupport	I whole-heartedly support this TRO and the plan to put a bus gate on or near the Mill Road railway bridge. This will provide a big improve to public safety. In the six years I have lived on Argyle Street I have witnessed many accidents on Mill Road, many in the immediately vicinity of the bridge, and have seen multiple people carried away in ambulances. The junctions with Devonshire Road and Argyle Street in particular seem to be accident black spots. I am certain this scheme will materially reduce these dangers. In addition, the environmental and health benefits will be significant, and it will make Mill Road a far more pleasant environment for residents and those who visit to use the many excellent shops and other facilities. I have little doubt that it will encourage a modal shift towards active travel for many, and those who still need to drivers will benefit from reduced congestion.
Traffic	WhollySupport	This proposal will reduce traffic and pollution.
Safety	WhollySupport	I would further support other measures to reduce traffic along the whole length of Mill Road that would encourage safer walking and cycling
Safety	WhollySupport	<p>I wholly support the restriction of traffic overbuur Mill road bridge.</p> <p>As a car driver I know this will impact me in terms of likely increasing my journey times on some trips, however, I feel the benefits to the wider community significantly outweigh any inconveniences to myself and other motorists.</p> <p>I also walk and cycle along mill road and more often than not I feel that my safety is at risk, especially on my bicycle.</p> <p>Making mill road a safer place for the most vulnerable road users and pedestrians will encourage people to use active travel rather than driving where they don't need to.</p> <p>Furthermore I hope that it would make the street a more pleasant and calm place as the traffic can be very unpleasant and noisy, this would make me much more likely to choose to eat at cafes on mill road as it would be a more enjoyable experience.</p>
Traffic	WhollySupport	I am in total support to closing the bridge to general traffic, from both a traffic volume, safety and environmental reasons.
Safety	WhollySupport	Mill road is constantly congested with cars during traffic hours, and even after that it's not uncommon to find sport cars that drive above the speed limit, endangering the pedestrians and the cyclists. We definitely need a way to limit car traffic to residents or workers.

Safety, Access, Traffic, Environmental	WhollySupport	<p>I feel as a parent of young children that mill road bridge would be better restricted to less traffic in order to ensure the safety of pedestrians and cyclists alike.</p> <p>I have walked many a time over the bridge and along mill road with a single and double buggy and sometimes find it frightening to see so many speeding cars, mopeds, and delivery vans - all desperate to get passed the delivery lorry parked up onto the footpath. If there were less traffic, Lorries and delivery vans wouldn't need to pull up onto the footpath in order to continue the flow of traffic. (I assume this is why they do it - at much much inconvenience to me and my children).</p> <p>I wouldn't cycle down mill road now with the children - I appreciate the carter bridge is there for cyclists- we use it a great deal; but the closing of the bridge to the vast majority isn't just about who it 'inconveniences the most / least' (I've driven over it myself hundreds of times), no, it is about making the whole of mill road safer and more accessible to those wishing to use the shops and facilities.</p> <p>Even some of the services I've used along mill road have openly said that people, their clients either walk or cycle as there are limited places to park. (Unless of course, you have a disregard for the law and park on the footpath as so many do!)</p> <p>It was one of the nicest things to come out of lock down - cafes and mini gardens using the space, making it much more appealing to shoppers.</p> <p>Mill road is famous for Arjuna, curry houses and cafes. Let's preserve that?</p> <p>We still need many more cycle racks and loading bays for deliveries. Perhaps an outright closure isn't the answer; perhaps a compromise of limited times - restrictions during peak times 8-10am and 3-5pm during the working week. Perhaps restrictions in place at the weekends.</p> <p>Please consider the restricting of the bridge as a duty of care. Safeguarding if you will. Before someone gets seriously seriously hurt.</p> <p>Thank you.</p>
Traffic	WhollySupport	This proposal would be a fantastic improvement to the Mill Road area. Reducing traffic and encouraging pedestrians and cyclists would make the neighbourhood even more pleasant, vibrant and welcoming for residents and visitors alike. It would support the small businesses there and contribute to a cleaner environment
Safety	WhollySupport	I mainly support this for the reasons of reducing traffic for safety of pedestrians and cyclists. But also generally for the reduction of noise and pollution, and making Mill Road more pleasant for enjoying it's shops and cafes.
Traffic, Safety, Environmental	WhollySupport	<p>I love Mill Road, and during the pandemic enjoyed the cafes and restaurants spilling out onto the street, with reduced traffic.</p> <p>Encouraging people to cycle more, safely, is also important to me.</p>
Parking, Traffic, Safety, Environmental, Access	WhollySupport	I shop on Mill Road and pass along it on foot or bicycle several times a week. I do not always feel safe. Cars overtake much too close on the bridge even when they can't see what is coming the other way, and the cars that park on the pavement are a nuisance for all and positively dangerous to those on wheelchairs or with pushchairs who can't get past without having to go on the road. Mill road will be a much more pleasant place with fewer cars and I think it will increase rather than decrease custom for the businesses.
Environmental	WhollySupport	I lived on a Mill Road side street from 20 years and regularly travelled over the bridge, until we moved to our current address in Cambridge 15 months ago. I have long wanted to see traffic on Mill Road reduced for safety and environmental reasons. My two children traversed Mill Road every day throughout their secondary school years. I was reluctant to let them cycle due to the amount of road traffic and I was aware that they often walked alongside queues of stationary traffic breathing in fumes. Pollution levels are high. I did much of my shopping on foot or by bike all along Mill Road, and it was disconcerting to travel over the bridge with bags of shopping. It's too narrow for cars to pass cyclists without going into the other lane. I've seen some near misses, and worse, by impatient drivers. We need to make the road safer for active travel and to improve the quality of our air for residents and visitors. Mill Road could be a wonderful destination for visiting shoppers and people using the cafes and restaurants if, and only if, the road traffic is reduced. Reducing car traffic will make buses move more smoothly and make that a more attractive alternative. I know that it can be annoying to not use a familiar route but we all need to adapt our behaviours in the face of climate change. Hopefully this restriction will act as an incentive to try active travel or public transport and get people to think twice before making short journeys by car.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme as someone who travels everywhere by bicycle. I get my groceries from the shops on Mill Road and it can be an unpleasant experience due to the volume of vehicle traffic, which the TRO would help to reduce. You witness near misses on a weekly basis and I've been unfortunate to see several accidents involving bikes and vehicles.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	Reduce traffic for improved safety for cyclists and pedestrians, and improved air quality
Access	WhollySupport	<p>We live in the vicinity of mill road and it is one of our possible town areas for shopping and restaurants. However, we never go since it is so unpleasant with too much vehicle traffic and not enough space.</p> <p>I also need to cross mill road to commute to work on my bicycle and I always hate this part of the trip and feel very unsafe.</p>
	WhollySupport	<p>Dear Madam or Sir,</p> <p>I support the TRO as I think it would be a good idea to limit traffic over the Mill Road Bridge.</p> <p>Sincerely,</p> <p>***</p>
Traffic	WhollySupport	I support this proposal as a means to reduce traffic, noise and air pollution and promoting cycling and foot traffic. I think it will have a beneficial effect on business in the area and show to other communities around Cambridge that we need to evolve and not opposed any change while accepting the improvements that others produce to our benefit - e.g. rail links, water treatment, sustainable energy and its distribution etc
Safety	WhollySupport	<p>I regularly travel across Cambridge by bike, most often crossing Mill Road at the junction with Devonshire Road. There are often near misses at this junction due to the volume and (surprisingly given the 20mph limit) speed of traffic up and down Mill Road. Given routes parallel to the railway line are a key part of the active travel strategy for Cambridge, it's clear that this situation will only get more difficult without reducing the volume of through traffic.</p> <p>Furthermore, when travelling along Mill Road to visit local businesses, it's a fairly unpleasant experience on foot or by bike, due to the high volume of traffic (close passing despite the fact I cycle close to 20mph when it's clear to do so), illegally parked cars on the pavement or on double yellow lines and the fumes and noise that come with this. I'd increase the frequency with which I visit local businesses further if this was reduced.</p>
Traffic	WhollySupport	The reduced car traffic will increase alternative forms of travel and make pedestrians feel safer. This will bring a relaxed feel to the street and increase footfall for business.

Traffic	WhollySupport	I fully support this proposal. I think Mill Road is a key part of Cambridge and offers a lot to residents. There have been concerns about proposals like this in the past and the impact they'll have on small businesses. Given that parking along Mill Road is limited anyway, I am dubious of the validity of this. On the contrary if traffic was heavily reduced, I think you'll see more opportunity for cyclists and pedestrians to feel safer and more likely to use the road and its local businesses. I do think it's key that buses and taxis continue to have access however, so as to afford those who may not be able to get to or through the street via other means.
Traffic	WhollySupport	I am responding both as a commuter (I cycle over the bridge and along Mill Road to get to work) and as a visitor to my elderly parents, who live on ***. I am made aware on a daily basis that traffic levels, along with the attendant noise, danger and inconvenience are steadily increasing and have already reached unsustainable levels. On the days when I take a bus, it can take 20 minutes or more just to get from one end of Mill Road to the other. It is clear that most of the traffic is through traffic. Fewer cars would mean a smoother a quicker journey and more time at home in the evenings. As we live in ***, a bus gate would also allow greater freedom to my children to go and visit their grandparents (my parents) by bike. A few words on behalf of my parents: my *** is very disabled and never uses *** mobility scooter. I believe that this is a direct result of the amount of traffic on Mill Road which put *** off. *** only goes out if my *** (also elderly and not very strong) takes *** by car - adding another unnecessary vehicle to the road. Overall, I have no doubt that the implementation of these proposals, with the modifications outlined, will improve the public realm and quality of life for all on Mill Road.
Safety	WhollySupport	The traffic on mill road is like the access to this answer form: pointlessly difficult to deal with. Please make commute easier. The best solution, honestly would be to restrict car access. That would be amazing. Please tell me I don't have to go to 8000 signs to détail my point. I am already juggling with looking after my child and cleaning the house. Let me tell you how difficult it can be to go onto mill road to go to the peacock centre with my daughter. As there is no direct bus from Trumpington, I decided to go by bike, with my daughter in her trailer. The first par of the journey went fine, but inserting myself on Mill road, then biking to the Peacock was quite harrowing, between the holes in the grounds and the cars. And of course, the added stress of blocking a bus. As far as I am concerned, it is a miracle there are not more accidents on Mill road, and the commute on it would be way better if the buses would be allowed more space, and the cars less. In fact, I would love for the car traffic to be blocked ahead, except for delivery vehicles, and for the whole layout of the road to be re-done.
Safety	WhollySupport	I wholly support this proposal. The bus gate will reduce traffic on Mill Road and give cyclists, pedestrians and e-scooter users more space. The proposals will also reduce emissions which are currently far too high and pose an ongoing risk to the health of residents and visitors alike. The exemptions to the bus-gate are also supported. I hope in future this allows for a more pedestrian-friendly redesign of the whole of Mill Road, with more outdoor seating and circulation spaces.
Safety	WhollySupport	I often visit Mill Road for shopping and the number of cars is way too much. Also, they drive like crazy (I don't own a car I drive).
Safety	WhollySupport	Vehicle traffic on mill road is heavy and dangerous. Any steps to decrease vehicle traffic in favour of active transport would be excellent.
Traffic	WhollySupport	Road is overcrowded
Traffic	WhollySupport	I fully support this proposal to reduce traffic and increase safety on mill road
Environmental,Safety	WhollySupport	I live in *** with my husband and two young children. We spend our lives on bikes and visit mill road on a weekly basis. It has become a complete rat run and overrun by cars. They drive incredibly dangerously (pulling out without looking and overtaking bikes over the bridge where they have no visibility). I would like Mill Road to be a community space where it is pleasurable to walk/cycle around and sit outside the cafes instead of currently being inundated by car fumes and worrying about my children's safety.
Safety,Environmental,Traffic	WhollySupport	Reducing motor traffic on Mill Road is vital to improve this space as a public amenity. By reducing congestion, noise and pollution the bus gate will improve Mill Road for residents and those passing through. For those of us living in villages to the South-East of the city, it will open a safe and attractive route into town for cyclists and scooter users. We will be able to come through Cherry Hinton to the bottom of Mill Road and from there into the centre with far less hazard from drivers. Mill Road is one of the most dangerous in the city and county. The only way to reduce collisions involving motor vehicles is to remove or heavily discourage the use of motor vehicles from a space. Previous consultations have shown a high level of support for the closure of Mill Road bridge to most motor traffic. The protests of a small number of wealthy, well-connected and loud opponents must not be allowed to stop progress on improving Mill Road.
Traffic,Safety,Access,Environmental,Disturbance	WhollySupport	Mill road is a traffic nightmare.This proposal will create some peace and tranquility to everyone's benefit.

Traffic	WhollySupport	I fully support the introduction of the Mill Road bus gate - it's imperative that we reduce traffic and encourage people to switch to public transportation - for safety and environmental reasons and also simply to make Cambridge a nicer, cleaner, more community minded place to live.
Traffic	WhollySupport	I have been an occasional visitor to Mill Road in the past using the bus from Sawston or the Babraham Park and Ride to get there. I would have visited much more often if I felt safer on the pavements and there was a lot less traffic.
Safety	WhollySupport	I frequently use Mill Road as a cyclist, as do multiple members of my family. When it is open to all traffic it is one of the most dangerous roads in Cambridge. In contrast, my family and I rarely travel there, or anywhere else in Central Cambridge by car because it is so slow and almost impossible to part. I fully support the restrictions to motor traffic but acknowledge that for some individuals, including for example my 92 year old mother-in-law who lives locally, that cycling is not an option so I also support it remaining open to such groups.
Traffic	WhollySupport	Mill Road is dominated by heavy traffic and would be much improved for alternative transport and public amenity as a shopping and leisure area by its reduction.
Traffic	WhollySupport	I live in *** and periodically cycle to Mill Road for shopping (because it has a range of shops that's not to be found anywhere else in Cambridge, perhaps not even in London). The traffic always makes it difficult to move along the road. Calming the traffic in this way will make it a safer trip that I will be keen to undertake more frequently. I'm not just saying this for me - many others think the same.
Traffic	WhollySupport	Too much traffic on Mill Street. At the expense of people, community and business.
Safety	WhollySupport	I am fully supportive of this proposal. As a regular visitor to Mill Road, with friends on nearby Ross Street, I believe that the traffic on both sides of the bridge is excessive, especially on the West side where there are more restaurant and takeaway establishments. There are often cars racing past at high speeds, which is dangerous given how small the footpath is especially on the north side of the road. One often feels like a car might swerve and hit you, while as a e-scooter driver you feel very exposed. Drivers often will park up on the kerb on the south side, to pick up takeaways or talk to their friends in these establishments. I believe by having a bus gate, it will reduce the numbers of drivers entering Mill Road from Parker's Piece turn off, while reducing also the need to speed across the length of Mill Road as well. However, I believe there should be very visible signage for the bus gate, an easing in/grace period and while the fines should act as a deterrent they should not be excessive, as I have been caught out by the bus gate at New Square.
Traffic	WhollySupport	Reducing traffic on Mill Road will increase safe access for pedestrians and cyclists, encouraging further uptake of these forms of transport.
Environmental	WhollySupport	I cycle through Mill Road daily. Crossing at Gwydir St and some times Devonshire Road. Reducing through traffic transforms this to a pleasant and safe experience. I also stop off at shops on Mill Road and again reducing traffic would make this a much nicer experience
Safety, Environmental	WhollySupport	<p>I support the scheme because it would reduce the amount of motorised traffic on Mill Road, making it safer and easier to walk or cycle there. This benefits not only shoppers, but also people cycling to Cambridge station. If cycling from the Chisholm trail, it's best to use Cromwell Road and Sedgwick Street, then cross the Mill Road Bridge. It isn't convenient or safe to use the Carter cycle bridge (as opponents to the Mill Road closure have suggested), as it involves too many turns across traffic.</p> <p>The reduction in traffic will make it a more attractive place to spend time and studies around the world have shown that shops in fact benefit from better walking and cycling journeys and less motorised traffic. If there's too much traffic in a street, it's annoying for anyone living there or walking or cycling due to the noise, long waiting times to cross the road etc.</p> <p>The scheme should also result in a much-needed increase in the reliability and speed of bus journeys including Mill Road.</p> <p>For anyone who needs to cross the railway by car or van and start or finish a journey in Mill Road, it's worth pointing out that Coldhams Lane and Hills Road are good alternatives and journeys can be planned to minimise the number of crossings and the worst of the congestion. It's good that the scheme enables Blue Badge holders to still cross. Not all car journeys, but some, will be replaced by cycling or walking as a result of the scheme, so it will not result in a big increase in congestion on other roads.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>The scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p>

		I would be very pleased to see reduced traffic on Mill Road, as I believe this would make the area far more appealing to people such as myself coming to use the shops and cafes. Improving the active transport options for people coming into the centre of Cambridge is also very valuable.
Traffic	WhollySupport	The scheme looks like it would improve the local environment, reduce noise and air pollution and improve road safety. For these reasons I wholly support the proposal.
Traffic,Safety,Environmental,Disturbance	WhollySupport	As someone who lives six miles outside Cambridge, I do travel in for a variety of reasons. This includes using some of the shops on Mill Road & going to the *** site for appointments from time to time. When I have walked across the bridge, I have found the traffic quite intimidating. If flowing freely, vehicles seem to be driven quite fast & when the pavement is busy that all feels quite unsafe. My partner is often the driver when we visit Mill Road & then I am very aware of how unsafe various sections of the pavement are for pedestrians & in particular, how vulnerable cyclists are. A significant reduction in the amount of traffic using the bridge & section beyond it would undoubtedly make it safer for both pedestrians & cyclists. There would be far less pollution, a reduction in noise & that part of the road would be a much more pleasant place to visit & move about in. I also think that all of those benefits would show respect to those who live, work & visit there.
Safety	WhollySupport	Congestion reduction, safety, better environment.
Environmental	WhollySupport	I strongly support restricting access by motor vehicles across Mill Road bridge, as reduced motor traffic flows will reduce pollution, make the road safer for cyclists and make the general environment of Mill Road better for pedestrians, thereby increasing sense of community.
Safety,Traffic,Environmental	WhollySupport	I wholly support this TRO for a bus gate on Mill Road. Before moving to Histon I lived on *** off Mill Road. Cycling along Mill Road was part of my regular commute. Levels of traffic and aggression toward cyclist on the road frequently made this trip unpleasant, stressful and frightening. This scheme has received support at consultation. I felt its biggest issue previously was provision for blue badge holder access, which has been resolved in this latest iteration. It is time to get on with this project.
Traffic	WhollySupport	I strongly support the proposed TRO for a bus gate on Mill Road. As someone who walks and cycles round the city, I strongly support the removal of private through traffic from Mill Road, which the proposed bus gate would bring about. Currently I find Mill Road an unpleasant and intimidating environment to cycle and walk along, because of the quantity of private motor traffic, most of which is surely simply using it as a through route, since parking is so limited. Among the disbenefits of current traffic levels are air and noise pollution and traffic danger. The road width is not sufficient to accommodate cycling and the current volumes of motor traffic safely and comfortably. As a result, people cycling experience harassment, close-passing and other dangerous driving behaviours. Far too often vehicles are driven and parked on the pavements. The street is in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites. Having experienced the street in 2020-21, when the previous experimental Order was in place, Mill Road became a nice place to walk or cycle along and hang out. Following the removal of the previous scheme and some unpleasant experiences, I stopped visiting businesses there I had started to patronise. I firmly believe that my experience is typical, and businesses along the street would benefit from the removal of most through traffic, creating better access for those not driving, and making the street a place which is positively attractive to visit and linger. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.
Traffic	WhollySupport	I support this as the traffic on mill road is awful for cyclists and pedestrians. Would be a much better experience.
Traffic,Safety	WhollySupport	The entirety of mill road is over crowded, the majority of traffic is from people using it as a cut through! I don't believe it would have great impact on retail. There would still be access from either side and bus train for people outside of Cambridge. The transport links need to show their worth to Cambridge and draw people out their vehicles for a safer city. I'm a cyclist who commutes through sturton street and onto Devonshire road across mill road

Safety	WhollySupport	<p>I fully support the proposal for the following reasons:</p> <p>1) It will dramatically increase safety for pedestrians and cyclists crossing at Devonshire Road/Kingston Street. I have been using this route to get to work for years and I'm tired of drivers putting my safety at risk. The bridge itself is a narrow road with a blind summit, and frankly a significant minority of drivers cannot be trusted to use it without engaging in behaviour likely to kill or seriously injure innocent cyclists and pedestrians.</p> <p>2) It will mean more reliable bus service for Milton, Chesteron, Mill Road, Coldhams Lane and Addenbrookes, which for years have suffered from very poor punctuality as a result of heavy congestion on Mill Road.</p> <p>3) It will make for a much more pleasant shopping experience on both sides of Mill Road. I have lived and worked in the area for nearly 10 years, but I tend to avoid eating and shopping on Mill Road because the cars make it dangerous, crowded and polluted.</p> <p>4) A closure has been tried before and it worked.</p> <p>5) I have expressed my support for this measure in consultations twice before. The loud voices of a small minority should not be allowed to drown out the clear voice of the majority who want to see tangible improvements to the area. Failure to finally commit to the scheme would damage my belief in the democratic process.</p>
Traffic	WhollySupport	<p>I fully support the proposed TRO for a bus gate on Mill Road. Whilst I realise that positive comments regarding the proposal have no formal basis in law, I nevertheless hope that, as a long-term resident of the city, my view of the matter be of interest to councillors.</p> <p>When I moved to Cambridge in 2001, I quickly formed an impression of the Mill Road area as somewhere which was unusually rich in independent businesses and which benefited from an unusually strong sense of local identity; but I also came to see it as somewhere which suffered seriously from the effects of congestion, traffic noise, and air pollution. I have also come to see from anecdotal evidence and from official data that a disproportionately high number of traffic-related collisions occur on and around Mill Road.</p> <p>The proposed bus gate would do much to mitigate these problems and would make the area a safer and more pleasant place to live, work, and shop (in ways which align with existing policies regarding health, air quality, and the environment). The reduction in motor traffic would improve the air quality, would reduce the frequency and severity of collisions, would make active travel more appealing, would make bus travel more competitive through improved running times, and would make the area more attractive for shopping (not least because it would make it much easier for pedestrians to get from one side of the road to the other). It would also be much fairer because it would shape the area according to the interests of types of user who, taken together, must surely account for the majority of people who use Mill Road.</p>
Traffic,Safety,Environmental	WhollySupport	<p>As a regular visitor to Mill Road businesses and an occasional cyclist commuter on Mill Road, it would be a much nicer environment if it were closed to through-traffic. I support the bridge closure and hope that the road can be redeveloped to a much more pedestrian-friendly environment, which must be better for businesses.</p>
Traffic	WhollySupport	<p>I do not live in the immediate neighbourhoods affected by the proposal. But that should not mean my opinion is not useful here, because Cambridge is a small and unified city. Excessive traffic affects us all. Easing that excess so that pedestrians and cyclists and local residents can have better and healthier daily lives benefits all of Cambridge.</p>
Safety	WhollySupport	<p>Cambridge will be on the right side of history if this TRO is implemented. Although I'm classed as a visitor to Mill Road, I am a very infrequent one due to the unpleasant level of traffic, noise, and pollution on Mill road. I would love coming to Mill Road for the many shops and restaurants that it has, but the high through traffic makes it unpleasant at best, and more often than not frankly dangerous as a pedestrian (pavement parking) and cyclist (close passes).</p>
Traffic	WhollySupport	<p>I fully support any measure that restricts vehicular through-traffic over Mill Road Bridge. I would rather see the whole street pedestrianised, but if the only option on the cards is a bus gate then that will have to do.</p>
Environmental	WhollySupport	<p>As someone who lived on*** for many years, I understand how traffic on Mill Road adversely affects the shopping experience on the Broadway.</p> <p>I support the bus gate scheme as it is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>As a cyclist, I know how difficult it can be to cycle along Mill Road with the level of traffic it experiences. Reducing the number of cars will encourage more bicycle use.</p> <p>I understand that 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. This scheme will help to improve bus reliability providing those who can't cycle or walk a better experience getting to and from the town centre.</p>

Traffic	WhollySupport	<p>I fully support the Council's proposals. I visit Mill Road regularly, on average twice a week. Reduction in traffic will make the road much more pleasant and user friendly. It will not affect trade detrimentally since the traffic is mostly just passing through and it actually acts as a deterrence to other users from visiting businesses on the street. The proposals adequately take into account accessibility needs.</p> <p>In addition there should be much more vigorous enforcement of parking restrictions particularly parking on footways both on Mill Road and throughout the city. Flaunting of restrictions is common place and behavioural change will not happen without there being consequences which are currently all but absent</p>
Parking,Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	<p>I live on the edge of Cambridge in *** and regularly travel into Cambridge by bus, cycle and car. Mill Road is important to me as one of the liveliest parts of Cambridge with a mix of small shops cafes and a very good book shop and I visit the area most days. I see that it is currently blighted by through traffic, by frequent congestion and by pavement parking which restricts the free movement of pedestrians. This could be a wonderful, welcoming area of Cambridge if it were allowed to thrive in all its diversity. Closing the bridge, eliminating through traffic and imaginative improvements/pedestrianisation would be a benefit to everyone locally, including small traders, and remove the awful blight of traffic using the road as a convenient route into or out of Cambridge, ignoring the impact that that has on the life of Mill Road. Do it!</p>
Traffic	WhollySupport	<p>I wholly support this proposal due to current high levels of traffic making Mill Road an unattractive place to visit due to vehicle pollution and at times unpleasant and even dangerous for cycling and walking due to the narrow width of the road and pavements, I would use Mill Road restaurants and shops far more often if there wasn't so much through traffic</p>
Traffic	WhollySupport	<p>I support the proposal that Mill Rd Bridge be closed to cars because I think that a reduction in traffic would make Mill Road and the surrounding area safer for pedestrians and cyclists and also reduce noise and other pollution.</p>
Traffic	WhollySupport	<p>I've lived in Cambridge for decades and cycle on Mill Road often - I love Mill Road! - but it doesn't feel safe, especially as I get older.</p> <p>I would like to feel that Mill Road was a relaxed and friendly area to visit and shop.</p> <p>The bridge gate should help improve the atmosphere of an interesting street, which at present, is ruined by the constant queue of cars passing through,</p>
Traffic	WhollySupport	<p>As one who regularly shops in Mill Road, both north and south of the bridge, I travel by bicycle. The traffic restrictions will greatly reduce congestion and pollution and increase the safety for pedestrians and cyclists. I do not think that the restriction will harm the businesses of shops on Mill Road. I hope that the current TRO will observe the procedures required by law, and that the scheme can be introduced quickly.</p>
	WhollySupport	<p>Hi</p> <p>I write to strongly continue my support for this TRO for the bus gate on Mill road.</p> <p>As before, all the arguments are strongly in favour of the vastly improved cycle/walking experience in this area, and avoiding a rat run of cars and trucks which mean that it is dangerous and not a useable space.</p> <p>cheers,</p> <p>***</p>

Safety, Environmental, Access	WhollySupport	<p>I support restrictions on the Mill Road bridge and more to make it more pleasant and equitable public space.</p> <p>Some related points:</p> <p>1. Footway protection/bollards: I would suggest bollards at the demarcation of the footway and road, running the length of Mill Road to enforce protection of footway.</p> <p>2. Taxi driver lawlessness: As taxis will still have access to the bridge and Mill Road, enforce speed limit controls on licensed taxis is long overdue, especially as speed limiting equipment is becoming more widely fitted to new cars. Ensure that drivers are not turning these off as part of licensing agreements.</p> <p>Taxis are one of the main speeding culprits “rat running” down Mill Road and the side roads (eg Tenison) towards the train station. Taxi drivers were front and centre of initial published local press Mill Road closure protests. Arguably or evidentially, more interested in trade than the external cost put onto others by their lawless behaviour.</p> <p>Tenison road has already had much road surface treatment ridiculed in national motoring press. There are now digital speed limit signs on Tenison road, but you only have to stand next to the digital speed limit signs (outside a school and one of many) for a few seconds to see them routinely ignored by most taxi drivers and others coming from Mill road</p> <p>Taxis have some form of licensing with the local council (to use this area), so more enforcement is needed on this fatal 5 behaviour from taxi drivers if they want to make money from our public highways and public space.</p> <p>It is incredibly rare to get in taxi and they actually drive properly. It would be nice if we needed to, we could get into a taxi and they drive as they are licensed (guests of the public space they use).</p> <p>3. Government stats say vast majority of drivers speeding. dfstat expects 90 to 92 % of people to be speeding on 20mph road. The majority will still be speeding on 30mph roads. Driving is subsidised enough with estimated £80 billion yearly external cost on old figures.</p> <p>Please can we have more effort on reducing the speed and lawlessness of the driving on Mill road. Despite driving being subsidised, we can expect the majority of drivers on Mill Road will be using it in a lawless manner as advised by yearly department for transport stats.</p> <p>4. IPCC requires less driving: IPCC requires less driving and not just more electric cars and heavier and bigger cars, especially in a city.</p> <p>5. Access The proposals will help increase access for those who have discouraged from visiting or using Mill Road .</p> <p>Noting that many disabled people do not drive or use taxis and instead for example cycle, so a less ableist and hostile environment would be more equitable and even reach a wider range of the public who pay for this space and infra.</p>
Safety	WhollySupport	<p>I believe this proposal would reduce overall traffic levels in the city by promoting alternative transport to driving, therefore making mill road safer for cyclists and pedestrians and reducing pollution</p>
	WhollySupport	<p>Dear Cambs County Council,</p> <p>I support the TRO for a bus gate on Mill Road bridge. It seems that the statutory aspects of this project have now been carried out satisfactorily. I hope these comments in support of the scheme are of interest to councillors.</p> <p>I’m a Cambridge resident and my main mode of transport even over the age of 70 is still cycling. However, I feel considerable apprehension when I need to travel along or across Mill Road for fear of the motor traffic, congestion and danger. Surely the bus gate will support efforts to improve safety, as well as health and air quality, especially for residents of the Mill Road area, but also for everyone else who uses it.</p> <p>I gather that the scheme has widespread support. I look forward to the implementation of the bus gate.</p> <p>Kind regards, ***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because buses are our future for city travel not cars.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety,Traffic,Disturbance,Environmental	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic.</p> <p>Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor traffic.</p> <p>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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p> <p>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.</p>
Safety,Traffic,Environmental	WhollySupport	<p>I avoid cycling and even walking on mill road because the road is not wide enough to support the amount of car and cycle traffic and feels dangerous as cars aggressively overtake cyclists. This TRO will go a long way towards reducing traffic and increasing safety for vulnerable road users.</p>
Safety,Access	WhollySupport	<p>I strongly support the Mill Road bus gate because Mill Road has really convenient shops and leads to many other useful and fun places but it is hard to get to them safely by bike at the moment. It would be a real benefit having a quieter street with less traffic as I would feel much more confident getting to these places.</p>
Traffic	WhollySupport	<p>I think this will contribute to less traffic on mill road and make it a safer and more prosperous place.</p>

Parking,Disturbance ,Financial,Environm ental,Access,Traffic	WhollySupport	I cycle commute via mill road and regularly witness conflicts and near misses. The road is unsuitable for the level of through traffic, to the detriment of local business. I think the proposals would greatly improve the area, reduce pollution and benefit local businesses.
Traffic	WhollySupport	Fully support proposal. Reduced car traffic would greatly benefit mill road.
Safety	WhollySupport	I cycle the length of mill road over the road bridge 8 times a week for the purposes of work alone. The road is barely fit for purpose due to congestion. In 2 years of this commute I have not gone a single week without witnessing a driver making a dangerous and illegal manoeuvre on the bridge itself by overtaking using the oncoming lane on a blind summit, always needing to exceed the speed limit to do so. Often I will see this behaviour each way too and from work. This debacle is repeated the whole length of the road during rush hour, frustrated drivers reacting with illegal and dangerous manoeuvres in near stand still traffic, or speeding past parked delivery vehicles, again accelerating blind into the oncoming lane. Busses are delayed by the congestion and the city 2 route suffers for it immensely, especially at the times (rush hours) it should be seeing the most use, out of the 3 people I know who could make effective use of the bus route to drummer street none do, and walk instead because the rush hour service is so delayed by traffic. Please reduce the strain on this dangerously overloaded road and redirect traffic into more appropriate arteries.
Traffic	WhollySupport	Mill Road can be a nightmare to travel along. Reducing through traffic would make it safer and cleaner.
Safety	WhollySupport	I'm a former resident of David Street, and I strongly support this proposal to restrict car traffic over the Mill Road Bridge. My route to work used to take me every day over the bridge; the level of car traffic (and the prevalence of accidents and near-accidents at the foot of the bridge) made cycling to work impossible. Mill Road will be significantly safer and more pleasant for residents and visitors if traffic can be controlled in this way.
Traffic	WhollySupport	We must reduce the amount of through traffic on Mill Road - the road isn't big enough for so many cars. I'd also support gating off Tenison Road to stop so many taxis using it to get to the station.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I commute down Mill road and the current traffic levels are stifling.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because the high levels of motor traffic on Mill Road make it unpleasant and off-putting for pedestrians or cyclists to use or have to cross it, thus providing a strong disincentive to active travel and - in consequence - almost certainly generating extra motor traffic and worsening the whole city's congestion problems.</p> <p>Evidence from elsewhere suggests that eliminating all but exempt through traffic is likely to increase patronage of the business on Mill Road, despite the misguided complaints of a relatively small but very vocal proportion of traders.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge and believe that all the legal technicalities that were raised in the recent court case have now been covered so that everything is in place to proceed with an updated scheme.</p> <p>The scheme is in line with the transport, health, air quality, planning and environmental policies of the relevant local authorities and will benefit the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and I believe the bus gate scheme will make a significant contribution to addressing the safety issues of the road.</p> <p>The consultation carried out in 2022 showed strong levels of support (72%) for restrictions on Mill Road bridge, and the City Council elections this year demonstrated that opposition in the adjoining wards is very low, given that candidates standing specifically on a platform of opposing bridge restrictions attracted a very small share of the votes cast.</p> <p>By significantly reducing through traffic, I believe the scheme will improve safety for those using active travel modes over the entire length of Mill Road. It will also improve punctuality of bus services.</p> <p>I urge councillors to push ahead with this much needed and long overdue scheme.</p>
Safety	WhollySupport	As a city resident I feel that more needs to be done to control excessive reliance on cars and to make mill road safer and a more pleasant environment.
Safety	WhollySupport	Mill Road is too congested to be safely shared by cars, bikes and pedestrians. I think that closing the bridge to general car traffic will reduce the congestion and improve the usability of the area by pedestrians and cyclists.

Traffic	WhollySupport	I work on Station Road and commute along Mill Road. a reduction in the overall traffic volume would improve my commuting experience and safety
Safety	WhollySupport	I actively avoid Mill Road due to the traffic deeming it dangerous and unpleasant as a pedestrian, despite there being many shops and businesses I would otherwise visit. Closing Mill Road would reduce the amount of traffic and would therefore increase my likelihood to spend more time on Mill Road rather what I currently do, which is leave it as soon as possible.
Traffic	WhollySupport	If be road close will be effects for anther road you know that cambrdge everywhere is traffic start from September so is not sortt out if they road close
Safety	WhollySupport	I support this proposal on the basis that it will reduce traffic flows on Mill Road which will improve the feel of the area and improve road safety.
Traffic	WhollySupport	I fully support the bus gate proposal. Mill Road has too much traffic and visiting this road for shops, restaurants etc. is not a pleasant or safe experience. Trying to cross the road is difficult. All the pavement parking makes this even worse, with cars making dangerous manoeuvres to get past. Cycling along Mill Road when the bus gate was in place felt far safer and calmer than it does now.
Traffic	WhollySupport	Reducing the traffic on Mill Road will make it a far more present place for cyclists, pedestrians, and those enjoying the cafes and restaurants on the road. I completely support the proposal
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that everything is in place to proceed with an updated scheme and applaud the steps taken so far.</p> <p>I am aware there is no formal mechanism for expressing positive support for a TRO but I hope the following will be of interest to those deciding on the TRO.</p> <p>Mill Road is such a lovely place, thoroughly spoiled by the vehicles passing along it. The TRO will transform the place into one that can fulfil its potential in the landscape of Cambridge.</p> <p>Furthermore, the TRO fully matches with intentions to improve transport, health, air quality and environmental policies. As such it will thoroughly enhance the lives of people visiting and using Mill Road.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Environmental,Safety,Traffic	WhollySupport	I like shopping in Mill Road, but hate the traffic, so generally avoid it. As a cyclist and pedestrian, I find the traffic stressful, dangerous and polluting. I would definitely visit Mill Road more frequently if the traffic were reduced by closing the bridge closure.
Environmental	WhollySupport	I look forward to enjoying mill rd with less traffic
Environmental	WhollySupport	<p>I fully support any scheme which reduces traffic and the associated pollution. Quieter roads and cleaner air will be beneficial for everyone's physical and mental health. There is an urgent need to address the climate emergency and biodiversity crisis, and improving air quality by reducing car use is in line with this.</p> <p>I am a car driver, cyclist and pedestrian.</p>
Traffic,Safety,Access,Disturbance	WhollySupport	<p>Wholly support this proposal - Mill Rd simply cannot deal with the level of traffic that uses it as an arterial road, and this will force many road users to use larger roads that are much more fit for purpose.</p> <p>When it was closed previously, both ends of Mill Rd became much more pleasant to use, both as a cyclist & pedestrian (I have to cross the bridge to visit my significant other), and as a customer of various businesses on both sides of the bridge. Personally, with the level of traffic, I generally try to avoid Mill Rd, but when traffic control was implemented previously, it became a great place to shop (the supermarkets are excellent) and spend leisure time (in cafes, restaurants, etc)</p> <p>Doubly support the blue badge registration - this demographic requires as much support as possible.</p>
Safety	WhollySupport	<p>I would like to use Mill Road more for accessing the shops there and as a route to commute to work on my bicycle but I find it too busy with car traffic most of the time so generally avoid it. I think that this traffic filter is likely to reduce the number of cars using the street and so make it a safer environment for walking and cycling.</p> <p>I strongly support the proposal.</p> <p>I imagine that if it has an unexpectedly bad effect on Mill Road then it could always be removed.</p>

Safety	WhollySupport	Addition of a bus gate and reducing private vehicle traffic will greatly improve the safety of walking and cycling on Mill Road.
Safety,Access,Environmental,Traffic,Disturbance	WhollySupport	The Mill Road bus gate scheme will improve safety and accessibility to Mill road and the railway station for pedestrians and cyclists. In addition there will be more public space on the street, freeing up space for the installation of measures such as wider pavements, increased cycle parking and more greenery. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.
Access,Safety,Disturbance,Environmental,Traffic	WhollySupport	<p>We live in Arbury (without a car). We love the variety of shops and cafes along Mill Road, but the noxious air pollution there, and its relative inaccessibility by bus (due to longer waits for the Citi 2 bus, bus unreliability and traffic) mean that we rarely visit. This step aims to make Mill Road more pleasant and accessible by bus, so it would make us much more likely to visit Mill Road more often.</p> <p>I do wonder whether the rerouting of traffic (to Hills Road, Coldhams Lane and Newmarket Road) might have a knock-on effect of making other bus journeys (say on Citi 1 or Citi 3) less reliable. I hope the city is able to respond, if so.</p> <p>Ever-growing levels of car traffic in Cambridge make the city unpleasant for pedestrians and local residents. When it rains during rush hour, there is sometimes major gridlock across the whole city centre (including Mill Road).</p> <p>I support this measure as a very useful step forward, and hope that others like it will follow.</p>
Traffic	WhollySupport	<p>Mill Road is a significant source of congestion that degrades the city bus network, makes cycling and walking more hazardous and increases pollution.</p> <p>The bus gate proposal would address all of the above and make Mill Road a significantly better place to visit, shop and traverse. We currently avoid it due to traffic problems and would likely spend more time, and money, in the vicinity were this scheme to go ahead.</p>
Environmental	WhollySupport	Mill Road is one of the most interesting - and vibrant - areas of Cambridge today. It's a place I visit regularly to shop and eat, and as part of my route to the station. All these journeys I do by bike. Mill Road is one of the worst major streets to cycle through in Cambridge. It is narrow, busy, has no cycle lane and the kerb is often blocked by delivery vans. The times when Mill Road has been traffic free - the Winter Fair and Covid closure - make such a positive difference to the area. Cambridge often calls itself the cycling capital of the UK. The city needs to support these kind of road closures, while listening to the public and making arrangements for taxis and blue badge holders.
Traffic	WhollySupport	Mill Road is known for its diverse shops, cafes, and community feel, but the heavy traffic detracts from this vibrancy. By reducing the number of cars, the Bus Gate will make the area more pleasant for pedestrians and cyclists, encouraging more people to visit, shop, and spend time here. This will create a livelier atmosphere, which is great for local businesses that rely on foot traffic. Cleaner air, less noise, and safer streets will make Mill Road a destination people want to return to.
Traffic,Access,Safety,Environmental	WhollySupport	I am strongly in favour of this proposal. Mill Road has both heavy pedestrian and vehicular traffic, and pedestrians are subjected both to the direct hazard of being struck by vehicles, and the indirect hazard of the toxic air pollution that accumulate in heavily congested areas. Furthermore, my family often travels by bus, and the traffic on Mill Road makes the bus schedules very unreliable.
Safety	WhollySupport	<p>Mill road is a notorious stretch of road which sees large amounts of traffic. The proposal would greatly reduce through traffic in the area, making it less busy and safer for cyclists and pedestrians.</p> <p>I believe this is a good first step to reduction of road traffic in Cambridge and I hope to see more moves to reduce the amount of unnecessary cars through the city centre. More steps like this should be taken, as Cambridge is a city which would benefit from more pedestrianisation in its center.</p> <p>Hopefully this proposal will lead to similar proposals which would dissuade unnecessary car use, in turn improving the reliability and efficiency of the bus service, as well as making the city centre more welcoming to pedestrians, which would only lead to a better city centre for all.</p>

Traffic, Safety, Disturbance, Environmental	WhollySupport	<p>I frequently cycle over the Mill Road bridge and find it to be a dangerous place, despite being a confident and experienced cyclist. This order is likely to significantly improve safety in the area. I understand that it is also in line with the local authorities' policies on transport, planning and environmental matters amongst others. I fully support the proposal.</p> <p>In addition it seems to me that the proposal is likely to improve safety at the junction of Mill Road, Devonshire Road and Kingston Street, which is also often difficult to negotiate safely either on foot or by bike. A major reason for this is traffic travelling at speed down from the bridge.</p> <p>It should be noted that the standard of driving in the area is often poor. I have witnessed many times vehicles travelling at excessive speed on Mill Road and/or being inadequately controlled, which is a clear hazard in itself: let alone in the constricted environment of the bridge area. This proposal I believe is likely to produce good outcomes, especially on the Romsey side of the bridge where some of these unacceptable driving behaviours are especially evident. It seems likely that at least some of the racer drivers (and motorcyclists) who plague the area might go elsewhere by virtue of the lack of a through route. In turn this will reduce noise and disruption, which should help some of the businesses in the area, such as those running restaurants.</p> <p>It is important that this proposal is put into action before there are further injuries, or even death(s), in the bridge area. I remember, I think in the late 1990s, that a student was fatally injured crossing Queens' Road along the Backs. I believe it was the case that there had been calls for a crossing in the area which went unheeded until someone had actually been killed. The authorities *must not* adopt a similar position with respect to Mill Road, and instead fully implement this proposal, in my opinion.</p> <p>There should also be sufficient attention given as to how to mitigate the congestion in other areas that might happen as a result of traffic being displaced from Mill Road, in particular along Coldham's Lane, where apart from other things there is a potentially hazardous junction for cyclists and pedestrians (at the junction with Cromwell Road). Likewise help and support should be given to shopkeepers to help them adapt to new regimes required for deliveries.</p>
Traffic	WhollySupport	The proposal will ease traffic and reduce. Traffic related dangers, and help make Mill Road more pedestrian friendly and avoid cars shortcutting through it. Builder vans and private cars use Romsey end to park and are causing unnecessary pollution. The general distribution of out of town traffic is problematic and more should be done to achieve better East / West connections, reducing car traffic access from the main arterials and encouraging park and ride, so introducing small gestures to establish car free zones will be a positive start.
Traffic	WhollySupport	Mill Road is a great resource for local people. Reducing through traffic will greatly enhance the function and ambience.
Safety	WhollySupport	<p>I support closing the Mill Road Bridge to most traffic. I use Mill Road most days cycling my 3yr old to nursery. Reducing car traffic on the road would make it safer for cyclists and pedestrians, reducing risk of collisions. It would improve air quality - at the moment, we are forced to breathe polluted air, which is linked to ill health including increased risk of asthma, heart disease and dementia. It would also make it a much more pleasant and quieter environment, improving quality of life. Moreover, transport is one of the biggest contributors to climate breakdown. Measures such as this TRO would, I hope, persuade more people to take the bus or cycle, instead of driving. I have also read of multiple places in which restricting car traffic leads to improved footfall and better business for cafes and shops; and I believe this is likely to be the case on Mill Road.</p> <p>By the way, this is a terrible consultation portal. It's mad that you can only pick one category (I am a commuter AND resident) and that you have to categorise your feedback under one heading. As you can read above, my concerns with the status quo include safety, but are not restricted to safety</p>
Traffic	WhollySupport	<p>Congestion on Mill Road is awful. This will discourage traffic from using Mill Road as a cut through.</p> <p>Making it better for pedestrians and cyclists</p>
Safety	WhollySupport	I support this proposal for safety of pedestrians and cyclists and improved air quality and associated benefits less traffic to that area would bring. I am a regular visitor to the area to use the shops and visit friends locally. any reduction in road traffic here would be beneficial to the local community
Safety	WhollySupport	The crossing from Devonshire Road to Kingston Street is a major thoroughfare for non motor traffic with huge numbers of cyclist and pedestrians including children using it as a primary access method for the Railway station. Reducing motor traffic on Mill Road makes this major thoroughfare much easier.
Safety	WhollySupport	I wholly support this proposal. I am a parent and regularly cycles on and around Mill Road with my three children too and from school. Reducing Mill Road congestion will be of massive benefit - cyclists and pedestrians will be safer from vehicles, surrounded by less pollution, and it will help encourage people to use active transport or buses instead of cars.
Safety	WhollySupport	I regularly visit Mill Road and cross it by cycle most days of the week. Mill Road is currently too narrow and crowded for the number of cars using it. Many cyclists have to dash across the road in front of oncoming traffic. I also feel that it would make it a much better environment if only local traffic is using the road, with cafes able to provide seating on the pavements and a safer, much quieter road for pedestrians and cyclists. It would give the road a unique feel which would make it an attractive place to visit.
Traffic	WhollySupport	This TRO has been contentious. I trust that the council has got it right this time since I am eager to see the bridge closed to as many vehicles as possible so as to improve the environment and safety along the whole of Mill Road for all non-vehicle occupants (while maintaining access for those with legitimate need).

Other	WhollySupport	<p>I wholly support this proposal. The introduction of a bus gate would reduce traffic on Mill Road. I currently take a long detour to avoid cycling on Mill Road. If there were fewer cars using the road, I would frequent the businesses on Mill Road more regularly, and use it to travel from a to b by bicycle.</p> <p>Furthermore: I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors: The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road. The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p>
Safety	WhollySupport	The less traffic will be on the bridge, the safer it will be. Plus it is good for environmental reasons, and will make Mill Road more attractive
Traffic	WhollySupport	I am in full support of the proposed traffic restrictions for the Mill Road bridge to help ease the large volume of through traffic in this area of Cambridge.
Traffic	WhollySupport	I support the proposed closing of the Mill Road Bridge to help reduce the high levels of through traffic for the local area, to ease traffic congestion and to be better for the environment. This will also make shopping on Mill Road more pleasant for pedestrians and shoppers.
Safety	WhollySupport	I am a former resident, current visitor and commuter in this section of Mill Road and I wholly support the proposal. I believe it will make a significant positive difference to the traffic, safety, environment and success of Mill Road businesses and I hope the bus gate and related improvement can be installed as soon as possible.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I believe it is absolutely vital that we take positive action to reduce car use and support thriving, vibrant communities in the places people live, work and congregate.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Environmental	WhollySupport	I used to live in Devonshire Road and Mill Road was a nightmare to walk, and to drive. Traffic in Mill Road needs to be reduced, and it needs to be made more pedestrian friendly. Mill Road is becoming a road people drive past, it's narrow and there's no parking, so nobody is going to stop there, and it's not welcoming pedestrians. It needs to be more pedestrian friendly to welcome everyone to the neighbourhood and help the local businesses on it.

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I find the heavy motor traffic on Mill road unpleasant and sometimes threatening to myself as a frequent visitor on foot and by bike, and more so to my partner who is inexperienced on a bike.</p> <p>Mill Road is the worst point on my regular ride from north Cambridge to Addenbrookes, using the Chisholm Trail and Hills Road. I have to turn right into or directly cross traffic, which includes a high proportion of aggressive drivers and delivery mopeds of questionable legality. I believe the bus gate is only part of the solution to this but reduced through traffic would help a lot. (The right turn onto Cherry Hinton Road is also not great but is rather easier.)</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	I support a modal filter on Mill Road to restrict traffic and improve safety for cyclists and pedestrians.
Safety, Environmental, Traffic	WhollySupport	<p>I'm a Cambridge resident living not far from Mill Road and I regularly visit Mill Road by bike to buy groceries and visit the cafes and restaurants. I also drive a car, so I have experience of Mill Road as a cyclist, pedestrian and car driver. I'm entirely in favour of restricting regular car traffic through Mill Road. During lockdown when Mill Road was closed to cars it was a significantly more pleasant road for people visiting shops. Sitting on the street to eat or drink could be pleasant when there wasn't a constant stream of cars driving past. It's my view that reducing vehicle traffic on Mill Road will increase the number of people visiting Mill Road overall, as it will be a more appealing street for people to visit by foot, bike and bus.</p> <p>Cars make cycling on Mill Road unpleasant as drivers often pass closely as they try to make progress on the narrow street. Cars passing on the bridge is a particularly bad, as some drivers will attempt to overtake across the double white lines into oncoming traffic. Personally I never drive to Mill Road as a destination, I always cycle when I'm stopping. Parking near Mill Road is difficult, so I'm sceptical of the idea that restricting vehicle traffic will reduce the number of people visiting shops — it seems to me that the vast majority of vehicle traffic on Mill Road is passing through and not stopping.</p>

Safety	WhollySupport	<p>I wholly support this TRO. I have in the past lived in Cherry Hinton, which made this bridge key in making my way to the city on my bike, and the amount of cars that use this bridge for through-traffic, which spills over into the two parts of Mill road makes it far less convenient than it should be. Where I live now Mill Road is a place where a lot of friends live and where there are lots of nice shops and restaurants, but the amount of car traffic doesn't make it very pleasant to frequent.</p> <p>Mill road is full of residents and local shops, and having what is effectively a major thoroughfare going through heavily discourages people from actually going to this area for the purpose of enjoying the restaurants and shops.</p> <p>It's been shown time and time again that decreasing the amount of car through-traffic along a road has major benefits to the local shops, and fewer cars will make Mill Road far more safe for pedestrians and cyclists.</p> <p>What should be a wonderful road with lovely places to hang out and meet people currently feels like a big road where pedestrians are put second, which does not make sense for what Mill Road means to residents of Cambridge.</p>
Safety	WhollySupport	<p>Just close the road. I sympathise with the local business owners, but they seem to have forgotten that cars don't buy things, people do. Every time a street becomes pedestrianised, business owners complain that it will affect their business, and it ends up making it better. Frankly, it would be nice if business owners actually looked up the evidence before making business-critical decisions.</p> <p>Nobody drives to the Mill Road shops anyway. It's too congested and there's nowhere to park. If I want to shop there, I cycle. And I'm constantly being overtaken by cars doing far more than the speed limit and/or ignoring the blind crest on the bridge.</p>
	WhollySupport	<p>to whom it may concern.</p> <p>I wholeheartedly agree with and support this TRO for Mill Road in Cambridge. Mill Road is a discrete community offering quality local shops and services. Presently the area is blighted by the volume of vehicular traffic causing unacceptable levels of air and noise pollution and danger to pedestrians and cyclists.</p> <p>Many times over has it been demonstrated that restricting vehicular traffic benefits the local community and businesses not adversely affects them, as some continue to suggest.</p> <p>Therefore Cambridge could well benefit immensely from further TRO's since the dismal failure of the Cambridge Local Authorities to manage the implementation of a "ULEZ" type scheme due to poor communications and un-thought through design and planning. Cambridge remains a dirty, polluted, congested, unhealthy city centre. A disgraceful state of affairs when one compares with what Oxford have managed to achieve with their traffic-free measures - by no means perfect but so much better than Cambridge.</p> <p>***</p>
Disturbance	WhollySupport	I support measures to reduce motorised vehicle traffic along Mill Road in order to create a more pleasant street scene, a cleaner environment with less noise pollution and obstruction
Traffic	WhollySupport	Mill Road is totally unsuited to the amount of traffic currently using it
Traffic	WhollySupport	As a person who has previously been a resident on Mud Lane and a frequent visitor of Mill road, I fully support a proposition to reduce traffic over the bridge on Mill road

Safety, Traffic, Environmental	WhollySupport	<p>I live in London and commute to an office in *** at least once per week. My journey takes me to Cambridge Station, where I either walk or cycle from the Station up Devonshire Road, and then across Mill Road to ***. The intersection of Mill Road and Devonshire Road during the morning and evening commute is always congested. Cyclists, pedestrians, and vehicles large and small compete to cross or merge onto Mill Road which is flooded with traffic at this time. I have seen countless near-misses, and frustration from all road-users, at the lack of control at that intersection.</p> <p>The proposal would go a long way to alleviating these problems.</p> <p>It would also have the benefit of reinvigorating the shopfronts along Mill Road, which at present are plagued by the constant stream of through traffic.</p> <p>I hope that the proposal will be enacted.</p>
Traffic, Safety, Access	WhollySupport	<p>We bring bicycles and/or a trike to Cambridge on our campervan, leave it at a Park'n'Ride and either bus or cycle into the centre.</p> <p>We would be very pleased if you introduce this gate and take further traffic-calming measures.</p>
Traffic	WhollySupport	<p>Despite not living in Cambridge I walk along Mill road on my commute 5 days a week and have been doing so on/off for several years. Despite having some amazing shops and restaurants the road itself is not the kind of place you want to spend much time. The paths are too narrow in places and often blocked by cars parked on pavements. The road is chronically congested and the space dominated by cars, despite half of users being on scooters or bike (I estimate). Though a bus gate would not be an overnight fix I do believe it would have a positive impact and therefore support it.</p>
Traffic	WhollySupport	<p>I visit Mill Road frequently via the station and cycling to enjoy its lovely cafes and its independent shops. The vast reduction in private car traffic will make this a far more pleasant and safer place to visit. It's about time this measure was instigated and I look forward to similar approaches elsewhere in Cambridgeshire.</p>
	WhollySupport	<p>Hi ***, thanks for coming back to me on this. It is rather frustrating that you don't have any reference of my previous correspondence. As mentioned I sat on a workshop organised by the greater Cambridge partnership, emailed the county council and completed the consultation survey. As you might appreciate it feels like this effort was rather wasted.</p> <p>Anyway, I would like to voice my very strong support for the introduction of the bus gate to stop most traffic from crossing the bridge on Mill Road.</p> <p>I lived on Mill Road until May this year and can say that issues with speeding and accidents with scooters, bikes and cars were a constant issue. The road is simply not designed to take the volume of traffic. It is also a main route into town for cyclists and pedestrians living on and around Mill Road. When the TRO was in place active travel seemed to increase considerably - particularly with young children.</p> <p>Mill Road is also full of restaurants and bars. Currently it's not pleasant eating or drinking outside on the street with constant traffic and fumes. I'm confident that improving the environment by reducing all the through traffic will have a big impact on people coming to mill road to enjoy the restaurants, pubs and shops.</p> <p>In summary in my opinion introducing the TRO coupled with landscaping such as build outs for seating will transform mill road into a safer, greener, healthier environment and make it into a destination for shoppers and socialising in pubs, bars and restaurants. I think it will be transformative - in a very positive way.</p> <p>Please let me know if you would like any further information from me.</p> <p>Thanks</p> <p>***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I'm writing to show my strong support for the Traffic Regulation Order (TRO) to introduce a bus gate on Mill Road bridge.</p> <p>As a daily cyclist who crosses Mill Road, I find the current traffic situation challenging. The road is so congested that I've chosen to reroute my commute to avoid it, which adds to my travel time. The size of modern vehicles makes the situation even worse, as they're often too large for the narrow space and make the road even more hazardous for everyone.</p> <p>Implementing the bus gate would align perfectly with local policies on transport, health, air quality, and environmental planning. It would significantly enhance the daily experience for all users of Mill Road, making it a safer and more pleasant place.</p> <p>Furthermore, Mill Road's frequent ranking among the top 10 most dangerous roads in the city and county underscores the urgency of this measure. Addressing these safety concerns with the bus gate is essential for protecting the community.</p> <p>Thank you for considering my views on this important issue.</p>
	WhollySupport	<p>Best regards,</p>
		<p>Dear Policy and Regulation team</p> <p>I am writing in response to the consultation on the proposed Traffic Regulation Order (TRO) to close Mill Road bridge to general vehicles.</p> <p>I am a long-term resident of *** and Mill Road is my local High Street: I use the street on a daily basis for food shopping, general supplies, for visiting the doctors' surgery and pharmacy, as well as a route into the city centre and to access the railway station.</p> <p>I am also a business owner, located directly off Mill Road (***). *** has had its headquarters there for the last 25 years. Our staff and clients access the *** from Mill Road, and again, the ecology of the High street is important in supporting and servicing the needs of our business.</p> <p>Over that time *** have been active in pro-bono work on the street, bringing our globally-acknowledged expertise in public realm and urban design to our doorstep (***).</p> <p>I am fully in support of the Traffic Regulation Order to restrict traffic.</p> <p>–There have been attempts to reduce vehicle traffic on Mill Road for over half a century; this must be the moment that this objective is finally realised. Mill Road is dominated by motor vehicles at the expense of everything else. Previous surveys and local elections have consistently shown that there is extensive local support for implementing traffic restrictions.</p> <p>–The street is unpleasantly congested and polluted. It is a dangerous environment for pedestrians and cyclists. In a number of locations the pavement of this busy and important high street is less than a metre wide, projecting pedestrians (in particular, people in wheelchairs and with buggies) into the highway. The County Council's accident statistics illustrate that it is one of the worst accident blackspots in the County. Poor air quality affects everyone's health detrimentally.</p> <p>–Despite being a major artery to the railway station and the dense residential 2 quarters of Romsey and Petersfield, there is absolutely no provision for cycling along Mill Road. In the UK's 'cycling capital' this is a disgrace.</p> <p>–The road has a 20 mph limit but this is not policed. Rapid acceleration in queues and excess road speed contribute to the dangerous and intimidating nature of the road.</p> <p>–Some Mill Road businesses are concerned that restrictions on traffic will reduce trade. This concern is not supported by extensive evidence from numerous other places that have prioritised walking and cycling over motor vehicles, where trade has actually increased once restrictions on through traffic have been implemented and where air pollution has decreased.</p> <p>During Lockdown and the temporary measures that were put in place in Mill Road there was a noticeably higher footfall in response to the better environment created, despite that emergency response being poorly implemented, with no benefit realised for cyclists or for business owners along the street.</p> <p>I would urge the GCP and County Council to be ambitious in the framing and design of improvements to the streetscape and adjacent public realm. There is real potential to make Mill Road a case study in successful street design, and by doing so, improve commerce and exchange along the length of the street for the prosperity of all who use it. In a city notorious for its lack of independent shops, it is critical that follow-on environmental improvements help to activate a vibrant local economic resource.</p>
	WhollySupport	<p>I look forward to seeing the Traffic Regulation Order implemented as quickly as possible, and to the discussion of the work that must follow to make a better environment and resilient economy for this important High Street.</p>

	WhollySupport	<p>Dear Cambridge City Council,</p> <p>I am writing in response to the public consultation regarding the proposed closure of the Mill Road Bridge to improve local traffic.</p> <p>As a local resident and parent, I fully support this initiative. Reducing the traffic in our area will undoubtedly make it safer for children, particularly in neighborhoods close to the bridge. With fewer vehicles on the road, walking and biking will become safer and more appealing for families, fostering a healthier and more active community.</p> <p>More generally, I believe this closure could be part of a broader effort to better manage traffic in our area. Introducing dedicated parking bays and a well-planned bike lane would significantly improve safety and efficiency for everyone, encouraging alternative forms of transport. These measures would reduce congestion while making our streets more accessible.</p> <p>It's also important to ensure that local businesses are not negatively impacted by these changes. Based on some of the arguments presented, it seems unlikely that the closure will have a significant impact on business, particularly as it may even create a more pleasant and accessible environment for customers who choose to walk or cycle.</p> <p>Thank you for considering community input on this important matter.</p> <p>Sincerely,</p> <p>***</p>
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		<p>I write in support of this TRO.</p> <p>While I am aware there is no formal basis in law for consideration of positive support for TROs, as it is an objection process, nonetheless I hope it will be useful for councillors and officers to be reminded yet again of the groundswell of positive support.</p> <p>The TRO is clearly long-overdue. Mill Road has become totally unsuitable for the volume of traffic now using it, predominantly as a conduit rather than the access-based high street it was intended to be. Removing through-traffic will strongly enhance the shopping environment. The County Council also has a responsibility to take action to deal with the excessive levels of traffic danger, as evidenced through the appalling collision record. There is clear public support in the area for the change, as expressed through multiple elections and consultations.</p> <p>I deplore the way that a motorist lobby group, the so-called Friends of Mill Road Bridge, have slowed down the process. Now that an amended TRO is worded to remove all the alleged impreciseness of the previous iteration, they should now have no basis to object on any legal basis.</p> <p>I request that officers, in their report to councillors:</p> <ul style="list-style-type: none"> - Ensure that the count of objections vs support is not treated in a comparative manner, as there is no basis for support in law. - Ensure that the number of objections is split, for the information of councillors, into a count of those from the affected wards, namely Romsey, Petersfield and Coleridge, and those outside. It is deplorable that the motorist lobby is seeking to drum up support from e.g. Mildenhall, who are completely unaffected by this as they can take a different turning well before getting near to Mill Road. By contrast, the local community who actually shop here on Mill Road are those actually affected by the traffic. - Make clear that refusing this TRO will simply retain all the problems, and there is no better scheme likely to emerge after what has been four years now of debate. It is time to bite the bullet.
	WhollySupport	***
		<p>Dear Sir/Madam,</p> <p>I am emailing to express my support for the modal filter. I think it's important to reduce traffic on Mill Road and to allow pedestrians and public transport more space. I think you should also consider the environmental pollution which needs to be cut down. Cambridge has a very good bus service and private transport can easily be reduced.</p> <p>Best wishes,</p>
	WhollySupport	***

	WhollySupport	<p>Dear Cambridge City Council,</p> <p>I am writing in response to the public consultation regarding the proposed closure of the Mill Road bridge to improve local traffic.</p> <p>As a local resident and parent, I fully support this initiative. Reducing the traffic in our area will undoubtedly make it safer for children, particularly in neighbourhoods close to the bridge. With fewer vehicles on the road, walking and biking will become safer and more appealing for families, fostering a healthier and more active community.</p> <p>More generally, I believe this closure could be part of a broader effort to better manage traffic in our area. Introducing dedicated parking bays and a well-planned bike lane would significantly improve safety and efficiency for everyone, encouraging alternative forms of transport. These measures would reduce congestion while making our streets more accessible.</p> <p>It's also important to ensure that local businesses are not negatively impacted by these changes. However to me it seems that the closure will create a more pleasant and accessible environment for customers who choose to walk or cycle.</p> <p>Thank you for considering community input on this important matter.</p> <p>Sincerely,</p> <p>***</p>
	WhollySupport	<p>Hello</p> <p>I am writing as a Cambridge resident to support this proposed TRO which I feel will have numerous benefits. Reduced road congestion, improved throughput for public transport (buses, taxis) reduced pollution, safer road for cyclists and pedestrians. I feel these gains outweigh the reservations that have been expressed. Traders should be supported for loading and unloading stock, but deliveries can enter Mill Road from either end and it is not essential they cross the bridge. The list of permitted vehicles I feel is appropriate.</p> <p>BW</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am a long-time resident of***, and I am writing to express my strong support for the proposed modal filter on Mill Road bridge.</p> <p>Currently, traffic levels on the bridge are unacceptable, and the design encourages excessive speeds. The junction where Mill Road meets Kingston Street and Devonshire Road is one of the most dangerous in the county, and I am deeply disappointed that the council has not yet taken action to improve it for pedestrians and cyclists. Implementing the modal filter will significantly enhance safety, particularly for those crossing between Kingston Street and Devonshire Road.</p> <p>Mill Road is unsuitable as an arterial route into central Cambridge. Both Petersfield and Romsey are densely populated residential areas, and it is unacceptable that through traffic continues to burden these communities. While I'm not an expert on pollution, I seriously doubt that current pollution levels on Mill Road meet safe standards.</p> <p>As a profoundly deaf resident, I have a heightened concern for my safety due to poor situational awareness. Crossing Mill Road is a constant source of anxiety, and I strongly urge the council to prioritize the safety of vulnerable residents. In this vein, the narrow pavement on the north side of Mill Road is particularly dangerous, and the frequent (illegal) pavement parking on the south side severely hinders disabled pedestrians, wheelchair users, and parents with prams. The implementation of a modal filter must be accompanied by improvements to the public realm. I do not believe that the modal filter will negatively impact businesses on Mill Road. All shops will remain accessible, and parking provisions, such as the Gwydir Street car park, are adequate. In fact, reduced traffic and increased footfall would likely benefit businesses, particularly the many cafes and restaurants in the area.</p> <p>Additionally, I urge the council to address the issue of rat-running in the Mill Road area, particularly the illegal use of cycle lanes by motorbikes on Gwydir and Kingston Streets. This further compromises safety and should be addressed as part of a comprehensive traffic solution.</p> <p>Thank you for your attention to these important matters. I look forward to seeing the council take decisive action to improve safety and quality of life in our community.</p> <p>Sincerely, ***</p>
	WhollySupport	<p>Dear council,</p> <p>I am writing to support the proposal to close Mill Road bridge to most motorised transport - that is to all cars and lorries with some exceptions (buses, blue badge holders etc). I do this as a resident of the Petersfield area who would like to see a decline in car traffic for short journeys, and above all as a cyclist. I find cycling over the Mill Road bridge very unpleasant and sometimes frightening, when cars and Lorrie's try to pass me or drive too fast.</p> <p>I very much hope this closure will be put into effect.</p> <p>I would prefer my name not to be made public</p> <p>***</p>

	WhollySupport	<p>Hello,</p> <p>I live on ***, close to the Mill Road bridge. We have been receiving a number of flyers lately encouraging us to complain to you about the bridge closure plans. I'm worried that the fans of the closure are not nearly as organized and are not conducting similar PR campaigns, and so you mostly hear from the objectors. So I'm writing to add one more voice in favour of the closure.</p> <p>In my household we think that Cambridge needs fewer cars, more bikes, and better public transport. We try to not drive unless we are going outside Cambridge and there isn't a convenient train. Mill Road is central enough that a lot of the places we go are in walkable distance, and most of Cambridge is less than 15 mins cycling distance. We hope that the bridge will be closed to cars permanently, because that will disincentivise driving over short distances. And if one is driving far, then having to take a slightly longer way around doesn't make a big difference.</p> <p>Thank you for your time.</p> <p>***</p>
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		<p>About ***</p> <p>*** is a community group based on and around Mill Road in Cambridge, with over 1,100 local residents and traders as supporters. We have been working together since 2021 to get the best Mill Road for everyone. We want Mill Road to be an attractive, safe and successful residential and shopping street, retaining its unique atmosphere, independent shops, cafés and restaurants, popular and accessible to all residents and visitors. You can read more about our 8 goals on our website. We hold well attended monthly meetings, and our officers are elected at our AGM's. We have a formal constitution.</p> <p>The Current Situation on Mill Road</p> <p>Classified as a "C" road, Mill Road is a residential and shopping street in Cambridge. It contains significant lengths of both narrow pavement and narrow carriageways. It should not be used as an arterial route for car journeys into the City, nor was it designed to carry 14,000 vehicles every day.</p> <p>This level of motor traffic makes bus arrival and journey times very unpredictable. It also actively discourages cyclists, particularly adults considering returning to cycling who may lack confidence, and the young for whom good (and bad) travel habits established early can last a lifetime. Mill Road forms part of the home / school journey for many pupils attending local primary (St Philips, St Matthews, St Pauls) and secondary (Parkside, St Bedes, Coleridge, Netherhall) schools. Our work with Camsight, City Council officers and others has brought home to us how much the dominance of motor vehicles on the street makes it difficult or impossible to navigate for people with disabilities -for example those with visual impairments and wheelchair users. One of our supporters with MS who cannot drive a car was happy to use a bike on Mill Rd during previous periods of bridge restrictions. But now the traffic is back she no longer feels confident enough to cycle. High traffic levels must be reduced to move towards a position where people with disabilities have a similar level of access to their local high street as that enjoyed by able-bodied people.</p> <p>A FOI request made to Cambridgeshire police revealed that Mill Road is the worst affected single road for injuries in Cambridge. It is particularly dangerous at junctions like Devonshire Road / Kingston Street / Headley Street; it includes significant stretches of very narrow pavements where two people can barely pass each other without one of them stepping into the road.</p> <p>Previous periods of bridge restrictions have clearly demonstrated that this scheme will deliver substantial reductions in a currently unacceptably high number of motor vehicle movements. We support the provision in this TRO which will allow blue badge holders to continue to drive their cars over the bridge.</p> <p>Mandate to Act</p> <p>The two political parties currently in power at the County Council made public pledges in the run up to the 2021 County Council elections. Both advocated policies of relevance to this TRO in their 2021 County Council election manifestos, and in their Joint Administration agreement:</p> <p>"A Labour County Council will... improve rural and urban bus service networks, footways and cycling provision to reduce congestion and pollution and stimulate more active travel across the county..."</p> <p>"[The Liberal Democrats] will make it easier and safer for people across Cambridgeshire to walk and cycle to school and work when it suits them... We will prioritise alternatives to car use and road building, working with the Combined Authority to promote attractive public transport provision and joined-up opportunities for walking and cycling... We will raise standards for cycling and walking infrastructure, and invest in making movement within communities better... We will also make walking and cycling easier and more attractive, so that residential and commercial areas become low traffic."6</p> <p>"[The Liberal Democrats, Labour and Independent groups] will focus on modal shift to encourage more residents out of their cars..."</p> <p>Your well publicised and thorough Spring 2022 public consultation on the future of Mill Road also gave the County Council a clear mandate to act. It showed amongst other things that 72% of respondents would support restricting motor vehicles from crossing Mill Road bridge. Nearly 2,000 people responded to this consultation. By way of comparison, the GCP's equally well publicised 2019 Milton Road consultation received just under 1,100 responses. A significant majority of the public want reduced traffic levels on Mill Road.</p> <p>Good for local businesses</p> <p>Mill Road has great shops, cafés and restaurants that we all love. The number of people living just a 15 minute active travel journey away is as large as the population of St Neots & March (two towns which have seen significant County Council investment in their high streets). Mill Road is situated close to Cambridge Station, a major public transport hub. After the implementation of this TRO, local businesses will see increased footfall as a result of a calmer, more relaxed atmosphere on the street. Mill Road will become a place to go to, rather than a road to drive through.</p> <p>Lower traffic levels will make Mill Road a more attractive destination for pedestrians and cyclists; and research evidence demonstrates how people arriving at their local high street shops on foot and by bike will typically spend more money in local shops than car drivers. Once traffic is permanently reduced, the County Council will have the street space to make wholesale improvements to the street environment, with further benefits accruing to local businesses.</p> <p>Traffic Displacement & Geographic Consultation Scope</p> <p>We sometimes hear anecdotal claims that restricting traffic on Mill Road leads to increased traffic volumes on boundary roads, e.g. Coldhams Lane and Cherry Hinton Rd. A March 2024 report that analysed 46 low traffic schemes in London concluded that there was "little average change in motor traffic on LTN boundary roads". In the case of Mill Road, our own analysis of County Council traffic counts on boundary roads during previous periods of bridge restrictions provides evidence that no sustained increase in traffic will occur on these roads after the implementation of this TRO.</p> <p>Given that implementing restrictions on Mill Road bridge will not lead to sustained or significant levels of traffic displacement, it is unclear why anyone who lives outside the immediate area of Mill Road would be affected in a significant way by the implementation of this TRO. In fact it's the people who live close to Mill Rd and who drive cars who will be most affected. So we feel that it would be both unusual and inappropriate if people who lived outside the local area were to have any major input to the future of our local high street.</p>
	WhollySupport	

	Neutral	<p>Good morning,</p> <p>I am pleased to read that you intend to allow taxis through the bus gate. When the trial period was on with no taxis, my taking a taxi to the station took me via Hills Road for 35 minutes and cost £15, so thank you for listening.</p> <p>I note that you want to create less traffic with a bus gate for better air conditions.</p> <p>I want to draw your attention to where the fumes are worse. Catherine Street.</p> <p>Since the closing of Vinery Road the route to Coldhams Lane and The Beehive centre is up Mill Road and down Catherine.</p> <p>If you close Mill Road bridge then Catherine Street will be used even more as this is the way out.</p> <p>My friend***, who lived in Catherine St, developed terrible chest problems when you closed the bridge because of the extra traffic and the worse air pollution. She is so afraid of becoming asthmatic, if you close the bridge permanently, that she has moved away to ***.</p> <p>Please do not believe that all streets are improved by this closure.</p> <p>I am sure that you will have many letters from traders but as a resident I am beginning to feel hemmed in with little access. Closing Vinery and the bridge will have me quite isolated.</p> <p>Yours sincerely ***</p>
Traffic	PartlyObject	<p>There are reasons which I support for people who aren't blue badge holders to need to drive to the centre of Cambridge, eg my parents who have very limited mobility, trades people, tight timings to get to medical appointments. Blocking off one of the arterial roads to traffic is going to increase traffic on the other ones. East Road and Newmarket Road are already a nightmare for cars and unhealthy for those of us who live around it. I would support a congestion charge that is affordable for residents and takes account of journeys such as tradespeople's needs, perhaps through permits to individual households.</p> <p>I do not find the traffic a problem for my cycling across Mill Road bridge and along the road.</p>
Traffic	PartlySupport	<p>I support the bridge closure but allowing access for taxis and blue badge holders means the bridge will not be massively safer for cyclists and pedestrians, especially if used as a taxi shortcut/rat run. Signage must be good, during the previous closure many cars still crossed the bridge and so defeated the point, bus gate is an unclear name. When the bridge was previously closed instances of parking directly on Mill Road and particularly outside shops/cafes near the bridge increased which also made cycling feel unsafe, this should be addressed.</p>

Environmental,Safety,Access,Traffic	WhollySupport	<p>I am submitting this response on behalf of ***, which is the Cambridge chapter of the organisation *** (a network of mothers concerned about climate change). Our membership is a group of mothers in and around Cambridge.</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. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</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. 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.</p> <p>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.</p> <p>There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Children breath air lower down than adults, walking, scooting, cycling or in pushchairs, and as such are more affected by poor air pollution than adults. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic.</p> <p>Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor traffic.</p> <p>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 pavement is currently too narrow to safely pass each other easily particularly for wheelchair users and those with pushchairs. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses. The measures would improve cycle and pedestrian access to, and cycle delivery opportunity from businesses on Mill Road.</p> <p>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.</p> <p>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</p>
Traffic	WhollySupport	<p>Strongly in favour. We need to reduce our dependence on cars; that involves making them a less convenient option. Buses, ambulances, taxis, and blue badge holders, can still get across, and frankly, they seem to be the only people who need to. I drive to work most days a week, sometimes across Mill Road Bridge. I'm happy to not do that, take another route that takes me slightly longer, and even pay more to drive around Cambridge. I don't make a lot of money (approx. £17,000 a year), so I don't say this lightly. But I genuinely believe that this is a sustainable way to encourage other kinds of vehicles for getting, around, and I find it hard to believe that business will be particularly effected-- how many cars that drive along mill road stop on the high street anyway? There's barely any parking! So yes, very much in favour of this proposal.</p>

	WhollySupport	<p>Dear Madam or Sir,</p> <p>I am writing to express my approval of the plans to restrict vehicle flow over Mill Rd Bridge.</p> <p>I'm pleased that the plans have been altered to allow blue badge drivers to access all of Mill Rd.</p> <p>I think the present proposals will foster safety for cyclists and pedestrians, make life easier for wheelchair users and VIPs, and people pushing buggies (currently significantly discriminated against/endangered by pavement parking). It will also encourage active travel and improve health. I don't believe it will adversely affect businesses, but I would be open-minded about data that is yielded.</p> <p>My preference would be for the plan to be implemented for a limited period while data is collected.</p> <p>This would help allay the worries of the opponents.</p> <p>I would also like to know what impact the bridge closure has on neighbouring streets such as Coldhams Lane; I'd like reassurance that improving the Mill Rd area doesn't push pollution onto another area.</p> <p>But overall, I am very much in favour of the current proposal to restrict traffic on Mill Rd. I have lived in Petersfield for over 40 years, raised 2 children, and as a family we have never owned a car.</p> <p>Mill road area is well served by trains, buses and car hire services; residents should be encouraged to go for car-free options.</p> <p>Yours faithfully,</p> <p>***</p>
Environmental	WhollySupport	Motor access for disabled/elderly people must be granted
Traffic	WhollySupport	I am very strongly in favour of restricting traffic on Mill Road bridge via a modal filter for the following reasons: it will improve road safety, reduce both congestion and pollution and also encourage active travel. I am elderly and use Mill Rd frequently for shopping, eating, meeting friends and getting from A to B (e.g dentist in Burnside) - either on foot or by bicycle. An earlier consultation showed that local residents are overwhelmingly in favour of these proposed restrictions as they will improve our quality of life and promote local businesses by increasing footfall and active travel along the entire length of Mill Road. As the bus gate exempts buses, blue badge holders and taxis, priority users are safeguarded. Mill Road is currently an accident hotspot, and this is a wonderful opportunity to improve and protect it for the wellbeing of current and future local residents.
Safety	WhollySupport	I entirely support the proposed measures which give essential services, public transport and the disabled car users access over the bridge. The current unrestricted traffic on Mill Road is dangerous for a variety of reasons.
Safety	WhollySupport	I fully support the closure of the Mill Road bridge to most motorised traffic, with suitable exemptions for blue badge holders. This would greatly improve the quality of life for residents, support active travel and give more opportunities for businesses to serve the local community.
Traffic,Safety,Environmental,Access	WhollySupport	I think the proposal strikes a good balance. The exemption for up to two vehicles per blue badge holder is important, though the order seems elsewhere to only explicitly exempt vehicles with a disabled tax status which is more restrictive. I assume the broader exemption comes under authorised vehicles. The information for the consultation was rather scattered.

Safety	WhollySupport	<p>I live very close to Mill Road bridge, on the south side, and I'm TOTALLY IN FAVOUR of the proposed Traffic Regulation Order to close Mill Road bridge to all vehicles, with some exemptions for blue badge holders. We also need to see more enforcement against parking on double yellow lines, and on the narrow pavements, and against road-users breaking the 20mph speed limit, which is very poorly signposted.</p> <p>Right now, Mill Road is far too crowded and congested. As someone who walks and cycles on Mill Road every day, I feel constantly concerned about the risk to pedestrians and road users. We need to turn down the volume of traffic on this road. As well as the risk to life, limb and property from collisions, I'm worried about the local air quality and the impact this is having on everyone. I've felt really frustrated that the last public consultation to reduce traffic on Mill Road has been thwarted and delayed. Now we have to do the whole thing again. Please just close the bridge!</p>
Traffic	WhollySupport	<p>I am in favour of the bridge closing other than for taxis , and buses and possibly deliveries early morning or late night?</p> <p>It was so much nicer and safer for the community when it was closed before and would encourage everyone to walk, bike or use public transport - still have the facilities for.rhoae.whk can't available if they need them for access and work</p>
Environmental	WhollySupport	<p>I full support this scheme as the benefits outweigh any detriment.</p> <p>Although I accept that local businesses may see a reduction in footfall in the beginning my experience is that this will return and increase with a more vibrant pedestrian environment.</p> <p>With mitigation measures for emergency services, taxis and disabled vehicles I see no good reason not to support this.</p>
Safety,Environmental,Traffic,Financial,Access	WhollySupport	<p>As a local resident, I wholly support the shutting of Mill Road to traffic - with necessary exceptions for Blue Badge holders and essential services. I've lived here for five years, and now have started a family here; we have felt that the best time for going out and using Mill Road was when the bus gate was in use, in and around the pandemic lockdowns. I purposely do not cycle on Mill Road any more due to the dangers of the traffic. I have nearly been hit multiple times by reckless drivers on the bridge trying to overtake on the blind hill and with the truly awful quality of the road surface - all of which will improve drastically with less traffic. To the counter argument of delivery services required to maintain local shops - that can accounted for certain times of the gate being opened, but frankly with so many delivery driver cars taking up the pavements making it impossible to use for wheelchairs, walkers and buggies, I won't miss their services and frankly won't give them business if this continues. We moved to this area with the view of enjoy areas like Mill Road and their cafes, bars and shops more often - currently I do not see this outlook improving if traffic is maintained there.</p>
Traffic	WhollySupport	<p>As a home owner and resident of Romsey town and the Mill Road area, I have witnessed the detrimental effects of the constant use of Mill Road as a 'rat run' by vehicles owned by non-residents of the area over the last 12-13 years. Vehicles frequently drive faster than the 20 mile speed limit, which is dangerous to pedestrians and cyclists, the car owners often park illegally, including up on the pavement which blocks it, and is particularly difficult for blind and partially sighted people. The traffic also causes noxious fumes which are detrimental to people's health and polluting generally. There are cafes and restaurants on Mill Road which have outdoor seating and the experience of using this is rendered less enjoyable by the constant parking outside these premises plus the general, often too fast, flow of traffic. Residents off the streets of Mill Road, like myself, also have to put up with non-area residents coming and parking outside our houses and taking up spaces, when there isn't enough space for on-street parking of residents cars. I think it would be highly positive for the health and well being of the residents of the Mill Road area and the area itself if the road use was limited to buses, taxis and disabled badge holders.</p>
Environmental	WhollySupport	<p>I was pleased at the list of permitted vehicles/exemptions. I note that "eScooters" were not explicitly mentioned, I assume they come under "electric bicycles". Quadricycles are also permitted, I take it this would include the new Citroën Ami "vehicle". So, including taxis, there will be quite a lot of permitted traffic, so the accusation that the street will be dead seem overblown.</p> <p>As to the 'look' of the street, I think we (Society) should be concerned not only at ground floor level but at first floor level as well. I'm not sure how to coordinate this, since mostly this will be privately owned, but the look of the street will be heavily influenced by it. With less road traffic to avoid, eyes will wander upwards, so 1st floor level (and also roof level, which is significant visually) will become more important. Think of the historic centre! Nevertheless, individuality has to be respected, it is important in establishing a style ("brand"). Goodness knows, perhaps people will start drying their washing on lines slung between the houses (just joking?), like the Italian cliché.</p> <p>Perhaps a permanent 'council' should be set up to manage the area - perhaps modelled on the Spanish system for managing water use around Valencia (Tribunal de les Aigües)?</p> <p>I wish the local Councils, Residents and Traders success with this long-term project.</p>

Environmental	WhollySupport	I live between Huntingdon and Histon Roads, hence am not directly affected by Mill Road traffic. I am both a cyclist and a car driver. I appreciate that shopkeepers feel that their local footfall will affect trade (although parking on/near Mill Road is far from easy). However, providing there is a system in place for disadvantaged vehicle drivers (blue badge holders) and taxi/bus/emergency vehicles to cross the bridge then, I believe, that the banning of normal car/motorbike through traffic over the railway bridge will lead to Mill Road being a significantly more pleasant place for restauranteurs, shop owners, pedestrian and cyclists. The improvements will include a reduction of noise and pollution and increased safety for pedestrians and cyclists.
Parking,Traffic,Environmental,Safety	WhollySupport	it is my belief that Mill Rd is one of the most vibrant streets in the city of Cambridge with limitless potential . It has independent shops and cafes but many of whom are circumscribed by the impact of traffic, including the horrendous pavement parking that occurs on a daily basis. It is my view we should implement then TRO. Evidence from elsewhere would indicate that not only are there major safety and environmental benefits but a low traffic Mill Rd would benefit local businesses. It is only by taking this bold step that we will be able to start to plan and imagine a Mill Road that could be the envy of other cities across the Country, There are steps that must be taken to mitigate the impact on those most adversely affected by the decision to close the bridge (particular reference must be made to the needs of the disabled and access for carers), but it is my view that the needs of local people would be best served by the introduction of the bus gate.

		<p>Good evening,</p> <p>I have attached below my comments in regard to the original consultation for the proposed TRO in January 2023, which I broadly supported, and would still like to see in place. My views have not changed since then, other than to say that the traffic on Mill Road if anything seems to be worse and it is more congested. It's not helped by the fact that there is no zoned timing for traders' deliveries, so they happen for each individual business throughout the day and cause significant delays to traffic and inconvenience to pedestrians by illegal parking on the pavements. I would only add that I am very frustrated by the waste of public money which has resulted from the legal challenge to the proposal. Whatever the shortcomings of the County Council's last consultation might have been in terms of accurately representing local opinion, these legal proceedings were no more representative or a better expression of local democracy, and instead have wasted considerable time and public money.</p> <p>Yours sincerely ***</p> <p>Begin forwarded message:</p> <p>From: ***</p> <p>Subject: FAO - *** - Affected resident comments on proposed TRO (Reference Number PR0872) - Cambridgeshire County Council City of Cambridge (Mill Road) (Bus Gate) Order 20--</p> <p>Date: 6 January 2023 at 13:07:52 GMT</p> <p>To: policyandregulation@cambridgeshire.gov.uk</p> <p>Cc: ***</p> <p>I am writing to express my concern over the Proposed TRO (Reference Number PR0872) - Cambridgeshire County Council City of Cambridge (Mill Road) (Bus Gate) Order 20--</p> <p>I am not concerned about the proposed closure of Mill Road Bridge, which I am broadly in support of, nor the proposal to allow taxis to continue to have access to the bridge, again something which again I am broadly in support of - it is the route by which taxis are able to reach the bridge that concerns me. As things stand, they will still be allowed to use the residential streets around the station to cut through to Mill Road and the bridge.</p> <p>Taxis using these streets – my own street, St Barnabas Road, as well as Devonshire Road and Tenison Road are already often a problem. I would say that conservatively, they form 40% of the through traffic to Mill Road and in the evening, more like 70%. Some drive with respect to the residential nature of the street and the speed limit; many do not.</p> <p>As local residents, we will be prevented from using Mill Road bridge under the current proposals (again something which I broadly support), but we are unlikely to see a significant reduction in traffic down our street as a result, which I do not support. The bulk of through traffic down our road is likely to be taxis using it as a convenient rat run to other destinations in the city. I do not see how this fits in with the Council's other road closures – such as closing Bateman Street and Panton Street to through traffic between Hills Road/Trumpington Road/Lensfield Road or Storey's Way between Huntingdon Road/Madingley Road, nor with the concept of low traffic neighbourhoods for residential areas. I can see a strong case for taxis being able to continue to use Mill Road Bridge as part of the city's public transport network, but I cannot see any compelling reason why they should be able to use the residential roads off Mill Road as a short cut for doing so.</p> <p>Would it be possible to consult on preventing through traffic turning right out of St Barnabas, Tenison and Devonshire Roads and on to Mill Road? Since most private traffic will not be able to cross the bridge, and there are no other side roads on the left from Tenison Road down towards the bridge which private traffic might want to access (apart from Gwydir Street, which would still be accessible from St Barnabas Road) - this seems to be a possible solution. If not, I would very much like an explanation for why it is acceptable for through traffic to continue to use our residential road, when such traffic has been prevented from using similar (and often less residential) roads as rat runs elsewhere across Cambridge.</p> <p>Yours sincerely</p>
	WhollySupport	
		<p>I think that the bridge should be closed as long as disabled vehicles, bikes etc as described in the documentation allowed through. This will make Mill Road a far nicer place to visit, use the shops etc. The number 2 bus would not be delayed as it is now by long queues of traffic. Arrangements should be made to enable deliveries to the shops along the road. A delivery parking space with strict enforcement could work.</p> <p>Air quality should improve and public transport should become more popular.</p> <p>***</p>
	WhollySupport	

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I am sorry, I could not work out how to use the online portal to leave my comments, and so I am emailing them instead.</p> <p>I live on *** (which just off Mill Road). I support the proposed Mill Road bridge TRO. This TRO seems sensible to me, allowing, as it does, Blue Badge holders and taxis to use the bridge. Mill Road, which is narrow and has narrow pavements, is not really suitable for the large volumes of car traffic that it currently has. I believe that this TRO will reduce the volume of car traffic and will encourage walking and cycling and bus use.</p> <p>Yours sincerely, ***</p>
Other	Neutral	<p>As a cycle commuter to Station Road I usually use the Carter bridge and drive over Mill Road bridge in my car even less frequently than I cycle over it. Therefore the proposals do not affect me personally to any great degree. My comment relates to the sustainability of businesses trading in Mill Road. If, as a result of the installation of a bus gate, businesses close and the unique Mill Road environment changes then I would have to question its benefit. However, if the majority of businesses there are supporting this proposal then I would happily join with them in their support - after all, their livelihood depends on it.</p>
Safety	PartlySupport	<p>Mill Road is dangerous, unattractive, congested, and polluted due to through traffic that would be better limited to larger roads nearby. This proposal is long overdue and could form the first step in revolutionising Mill Road into a proper high street, with community space and active travel embedded. Fears of reduced shopping are unfounded as all the evidence suggests measures like this increase visits, access to all of Mill Road will be maintained, and Mill Road will no longer be deeply hostile to non-drivers, increasing footfall.</p> <p>However, the work should go further, introducing wider pavements, regually spaced build outs allowing greenery, seating, and bike storage, as well as passive allowance for future travel enhancements such as trams.</p>
Environmental	PartlySupport	<p>In general *** agrees with the proposal to close Mill Road Bridge to most through traffic. It only takes one walk down Mill Road during the morning or evening rush hours to realise how unsustarante, environmentally damaging, potentially dangerous and downright inefficient the current situation is. Something clearly has to change and public transport on both Mill Road and Cambridge in general has to improve massively and the key starting point for this has to be the discouraging of the use of cars in the town. Without reductions in car use, public transport (buses) will never be able to be as reliable as the demands of the working/student populations of Cambridge require; someone has to take the unpopular decisions necessary to achieve this and this scheme is one possible begining of a solution.</p> <p>We do not agree with the argument that businesses on Mill Road will suffer from the consequent reductions in car traffic on Mill Road; parking s already banned on Mill Road and on side roads on the town side of the Bridge, are they seriously basing their business models on illegal parking? Mill Road Winter Fair provides a (maybe exagerated, but still valid for other times) good example of the increased footfall that can occur when traffic is reduced/removed form Mill Road, surely this has the potential to actually be a boost to business on Mill Road? We consider that the extortionate rents charged to businesses on Mill Road to be to be a more important risk to their viability in general.</p> <p>However, we do have concerns regarding this scheme.</p> <p>There seems to be an element of those who can afford to live in the Mill Road area having, perhaps, less regard for those obliged to drive into town from more affordable places poorly served by public transport. This emphasises a much wider issues around the lack of affordable housing in the City, something which should have been addressed before this and simialr schemes are actioned.</p> <p>Little regard seems to have been given to the vast differences in traffic flow inside and outside of school term-time. We consder that the re-instating of subsidised school buses from both the surrounding villages and across town would reduce traffic volumes to a large degree during term-time, the povision of which could, perhaps, render such schemes unnecessary. The writer of this piece has personal experience of this having work as both a Post Office delivery driver in town in the 2000s and having benefited from a free/subsidised bus to Long Road Sixth Form College from Whaddon during the early 1980s.</p> <p>We wonder if the scheme allowing Blue Badge holders to cross the Bridge offerss enough 'granularity' to cover the wide range of hidden disabilities that may or may not be eligible for a Blue Badge. We also wonder if enough consideration has been given to the needs of Key and Care workers working non-conventional shift patterns outside of bus operating hours.</p> <p>Finally a key concern of ours is that, currently, any improved bus service if wholly dependent on private bus companies driven by the desire to make a profit. The running of buses on less used/non-profitable, though essential routes will require subidy from the public purse and will allow the bus companies to hold the Councils, effectively, to ransom. This is an unacceptable situation and should have been addressed before this and similar schemes were considered.</p>

		<p>I have clients along Mill Rd who are genuinely frightened to share their opinions on this. The tactics of *** and *** have been nothing short of coercion and bullying, their incitement of division, hatred, and encouragement to submit false votes that would affect such a wonderful, diverse, and thriving community and culture has however become all too familiar and unsurprising.</p> <p>Enough about them.</p> <p>I'm hopeful and optimistic that a true democratic system will prevail this time and the community can heal and move past this issue - on foot, by bicycle, wheelchair, and walker, straight down the centre of Mill Rd comfortably, carelessly enjoying sitting outside their favourite coffee shop in fresh air, (without smoke or smog, imagine that!) , without fear of being pushed out into an oversized lorry, pock mocking the pavements, or mindless cruisers, driving up and down, or being diverted into traffic because of the cars lined up along the footpath blocking pedestrian access, being able to browse and wander hand in hand with your grandkids window shopping, stopping in for ice cream, flitting fingers through racks of clothing, buying a plant or bouquet of flowers and meeting a friend for brunch!!</p>
Other	PartlySupport	<p>This is a step, not a head on car crash in the right direction for community, culture, and the environment 🙏</p>
Traffic	PartlySupport	<p>I support these proposals. I am a resident of Cambridge and one of the things that drew me here was the multicultural nature of Mill Road and the fantastic shopping at small independent, eclectic, global traders based there - I was visiting long before I moved here, and the people I visited mostly lived in the Mill Road area. Since I have become a resident (in 2010) I have visited Mill Road less and less because of the congestion and traffic fumes. I certainly never use Mill Road as a cut-through while driving to work because the congested nature of the road, caused by other people using it as a cut-through, means that any route that involves it takes much longer. With this TRO in place I, personally, would visit Mill road more to shop on it. objectors to this TRO seem to think that the Mill Road area will be inaccessible by car; this would not be the case as motorists are able to drive into Mill Road from either end and park there to shop. It will now be even more accessible by bus as buses using Mill Road will not get caught up in the congestion produced by private motor traffic using it as a rat run. The only suggestion I would make is that cars registered to people in possession of blue badges be allowed to cross the bridge, even if the blue badge holder is not in the car. Carers generally get little monetary reward, often need to use their motor cars in support of the care they provide and allowing registered blue badge cars to use the bridge is a way of rewarding and promoting the cause of carers without costing the council.</p>
	PartlySupport	<p>Hi,</p> <p>I am a resident of Cambridge.</p> <p>I read many indications of positive outcomes of installing a bus gate on mill road in the distributed literature. The bus gate is likely to increase the chances that I will use the shops on mill road because the very narrow road I will not be menaced by fast motor traffic. These are all very welcome improvements.</p> <p>There are a few areas that continue to concern me.</p> <p>Has any modelling or analysis of shift of traffic flow on to other roads such as Coldham's lane and Cherry Hinton been carried out? If so, what were the outcomes? Given poor public transport provision including the fact that buses continue to have to wait behind cars through much traffic in Cambridge, I fear that other roads parallel to mill road will see increased traffic flows. Note that Cherry Hinton road does not really have cycle lanes end to end. I see many expensive cars plying through these roads because of the relative affluence of the city compared to others, and these drivers are unlikely to trade their cars for poorly provisioned bus and cycle infrastructure. If you have any plans to improve these in the very near term as you bring up a bus gate on Mill road, could you let me know?</p> <p>What is the criteria for determining which other vehicles other than buses are allowed through the gate? There is some suggestion that this is whatever the authorities decide. That seems rather arbitrary. Could you clarify? What are the democratic controls?</p> <p>Kind regards, ***</p>
Environmental	WhollySupport	<p>Good for shops and restaurants too.</p> <p>Also it's an awful road to cycle in as it is.</p>

Traffic	WhollySupport	<p>As a local resident, pedestrian and bicycle commuter I strongly support the TRO.</p> <p>The minor inconvenience to private motor vehicle operators (myself included) is far outweighed by the common good: improved safety, a better environment , better for commerce.</p>
	WhollySupport	<p>I would like to comment on the proposed TRO for Mill Road Bridge.</p> <p>I am strongly in favour of the proposed traffic restrictions. Although it will make my car journeys to the south and east of Cambridge longer, I believe the wider benefits to residents and local businesses will outweigh any personal difficulties.</p> <p>When the bridge was closed earlier, the atmosphere on Mill Road, from Coleridge Road to East Road, was much safer, cleaner and quieter - a more enjoyable experience for all who visited the Road and its vibrant shops, restaurants and cafes. It was very different from Mill Road today which is plagued by traffic fumes, inconsiderate drivers parking on the pavement, noise, cars either speeding or stuck in slow-moving traffic - a depressing experience for pedestrians and road users.</p> <p>When the centre of Cambridge was pedestrianised, footfall increased. I am sure the same would happen on Mill Road. (The previous experience of businesses during Covid restrictions should not be used as a benchmark as circumstances were not in any way comparable.)</p> <p>For cyclists, cycling on Mill Road is often dangerous as the narrowness of the street means that cars overtake very close to the cyclist. On the bridge itself, motorists often ignore the markings in the middle of the road and overtake as they go up the bridge. If a vehicle is coming in the other direction they squeeze the cyclists into the curb. And cars are getting wider, taking up more room.</p> <p>Car use must be reduced to cut carbon emissions, helping to secure the planet for future generations. I believe that the proposed TRO will contribute to this aim.</p> <p>***</p>
Financial	WhollySupport	<p>I think that a pedestrianised zone could creat a new hub for shopping, eating and socialising that would attract many people . This would improve the prosperity of businesses in the area. It would be interesting to know if shops in the centre of town did better or worse after the pedestrianisation.</p>
Other	WhollySupport	<p>I have supported the idea of closing Mill Road bridge for many years, as I believe the benefit to residents *and businesses* will easily outweigh any impacts. I hope that opponents will accept that this view is consistent with the majority of people and not attempt to delay the closure any further</p>
Traffic	WhollySupport	<p>I support the TRO to restrict motorised vehicle traffic across the Mill Road bridge in Cambridge. This is essential for the short- and long-term health benefits this will bring, as the current unacceptably high levels of air and noise pollution is detrimental to local residents' (and shop/restaurant workers') physical and mental health. Children and adults with existing health conditions are particularly vulnerable, as are those with several hours of daily exposure.</p> <p>In tandem with this, traders will benefit from increased footfall - the only drop off might be from the current illegal practice of vehicles parking on the pavements (to collect eg dry cleaning and take aways) to which the Council continue to turn a blind eye.</p> <p>Mill Road is a residential “C” road, but has been allowed to turn into an arterial route that commuters into, and through ,Cambridge, now see as their right to use. The TRO would partially remedy this. The previous large public consultation showed 72% of local people favouring traffic restrictions on the bridge. Moreover, the TRO is in line with the Cambridgeshire Council Active Travel Strategy, CPCA Local Transport and Connectivity Plan, as well as central government transport guidance.</p>
Traffic	WhollySupport	<p>As a local resident I am strongly in favour of this bus gate which I think will improve traffic, cycling safety, and air quality. I think this would also drive economic benefits for Mill Road businesses.</p>
Safety	WhollySupport	<p>I live just off Mill Road and, like the majority of residents, support this proposal. Businesses here depend on foot traffic, so this would only enhance the neighborhood. This will be much safer as well.</p>
Environmental	WhollySupport	<p>I support the TRO as I think it would greatly enhance the Mill Road area. It would mean less noise and air pollution, particularly for residents living along Mill Road, and make crossing the road to the shops and other businesses much safer. Cyclists would also be much safer with fewer vehicles on the narrow road. Closing the bridge to most through traffic would lend a village-like atmosphere to the area, especially on the Romsey side, and thus attract more shoppers and diners to visit and stay longer.</p>

Traffic	WhollySupport	This is a sensible proposal that balances needs for access against the need to reduce the volume of traffic on a street that is too narrow. It is already almost impossible to park around here. The people who want to come to Mill Road to shop and eat will still do so, likely in greater numbers, as the street becomes even more appealing without the excess through traffic.
Environmental	WhollySupport	All response categories apply, with different groups of people benefiting in different ways.
Other	WhollySupport	I strongly support the proposal, particularly for the opportunities it presents to improve the public realm on Mill Rd, and to improve conditions for cycling in the neighbourhood. My only concern is the possible impact on the small independent local businesses which contribute so much to the character and vibrancy of this street. I would encourage the Council to keep under review any difficulties or complexities created, particularly for deliveries to local businesses, and consider whether any modifications to the Order would be necessary to minimise any negative impact.
Traffic	WhollySupport	I wholeheartedly support the proposal. I think it is really important to do this to make Mill Road a safer, more accessible and pleasant environment, with more opportunities for independent businesses to thrive and in order to reduce pollution too.
Environmental	WhollySupport	I run a *** and it involves a lot of travel to and from clients - some within the city and others in surrounding villages. Despite that, I see the bigger picture than my own convenience in being able to drive over the bridge: Cambridge is one of the cities that needs very much to be seen as a trail blazer in protecting the environment and encouraging people out of their cars and onto/into other modes of greener transport. Small changes on a personal level are, I know, the right thing to do so despite inconveniencing me business-wise, I can see that it is what has to happen in order to protect the environment.
Financial	WhollySupport	In my mother's area, a similar bus gate was introduced (with corresponding restrictions on smaller streets that here aren't necessarily needed because of the railway) and was transformational to the high street—local businesses seem to have done really well out of it and it's a much nicer space. Ultimately it enabled the option of road narrowings which have also really helped local cafés and restaurants by allowing more outdoor seating, as well as making it much quicker for buses. It's also made it much safer and nicer for bikes—Mill Road is a bit terrifying to cycle down so this kind of improvement would be great here.
Environmental	WhollySupport	I fully support this proposal. This kind of proposal has worked well in many other areas, the effects are tangible and incredibly beneficial, and done well it can actually help traffic for local business. From the perspective of a resident, this is a no-brainer. It has to happen.
Environmental	WhollySupport	I understand the frustration of the business on Mill Road, as they believe that spending in their business will lower if customers do not have access to cars. However, research after research in the UK and continental Europe shows that closing streets to car traffic and making the city more accessible for pedestrians and non motorised forms of transportation actually increases footfall and overall spending in an area. As a resident of Romsey, I believe we should be investing in livable cities where public areas exist and are enhanced in benefit of people, places with more green cover and more space for humans to pass through and enjoy. I believe the bus gate is one step forward in that direction and I wholly support this proposal.
Traffic	WhollySupport	<p>If implemented, I am hoping that the proposal would see Mill Rd as an improved environment for residents. The lower traffic would improve safety for pedestrians and ultimately the customers of the many small businesses along Mill Rd. In the future, I see Mill Rd as a thriving social and economic street, perhaps similar to streets that very successfully exist and thrive in many cities of continental Europe (which cannot happen with the current noise, car fumes from the current traffic levels and small pavements!). Overall, it appears to be a good change for both health & safety of the residents and the local businesses - win win!</p> <p>I do not share some business' concerns about lack of custom - on the contrary, the usual customers I know of the many restaurants, bakeries, small shops etc on Mill Rd are local residents. It is much more likely to pop into a shop when you happen to walk or cycle past it, rather than purposefully drive from further away, find a parking spot (!), and then walk to the shop. How many people realistically are driving from further out to do their shopping at the Mill Rd butchers, bakeries, or to buy some flowers?</p>
Safety	WhollySupport	<p>The bridge restrictions will make Mill Road much safer for cyclists like myself. I try to avoid the bridge if possible, but it can mean a lengthy diversion. The restrictions would certainly encourage people to use their bikes more. I also think it will improve the local environment, and encourage the use of local shops, cafes and businesses. Traffic restrictions often improve the attraction of local shopping, despite what some opponents think.</p> <p>I do not take my granddaughters along Mill Road on their bikes - it is too dangerous, especially with all the parked vans, lorries etc. These restrictions will make the road safer.</p>
Traffic	WhollySupport	<p>I am a strong supporter of the bus gate. I live very close to the bridge and frequently walk or cycle over it. I often feel unsafe on the bridge - as a pedestrian with bikes coming very close to the crowded pavement as they avoid cars, and as a cyclist with impatient cars overtaking me as I cycle slowly up the slope of the bridge.</p> <p>Mill Road should not be a major route for traffic in and out of Cambridge. Less traffic would improve the environment for all local residents and visitors (especially those sitting outside cafes and restaurants). I also think it would improve custom for local shops and restaurants as improvements in the environment for pedestrians would make a visit to Mill Road more pleasant.</p> <p>Careful thought should be given to accommodating deliveries to local businesses. At the moment cars and vans parked on the pavement add to the hazards of this busy road.</p>

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme as, as other similar developments show, the scheme will lead to increased footfall to local businesses, a more pleasant atmosphere, with little effect on traffic due to the reversal of induced demand.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Traffic	WhollySupport	I would like to see a bus gate installed on mill road bridge. I would use the businesses located on mill road more frequently if the area was more pedestrian friendly.
Other	WhollySupport	This seems like a good balanced proposal with benefits to both cyclists and also users of public transport. As a cyclist I think this would make mill road much more desirable to cycle along, I currently avoid doing so due to traffic and the narrow nature of the road. I would also therefore be more likely to use many of the independent businesses along the road as I pass by. I would like to use them more but parking and walking is difficult and so I often avoid these independent businesses that give mill road its vibrant nature. I hope the proposal goes ahead.
Access,Safety	WhollySupport	Mill road bridge is currently a death trap. Cars and Lorries race along it, with no regard for the safety of vulnerable road users. As a cyclist, I am constantly overtaken, illegally, by drivers who refuse to wait or "overtake when it is safe to do so" as required by the law & basic human decency. As a pedestrian, I am driven at crossing the road, or when I have to walk in it due to cars "stopped" on the pavement. Mill road should be a pleasant shopping experience, encouraging people to browse & enjoy the unique variety of shops & culture not found elsewhere in Cambridge. Instead, it's fume-filled alley, where pedestrians are intimidated by cars whenever they step into the road, and obstructed by them when they are parked on the pavements. Most drivers on Mill Rd are simply passing along street rather than use another route that might take a few seconds longer. They are not contributing to the environment or the shops' footfall, yet they are given significantly more space, resources and consideration than the people who are. Restricting the use of cars over Mill Rd bridge to the able-bodied restores some kind of balance, allowing people to use the space with less danger and intimidation. Free access is still possible to either side and full permeability to those using public transport, active transport and those with impaired mobility. For most of these people, closing the bridge will be beneficial, safer and lead to faster journey times. This should not be refused on the basis that a few relics insist their historical "right" to drive a few hundred metres trumps the benefit to the overall community. Cambridge streets evolved as just that: streets, shared amongst different users, not roads or motorways where cars dominate & threaten all other users. Model filters at Silver street

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will encourage people to shop on Mill Road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Yours sincerely,</p> <p>***</p>
Safety	WhollySupport	<p>Mill road is currently unsafe for pedestrians and cyclists, especially with children, which means I avoid it. It would be wonderful to be able to visit the shops and cafes and walk and cycle down or safely.</p>
Disturbance,Traffic, Safety	WhollySupport	<p>The traffic on and around Mill Road is consuming and ruining Romsey Town. Cars drive quickly and aggressively, and park wherever they want, making the pavements unsafe. I need a walking frame to walk, and I often feel unsafe on the pavements with cars pulling up to park wherever and whenever they want. Sometimes I find the path blocked and I have no choice to wait for it to move or else turn around and go back. I get nervous crossing the road because the cars frequently seem impatient with pedestrians, especially a slow one like me. I am sure that the neighbourhood would be much nicer to talk around and spend time in if the traffic was reduced and cars weren't clogging up Mill Road on their way through. Mill Road is a narrow road and is obviously unsuited for large volumes of through traffic, so why not take advantage of the opportunity to enhance Mill Road's great potential as a human thoroughfare, as a place for the community to gather, for visitors to come, for shopping and services. The cars currently dictate so much about how Mill Road feels and functions, and for the worse. Restricting traffic will let the locals make creative new use of the Mill Road.</p> <p>I wholly support the proposal to restrict traffic over the bridge, and am only sorry that this good idea hasn't already been implemented.</p>

Traffic,Safety,Environmental	WhollySupport	Making commercial areas of cities pedestrianised has been shown again and again around the world to benefit shops and customers alike, even though the change itself might be treated with suspicion at first. If the project were named 'Safer ways on Mill Road Bridge' it might sound more user friendly than 'Mill Road Bridge Closure' - especially since the reality is that there would still be some vehicular access for shop deliveries,plus taxis, buses, bicycles, and of course pedestrians, so calling it a closure is a misnomer anyway. Every year that Mill road Bridge Winter Fair comes round I realise how blissful it is to have the luxury of walking or even cycling down Mill Road without feeling that there is a high chance I might be killed; I have seen and been in many close encounters including cars overtaking on the bridge itself or speeding- it's time to act for cyclists and pedestrians. Previous times when the bridge was closed such as when the gas mains were being replaced, which incidentally coincided with a major fire of the shop close to the bridge, meant that access conditions were not realistic; I think once the road is operating with priority not to cars, local shops will realise their custom has not been jeopardised by the changes- much of the opposition has also been due to social media.
Access	WhollySupport	Actually I would like to open the bridge Because i do business the bridge nothing wrong with Bridge I don't understand why they want to close the bridge We will lose ing our jobs.!!!
Safety	WhollySupport	I support the closure of Mill Road Bridge. I would like to see data from groups claiming it would impact business as the types of businesses do not seem like they would be/should be frequented by people travelling in cars i.e. pubs, cafes, local grocery stores, charity shops etc. To the contrary, it seems feasible that closing the bridge would increase footfall with the potential to increase business. But first and foremost, having crossed the bridge on foot and by bicycle regularly for a number of years, an uncomfortable number of motorised vehicles drive unsafely by regularly overtaking over a blind bridge, over a solid white line and even with oncoming traffic. This has to be rectified.
Access	WhollySupport	I think this is a great idea and long overdue. I've lived in Cambridge for 15 years and the traffic on Mill Road has always made it crowded and dangerous, and I'd go there a lot more to shop and eat if it felt better for pedestrians and cyclists. I'd hope you could go further and block the road to cars entirely but I know there's some loud resistance to this so I guess it'll have to wait for a few years until everyone gets used to the benefits!
Environmental	WhollySupport	I fully support the proposed bus gate and the amended TRO scheme. The proposal to restrict private motor vehicle is in accordance with the established hierarchy of road users by prioritising pedestrian, cycle and public transport movements. Rather than harming the viability of local businesses the proposed TRO has the potential to create a safer environment for pedestrians and cyclists. This will ultimately encourage more trade from these highway users. The restrictions on parking in the Mill Road area inevitably mean that the ability of motorists to stop and patronise the shops and businesses on Mill Road is already limited. Indeed, in doing so they will often create a hazard for other highway users if they stop on Mill Road itself. By discouraging motor vehicles from using Mill Road, it will remove a further barrier to pedestrian and cycle travel across the city and add to the vibrancy and securing of the area. The scheme should be implemented at the earliest opportunity.
Access	WhollySupport	The proposal will make mill hill and its businesses a more attractive place to visit. But the council and police also need to get to grips with cycle theft to really increase people cycling.
Traffic,Safety,Environmental	WhollySupport	Mill Road is ruined by the amount of traffic that ploughs up and down it. It is really unpleasant and unsafe to cycle along and I know I would visit the shops and restaurants far more if the environment was improved. Closing the bridge would be a good first step. Please also try to improve the streetscape as well. Thank you for persisting with this scheme!
Traffic	WhollySupport	I have lived near Mill Road for about seven years and love the area, and am currently trying to buy my first house as close as possible to Mill Road because of the community and family-positive amenities. My family's primary means of transport are cycling and walking and I either cycle or walk on Mill Road every day, often multiple times a day, during nursery runs, to meet friends in the many cafes and restaurants, or to use the excellent bus service into town. I support closing Mill Road bridge because I believe the Mill Road community will further flourish without the disruptive stream of commuter cars splitting it down the middle, contributing little to the economic and social life of the street beyond blocking the pavements, creating constant noise pollution and slowing down public transport. I believe businesses in the area will benefit once drivers choose to walk or bike on their short journeys through the area, as they will be much more likely to stop for a quick shop to pick up groceries, browse the stores or enjoy a coffee. I believe children will benefit from easier and safer walks to school. I believe wheelchair users and others with mobility needs will feel more welcome and be more active once the pavements are less crowded. I think there may also be potential environmental benefits in encouraging active or public transport. For the sake of everyone near Mill Road, both residents and businesses, I wholly and enthusiastically support this proposal.
Safety	WhollySupport	Visiting the Mill Road area by bike or on foot is often unpleasant experience. Mill Road is cramped and very busy, putting pedestrians, cyclists and motor vehicle drivers into constant conflict. As a key retail area, a welcoming environment is critical for success. Lessening of motor vehicle through traffic should improve this area for both visitors and residents, and is likely to increase shop footfall - most people on foot or on bike will be visiting the area's businesses, whilst those in car etc are likely to just be passing through. The temporary closure of the Mill Rd bridge made the area much more pleasant, and certainly encouraged me to visit more regularly. Whilst there may be a short-term increase in traffic in surrounding roads, this is likely to dissipate due to the well-established phenomenon of traffic evaporation, in which similar interventions typically lead to overall lowering of traffic in an area. There is significant public support for this action, and I look forward to visiting Mill Rd and its businesses more often when it becomes a more welcoming road environment.

Traffic,Safety,Access,Environmental	WhollySupport	<p>I frequently cycle down Mill Road for shopping, restaurants, cafes, etc. The cars are potentially lethal in this narrow and crowded road, and the pollution caused by them sitting in traffic jams is horrible.</p> <p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because, having travelled in European cities lately, I have seen the benefits of limiting access to cars in cities on livability, trade and health. I am also deeply concerned about climate change and believe that the shift away from car use (supported both by restrictions like this and by improved provision of public transport and active travel infrastructure) is needed for the transition to net zero.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I believe that this will maintain local trade, increase safety and air quality, allow essential access for those that live in the area, and make the whole experience of visiting and living on mill road a more pleasant experience.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Environmental, Financial, Traffic, Safety, Access	WhollySupport	This will make mill road a far more pleasant place to visit and shop, with safety benefits a side effect
Traffic	WhollySupport	Mill road is far too busy with cars, cycling down always feels dangerous, and vast majority of the cars are using it as a through route not stopping at the businesses.
Safety	WhollySupport	I support this proposal to make Milk Road a more pleasant environment which I think will ultimately boost the local economy
Environmental	WhollySupport	<p>I visit Mill Road regularly as my girlfriend lives in Cambridge. The current state of private car traffic on Mill Road is a disgrace. It is a busy pedestrian thoroughfare and the amount of through traffic is completely inappropriate for the foot traffic visiting businesses on the road. It honestly puts me off visiting, especially because so many of these drivers drive and park antisocially, often blocking the footway. There is also very little enforcement against this. When I visit Mill Road, I come on the number 2 bus from Cherry Hinton so the bus gate would, I hope, speed up my journey and improve the environment on Mill Road by removing excess through traffic. Both of these would make me more likely to visit and spend money in the local shops and restaurants.</p>
	WhollySupport	<p>This is an excellent idea that would be to the benefit of local residents, small local businesses and the environment. Cleaner air and fewer vehicles on small roads like Mill Road should be a priority and would be a huge improvement to the local area.</p> <p>Kind regards</p> <p>***</p>

Safety	Neutral	<p>I agree that the current situation where cars and bikes are sharing the Mill Road bridge and Mill Road in general is unsafe.</p> <p>It is unsafe because the road is narrow and cars are overtaking bikes on the bridge while they are going up and have no visibility. This results in situations with two bikes and two cars all trying to fit and cars swerving back on the bikes.</p> <p>This is not a traffic problem (although removing traffic will remove some of the problem), this is a signage (and police control) problem. There is NO signs on the bridge reminding drivers that they are not allowed to overtake when they have no visibility.</p> <p>Let's say the bridge gets close and buses/taxis/private hire vehicules/authorised vehicules continue to use the bridge and still don't respect the no overtaking problem, because the bikes will still be slow going up the steep bridge. Maybe there will be less traffic and less cars and less risk of accident. But cars will go faster and accident might be more deadly.</p> <p>What I mean is the problem isn't going to get removed (taxis are some of the worst offenders), the problem on Mill Road will not get solved. Local residents that do know how to do go over the bridge and drive carefully are getting punished.</p> <p>Fine the people overtaking dangerously and the people stopping their car in the middle of the road (usually private taxi drivers doing food deliveries) instead of making their life easier by removing the local traffic.</p>
Traffic,Safety,Environmental,Parking,Access	Neutral	<p>Mill Road is a dangerous and unpleasant road to cycle or walk up due to the excessive traffic and the manner in which people drive up it. I do not want my children cycling on a road so dangerous. Something needs to be done. Given that the most dangerous driving i have witnessed has been from taxis, which seem to believe driving directly at cyclists is some sort of sport the buses pass so close to you its terrifying. I'm not convinced the proposal will improve Mill Road any. There will still be buses and taxis but the road will be no wider. There is a need for cyclists and pedestrians to get more space, unfortunately the road cat be closed because we still need to be able to get to our homes but perhaps making it one way would work. Then the pavements could be widened and the road would be wide enough for cyclists and cars going in one direction.</p>
	Neutral	<p>Hello,</p> <p>As a frequent cyclist and pedestrians across the bridge, I have encountered many vehicles(including taxis and buses!) overtake cyclists on the road on the uphill, where there is a solid line. It is terrifying to witness and one day will end in a death of a cyclist if it hadn't already. I would strongly request that there be clear notices that vehicles are not to overtake on the uphill and enforce this with a camera.</p> <p>Best, ***</p>
Traffic	PartlyObject	<p>Agree that more needs to be done to increase safety on Mill Rd especially for cyclists but I don't think that closing the bridge to traffic is the best way to achieve this aim.</p>
Safety	PartlySupport	<p>Mill Road is not fit for it's current use as a major arterial road and creating this block would make it a much calmer and safer road overall.</p> <p>However, there seems to be little consideration as to where the displaced demand, especially from the areas just across the bridge will go. I'd suggest an additional bus route could be provided for local residents to access the City Center easier.</p>

Traffic	PartlySupport	<p>I support the TRO to restrict motorized vehicle traffic across the Mill Road bridge in Cambridge.</p> <p>Mill Road is a residential “C” road. However, through previous council inaction, it has been allowed to turn into a de facto arterial route. The TRO would partially remedy this scandalous situation. Indeed, the previous large public consultation showed 72% of local people favouring traffic restrictions on the bridge. The results were published in 2022 so it is well overdue that the wishes of the local community are acted upon. Moreover, the TRO is in line with the Cambridgeshire Council Active Travel Strategy, CPCA Local Transport and Connectivity Plan, as well as central government transport guidance.</p> <p>The TRO will result in improvements in physical health, mental wellbeing, safe access to amenities and schools in the area, and contrary to what some minority parties claimed, will serve to revive Mill Road as a pleasant and accessible location for shopping, eating out, as usually happens in traffic-calmed areas in towns and cities.</p> <p>While I fully support the TRO, I wish to point out that the implementation of this order does not go far enough. Permitting taxis (including private hire vehicles in addition to hackney carriages) may have several negative consequences, in particular:</p> <ul style="list-style-type: none"> - Increase in taxi traffic along Mill Road and adjoining residential roads, especially those connecting Mill Road to the Cambridge rail station. - Unwanted replacement of private car traffic in Mill Road and elsewhere in Cambridge with taxi traffic; this is likely to result in additional traffic because typically for one return journey by private car into Cambridge, two return journeys by private hire (dial-a-ride) vehicle are made. This is because two journeys into, and two out of Cambridge, are made since there is little parking for private hire vehicles in central Cambridge and moreover rush-hour travel requirement tends to be one-way. - Likely increase in the occurrence of dangerous speeding by taxis - there is much anecdotal evidence among local residents of speeding, including by taxis, at times when Mill Road traffic is lighter, and including at the "blind spot" on the bridge. <p>While speeding could potentially be reduced by police enforcement, there is no evidence that this would happen, as there is virtually no such enforcement in Cambridge, except by camera in a limited number of locations on A-category roads.</p> <p>There is currently no proposed remedy for the increase in taxi traffic.</p> <p>Therefore a prudent follow-up strategy would be to close the bridge to private hire vehicles at the very least, and possibly also to hackney carriages. In preparation for such a move and to further justify it, monitoring of adherence to the existing 20 mile speed limit should be carried out in the immediate vicinity of the Mill Road bridge.</p>
Safety, Traffic, Environmental	PartlySupport	<p>Mill road traffic is such a mess- it's dangerous to pedestrians, cyclists, and the illegally parked cars are simply out of order. Mill Road/Hills Road pavement hygiene can be 3rd world esp outside of restaurants! Why not consider bring back the trams for Cambridge- with people hop on/off in this historical city? Think of all the possible solutions- it doesn't have to be a sad divide between motorist/commuters vs others. We don't want the air pollution, but public transportation is far from satisfying. You have all the Uni clever minds and institutions bragging for sustainability! Why not involve them to come up with the a 'Cambridge Solution'? While I'm on this issue, has anyone addressed the quality of road conditions in this city? I'm curious with the rich colleges and high-earners, surely this is an affluent city to look after its residents & visitors? But no! I have never seen road conditions worse than LA till I moved to Cambridge! Esp around Mill Road & the neighborhoods/ eg., roads running across PETERSFIELD. If you fix the roads, people would walk/ cycle more! If you have the e-tram, people would use it instead of cars! I wish you the best!</p>
Parking	PartlySupport	<p>I fully support the proposal in terms of improving the overall safety of Mill road, reducing pollution and encouraging active travel. However as a resident of ***who uses the car park in Great Eastern Street, due to the lack of resident parking in Kingston Street I will be personally quite inconvenienced by the closure of the bridge. I would therefore be grateful if the Council could consider addressing this by converting the current permit parking on Kingston Street into resident parking. I would be happy to provide evidence of the need for this. Alternatively if this is not able to be considered perhaps an exception could be granted to residents without access to parking in Kingston Street to a certain number of permits to travel over the bridge to the Great Eastern Street car park.</p>
Parking	PartlySupport	<p>I'm hugely in support of closing the bridge to most traffic and making mill road safer, quieter and less polluted.</p> <p>I'm concerned that it will create an increased incentive for cars to park on the unrestricted parking on the streets between Cavendish Road and Vinery Road - including my street ***. I'd suggest putting in place residents' parking on these streets.</p>

Safety,Traffic	PartlySupport	<p>I support creating a bus gate on the Mill Road bridge. As a cyclist and as a driver, I think the bridge is currently much too dangerous. This measure would make it more likely that I would use the bridge.</p> <p>It does seem strange that taxis would still be allowed, since they tend to be the most reckless drivers.</p> <p>In case this measure does not pass, I would offer the thought of enforcement. If every car that disregarded the solid lines on the road or that gave a cyclist too little space was fined immediately, this would improve safety immensely.</p>
Safety	PartlySupport	<p>Additional measures need to be taken to improve safety of cyclists and pedestrians going over the bridge. The large buses come very close to the pavement, which are very narrow and difficult to use with prams and wheelchairs. I've also repeatedly seen buses and taxis dangerously taking over cyclists on the bridge, luckily resulting in small accidents and many near misses, and think they should be prevented to they should be prevented in doing so.</p>
Traffic	PartlySupport	<p>I fully support the proposal to instal a bus gate -- as it is now, it is unpleasant and usually dangerous to cycle across the bridge and there are just too many cars on Mill Road. It's a waste of a street that could have more space and opportunity for people to spend time outside together. Instead it's a traffic jam at worst and at best a place where pedestrians are squeezed together in very little space, dodging speeding cars and cars parked on the pavement.</p> <p>I would like the council to consider not allowing taxis -- there is a huge amount of taxi traffic up and down Mill Road, so as long as they can pass, I'm not sure the traffic situation will be improved as much as it needs to be.</p>
Safety	PartlySupport	<p>Fully in support of restricting traffic on Mill Road to improve safety, encourage active transit, and promote local business interests over businesses that rely on passing car traffic. My only suggestions are that taxis are a large part of the problem and should not be exempt. Furthermore this TRO should be followed up by commitments to improve the street landscape, with preventing illegal parking by adding cycle parking, widening pavements, protecting cyclists from remaining traffic, and adding build outs to allow for more street seating and traffic calming.</p>
Traffic	PartlySupport	<p>It is a very narrow road to be used as a main thoroughfare through the city. I cycle along it most days and it feels much safer when the volume of traffic is lower. A frequent situation is where cars are waiting to turn out of side streets but are unable because of stationary traffic, so they edge out and it causes obstacles for cyclists and pedestrians. I'm supportive of the bridge restrictions but I would ask that access to the station is also looked at. Anecdotaly a large amount of congestion is caused by cars waiting to turn into the residential streets that lead to the station, a great number of which are taxis, which would not be affected by these proposals.</p>
Safety,Access,Traffic,Environmental	PartlySupport	<p>I support this proposal for reasons of safety and in the interests of boosting active travel and tackling pollution and carbon emissions in our local area. However the installation of the bus gate has to align with a more reliable, frequent and electrified bus service so that those who would normally drive over the Mill Road bridge and don't see cycling as natural option, so local people can see that there is a functioning bus system for them instead. Those LGVs who serve the shops on Mill Road must also be given access at sensible times so that the functioning of these businesses are not disadvantaged by the changes.</p>

Traffic,Safety,Disturbance,Environmental	PartlySupport	<p>As a local resident and father of young children, I am very much in favour of the installation of a bus gate on Mill Road bridge.</p> <p>In its present state, I find the road to be very dangerous for pedestrians and cyclists. The road is narrow, and as such unsuited for the large amounts of traffic that flows through. I cycle a lot with my children, but I would try to avoid Mill Road at all cost. In addition to the road being narrow, cars are frequently parked half on the pavement, half on the road. Drivers very much appear to use Mill Road as yet another short cut through the city. I was even subject to open aggression by car drivers, who would not accept that they had a bicycle in front of them (even if that was going at a rather zippy speed), and started to honk and shout abuse. Largely, cars appear to be in a rush to get through Mill Road, rather than to stop for shopping or frequent any of the small places along Mill Road. Overall, the character of the whole neighborhood is dominated by car traffic and its associated noise and pollution.</p> <p>A whole new world opened up during the previous times when Mill Road Bridge was closed for cars. The whole neighbourhood benefited from the reduced traffic. Humans were able to reclaim space that was previously dominated by cars racing through.</p> <p>I would also like to encourage the council to consider additional measures in the surrounding area, to mitigate traffic moving to other smaller roads in the area. I live off Coleridge Road, and I am concerned that traffic will move to this road if the bus gate was installed. Already now, car drivers routinely ignore the 20 mph speed limit on Coleridge Road. Revving engines and screeching tires are common, even at night time. I would strongly encourage the council to monitor speed on residential roads such as Coleridge Road, and to consider additional measures like speed bumps.</p>
Safety	PartlySupport	I support it on safety reasons, but in addition to blue badge holders, would wish carers to be able to pad.
Traffic,Safety	PartlySupport	I support the closure of Mill Road Bridge as it's important from a safety and environmental aspect. I would also like the council like to consider the impact of increased traffic and safety concerns on surrounding roads due to redirected traffic. Please include a plan for traffic calming measures in Ross street and surrounding areas. Also parking restrictions on Ross street to stop commuter parking and walking to station because they cannot drive to the station car park. Thanks.
Traffic,Safety,Access,Disturbance	PartlySupport	<p>I agree with the Mill Road bridge closure to make Mill Road a safer and nicer place, but I would also like to see a plan to prevent traffic being diverted to residential areas as well as a better bus service to access the city center if driving is not an option anymore.</p> <p>Thanks, ***</p>
Safety,Traffic	PartlySupport	I strongly support closing Mill Rd Bridge to most motor vehicles. It is currently a dangerous pinch point for cyclists and I have witnessed one accident and other near misses. I would go further and also close the bridge to taxis. Mill Road has lots of lovely shops and cafes and when the bridge was closed to traffic previously it felt safer and the cafes were able to make better use of outdoor seating. It improved the whole atmosphere of the road.
Safety	PartlySupport	<p>Dear Sir / Madam,</p> <p>As a business based in Cambridge, I support active travel around Cambridge as a preferred means of commuting. Travelling to and from the Cambridge train station often feels unsafe when travelling by bicycle and walking on the narrow pavements. Closing Mill road bridge will only shift the balance further towards faster moving taxi cars, which will make cycling and walking less safe in this part of Cambridge. The only reason for permitting Taxi cars to use the gate on Mill road bridge is to facilitate transport of disabled people. However the Taxi Companies are well regarded and known to the city and can easily be trusted to only travel when carrying a suitable passenger of need. To enable this no taxi would be fined for using the gate - and it would be down to trust that they were abiding. It would become obvious if uses were exceeding expected uses levels and direct conversation with companies could happen to remind them of their duties. I think giving Taxi drivers the responsibility to choose is important because business visitors from outside of Cambridge might be hard of walking or wheel chair bound but without any registered card etc for the city.</p> <p>Many thanks for your attention, ***</p>
Safety	PartlySupport	I've lived on mill road, off mill road and now to the north of the city and so have crossed it almost every day for the last 20 years. There have been and continue to be so many accidents and near misses as a result of too much traffic in too little space - it's a hazard to anyone not in a private car or larger. Something desperately needs to change here and this appears to be the only viable option.

Safety,Traffic	PartlySupport	I have traveled through the Mill Road bridge and I think the fact that pedestrians and cyclists are much slower when crossing the bridge makes it more dangerous for them to avoid cars
Traffic,Safety,Disturbance,Environmental	PartlySupport	<p>I believe that the junction of Mill Rd and Devonshire Rd poses a significant risk and is one of the most dangerous in Cambridge. It has no traffic lights, no pedestrian crossing, yet it is heavily used by cyclists and pedestrians alike as it is a convenient route to the train station, unlike the Barnabas Street junction. There's traffic turning in all directions plus traffic coming down the bridge often exceeding the speed going downhill. The new Highway Code gives pedestrians priority when they walk along a pavement and have to cross a side street. However, giving them priority on a bike leaves the cyclist crossing Mill Rd in a vulnerable position, especially when cycling with children/trailers/on a tandem/less confident cyclists. I personally witness a car not indicating and nearly knocking a pedestrian over. This junction is extremely dangerous and requires urgent attention.</p> <p>However, simply closing the Mill Rd Bridge will inevitably lead to more congestion on Coldham's Lane and Hills Rd bridges.</p> <p>One alternative would be to introduce a toll to non-residential private vehicles. That way the load would to an extent be shared between bridges, Mill Rd will become quieter, the council would get extra money and those in a hurry willing to pay would have the opportunity to still use the bridge. Local businesses, however, would need to have free access if the city wants them to survive.</p> <p>In addition to the above, additional signs on the bridge would help to warn motorists and other road users of the busy junction ahead. Reconsidering where cars can and can't turn from Devonshire Rd would also help improve safety.</p>
Safety	WhollyObject	<p>Cycling and walking have had a few scary occasions where speeding traffic passing too close made me stop.</p> <p>I have seen a young girl knocked off her bike at left turn at bottom of hill at butchers due to car turning left. She was shocked but ok and the driver didn't stop.</p> <p>Cars don't keep to the 20 mph</p> <p>Air pollution is up and just crossing the road as a pedestrian particularly at peak hours</p>
Safety	WhollySupport	<p>Mill Road is a black spot for cycling safety. I have personally witnessed two collisions between cars and bikes in the past year. The bridge specifically causes a lot of these risks.</p> <p>The traffic makes it a very unpleasant high street to walk along as a pedestrian. When the bridge was shut to most traffic in 2020/2021, Mill Road was much more pleasant for residents, commuters, and shoppers.</p> <p>The exceptions for the disabled, taxis and public transport is very reasonable.</p>
Safety	WhollySupport	<p>Mill Road frequently features in lists of the top ten most dangerous roads in Cambridge and Cambridgeshire - there have been multiple collisions there over the years. This is an opportunity to make Mill Road a safer, less congested, less polluted road.</p>
	WhollySupport	<p>I fully endorse the plans to close Mill Road bridge to most traffic. It was much safer when the previous closure was in place. Most motorists consider it safe to overtake cyclists, despite the continuous white line on their side. There did not seem to be any enforcement of the law. After the closure was lifted I was knocked off my bike by an impatient motorist.</p> <p>The order clearly states that pedal cycles will be exempt. I hope that you will enforce penalties against scooters and e-bike riders who think they are above the law.</p> <p>If you need to review the closure decision an option might be to have clear cycle lanes on either side, with a single traffic light controlled lane for motorists.</p> <p>Regards,</p> <p>***</p>

Safety	WhollySupport	<p>I will not use Mill Road as currently designed due to cycle safety. When I do have to cross the bridge by cycle I will go far out of my way for safety. As a result I will avoid shopping over the bridge though the key and cycle shops, ethnic food stores and restaurants are to my liking and in many cases better than those I find on the city centre side. I can walk across the bridge but with gout, dosel heel spurs and lung issues, the powered bike has the advantage. The design given here, I believe, is adequately sufficient to allow safe passage. I encourage its adoption.</p> <p>I have no doubt it will face opposition from car drivers. They, however, are better equipped and protected from rain and cold and not least other drivers than are cyclist.</p> <p>On the city centre side, I note that Mill Road narrows, I've often been passed by speeding vehicles, without the required distance, without proper regard for the surface conditions of the road. (I will grant that these are early morning hours. Congestion will later slow traffic and make this kind of passing less likely but not impossible. Should this proposal fail, I ask you to consider means of slowing traffic that yet does not impede emergency or two wheeled vehicles.</p>
Safety	WhollySupport	<p>The proposal to close the bridge to majority of car users will make it much safer to use for cyclists and pedestrians. During covid with traffic calming measures I felt much safer on the street and even taught my 5 year old son to cycle independently over the bridge which I never would have done if the traffic calming measures had not been in place.</p> <p>At peak times it is dangerous to cycle on this road and drivers get very aggressive, I have to cycle with my son during peak time every Friday and it is frightening. I think the proposals will be a vast improvement for many</p>
Traffic	WhollySupport	I am in favour of reducing the traffic on mill road for the safety, pollution and environmental benefits it will bring.
Traffic	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I would like to cycle safely with my children. We are car-free as a family, but my nervousness about cycling on Mill Road with its current level of traffic means that I often end up planning a much longer route in order to avoid Mill Road. This is pushing us more towards buying a car - something we would prefer not to have to do. If Mill Road was a safer and more pleasant place to cycle, this would markedly improve our quality of life.</p> <p>I would also like to counter some of the concerns I have heard raised against the scheme. Some people have complained that it might be more difficult to get trades etc to work on their properties in the local area. We have recently purchased a house in the Mill Road conservation area which we plan to renovate, and we would be happy to accept any short term inconvenience or increased cost to our renovation because we understand that this is hugely outweighed by the long term benefits of the bus gate.</p> <p>Before our move to Cambridge last summer, we lived in***, where a similar bus gate scheme was introduced. This was successful in increasing footfall (by 16%) and cycling (by 38%) along ***. In combination with pavement widening, tree planting and the creation of several "parklets", the public space was significantly improved.</p> <p>https://hackney.gov.uk/stoke-newington-ltn</p> <p>The Cambridge bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. Cars are not more important than people - we cannot allow the car to dominate our public space in this way.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p>
Traffic	WhollySupport	I look forward to the approval and implementation of the bus gate.
Traffic	WhollySupport	I believe the installation of the bus gate would transform the safety of Mill Road, reduce traffic and allow the development of a thriving community of local businesses. I support the exemptions for disabled people etc and feel that this current proposal has resolved the downsides once associated with this scheme.

Traffic,Safety,Disturbance,Environmental	WhollySupport	I work just off Mill Road. Many of the junctions leading to and from Mill Road seem dangerous – particularly Gwydir Street and Devonshire Road – such that cars, buses, bikes, mopeds and e-scooters sometimes jostle for position without any order. I have seen a lot of accidents involving bikes. For pedestrians too the road can be tricky to navigate and in places it is impossible to stand two abreast without stepping into the road which, again, is dangerous. These should, I say, tilt the balance in favour of making the order, which I believe will make Mill Road safer.
Safety	WhollySupport	I strongly support this measure. My elderly parents, and nephews and nieces who go to school along mill road are regularly exposed to dangerous traffic. Cars in Cambridge have killed numerous friends of mine, including my best friend when I was a teenager. For me this is the bare basics of measures that should be introduced. Severely impede private drivers wherever possible. Heavily subsidise public transport and low carbon solutions. I realise there are strong arguments around inequality and necessity of transport for low paid workers, however in memory of my dead loved ones: those arguments are relative to the point of negligible. Also I'm bang up for civilization not collapsing for carbon cost.
	WhollySupport	Dear Policy and Regulation, As a resident of the Mill Road area who has on two occasions been knocked off my bicycle by a car (outside St Barnabus Church) and a motor cycle (on Mill Road Bridge itself), I am very keen to see the Mill Road Bridge Scheme finally implemented. We as residents enjoyed a much improved, much safer and healthier standard of living when the bridge was temporarily (partially) closed to traffic. It was decided to implement the scheme permanently, yet we have seen nothing but very undemocratic delay, which has done nothing but cause disappointment and resentment, as well as the ongoing risk to the safety of us as local people and everyone else who uses it. Mill Road is regularly clogged with choking traffic, many times exacerbated by people casually parked on pavements and delivery drivers off loading at the busiest times. Please can you bring this endless delay to an end and implement the Mill Road Bridge Scheme as was promised to us? Thank you for your time. ***
Safety	WhollySupport	I support this proposal, primarily because I believe it will provide a safer and more pleasant environment for pedestrians and cyclists. I taxis are excluded, I would very much like to see enforcement of the 20mph speed limit on Mill Road. There are many vehicles (particularly taxis) driving well in excess of this at the moment.
Safety	WhollySupport	Mill Road as it stands is dangerous and not fit for purpose. The pavements are too narrow and there are too many delivery vans parked where they shouldn't. It is a miracle nobody has been killed. The pavement near Guest Road is especially narrow. I strongly support closing the bridge to reduce traffic and improve safety for the community. I also believe that most people who visit the local shops cycle or walk.
Safety	WhollySupport	As a Mill Road resident, I support this TRO. Mill road, especially the area surrounding the bridge, is very unsafe and a scene of road accidents-- I think it still ranks as the most dangerous road in Cambs. Furthermore, the amount of motor traffic in the area has become unbearable over the last years, and as a father I worry about the safety and wellbeing of my daughter; both in terms of traffic accidents and in terms of the high levels of pollution. We desperately need measures to calm traffic in this area, and while the bus gate won't fix everything, it's an obvious step in the right direction. It's quite frustrating to me that we're having yet another round of consultation, more than a year after a previous consultation showing overwhelming support for a bus gate. In this year, as the years before, nothing has happened; no bus gate, nor any other attempt to improve the traffic in the area, despite constant feedback from us residents. What more do you need to see? We need action, now.
Traffic	WhollySupport	As a resident and pedestrian with a disability, I strongly support the TRO. It will make it safer for people like me to go about our business on Mill Road.
Environmental	WhollySupport	Glad to see this traffic restriction finally happening and look forward to enjoying the safer and more pleasant environment that will result from this.

Safety	WhollySupport	I wholly support this proposal on the grounds of safety and environmental quality. I believe that the improved environment will attract more footfall to the area which should assist in compensating the traders for any inconvenience
Safety	WhollySupport	<p>I support the proposal to restrict motorised vehicle traffic over the mill road bridge as suggested by the Council.</p> <p>Mill Rd is too busy, unsafe, polluted and too noisy. The pavements are simply too narrow. restricting traffic will have tremendous benefits; it will allow safer cycling, better bus use, provide a cleaner and safer environment.</p> <p>There is a pro car lobby by some of the mill road businesses. I believe this is misguided. If motor traffic is reduced then footfall from cycling and walking will increase thus the businesses will actually thrive.</p>
Safety	WhollySupport	<p>Safety is the main reason as turning right onto Devonshire road to get to my house on my bike is terrifying.</p> <p>But also traffic, often the whole road is gridlocked. But also cars and scooters speed so fast down the road especially in the evenings.</p> <p>Also it's not nice to shop there or hang out outside cafes with all the traffic. I think it would bring more shoppers and diners to the area if the bridge was closed.</p> <p>The road is just too narrow for all the traffic.</p>
Safety	WhollySupport	<p>I wholly support this proposal, as I believe it's safer, better for the environment with reduced traffic and doesn't negatively impact vulnerable transport users.</p> <p>I would hope that there are exemptions for HGVs for deliveries, as turning is an issue on Mill road. However, this would be the only negative impact on business - I don't believe majority of their trade is from passing traffic and cars have nowhere to really park on mill road anyways. If visitors have to travel an extra 10 mins if they are coming from elsewhere, then so be it, it's an inconvenience and nothing else.</p> <p>Lastly, the measures should be put in place because this vote had already taken place and had overwhelming support for the new road safety measures.</p>
Safety	WhollySupport	Mill Road is extremely busy, erratic and dangerous, even late into the evening. I worry for the safety of my teenage sons when cycling. Many people do not keep to the speed limit. The pollution is also very obvious and one of my sons has asthma.
Safety	WhollySupport	I fully support due to safety concerns for my family
Traffic	WhollySupport	I support the proposal for a bus gate on Mill Road for health, safety and environmental reasons. I am a cyclist who often also walks and it often feels dangerous. Unfortunately there is no enforcement of the 20mph speed limit - it is very common for cars to go a lot faster.
Traffic	WhollySupport	The closure of the bridge to the general public will reduce the constant and dangerous traffic on Mill Rd.
Parking,Traffic,Safety,Access,Environmental	WhollySupport	As an aging resident (75 years) I find it increasingly hard to cross Mill Road as a pedestrian, which I need to do to access shops and public transport. I am still physically active, ride a bicycle and play sport. However, the 20 mph speed limit is often not adhered to and this is not apparently policed in any way. I object to having to make long detours to pedestrian crossings to cross the road when it should be an easy task if the traffic speed was reliably slow. There is also much use of the pavements by cyclists and even electric bicycles and scooters. This is not restricted to the wider parts of the pavement. Also the absence of free local parking has led to the use of some wider parts of the pavement for car parking and waiting. These problems seem to be worse after dark.

Traffic	WhollySupport	<p>I strongly feel that Mill Road is currently being asked to support a traffic flow that is far too high for its capacity. Consider the following situations, all of which I encounter with depressing regularity (at least one of the following, every day):</p> <ol style="list-style-type: none"> 1. As a pedestrian, having to dodge bicyclists who feel they can no longer safely use the road, but instead use the pavement (illegally). This presents an immense danger to pedestrians who have literally no other option but to use the pavement. 2. As a pedestrian or cyclist at rush hour, having to negotiate a fully stationary line of cars which has completely overloaded the road capacity. Simply crossing the road becomes a challenge. Those of us who live on side streets feel trapped. 3. At quieter times, the danger is still present - frustrated drivers commonly ignore the 20 mph limit, instead speeding recklessly down this narrow road with narrow pavements. I feel very vulnerable having to walk only a couple of feet away from someone speeding by at 40 mph (illegally). 4. All of the above being compounded by drivers who now park fully on the pavement (illegally) without any consequences. The pavements are already far too narrow; compare them, for example, to the pavements widths in major cities with good traffic flow (London, Birmingham, Glasgow all spring to mind, but in truth almost anywhere with high traffic flow is ultimately forced to provide better pedestrian support than in Cambridge). <p>To summarise, I strongly support the proposal, and encourage the Council to act on it at its earliest opportunity. So many in our community have been waiting for this! I would also be in favour of far stronger enforcement of existing regulations, which are currently treated as ignorable by far too many.</p>
Traffic	WhollySupport	I wholly support the closure of Mill Rd bridge to public traffic. The street is dangerous with the amount of traffic, and as a local resident, I have almost been hit by a car multiple times. By closing the bridge, Mill Rd will have less traffic, less pavement parking, and will become a safer and more vibrant area.
Safety	WhollySupport	<p>I cycle therefor I fully support the closure of the bridge as it could enhance safety for cyclists and pedestrians. However, what provisions will be made for cars delivering food? Additionally, taxi drivers often do not respect safety or speed limits. Will you be adding any speed control measures on Mill Road, like cameras?</p> <p>As someone who also walks frequently, I've noticed that most drivers turning onto side roads from Mill Road do not yield to pedestrians crossing those roads. Pedestrians have priority, but drivers seem to ignore that. Will you address this issue, perhaps by painting white lines at the crossings?</p> <p>Lastly, the condition of the pavements on Mill Road and nearby areas (such as Devonshire Road and Headly street, which I often use to get to the station with luggage and my elderly mother) is far from inclusive and safe. The pavements are broken and uneven, forcing many people to walk in the street to avoid tripping. Will you be taking action to improve this as well?</p> <p>Many thanks best wishes ***</p>
Environmental,Traffic,Safety,Access	WhollySupport	Vehicles make bridge unsafe.
Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	To make Mill Road area safer and cleaner for pedestrians and cyclists
Safety	WhollySupport	I support the proposal and look forward to a more safe and less polluted Mill Road.
Traffic,Safety,Environmental	WhollySupport	<p>Environmental pollution.</p> <p>Local safety</p>

	WhollySupport	<p>Dear City Council,</p> <p>I have encountered problems with the online survey regarding the Mill Road bus gate consultation.</p> <p>However I was told I could contact you direct to register my support for the bus gate on Mill Road bridge.</p> <p>We live in ***, and the crossing with Mill Road (at the bottom of the bridge) is far too dangerous as it is. Reduction of traffic on Mill Road will improve the safety and air quality for residents in the Mill Road area.</p> <p>Please add my voice in support of the bus gate on Mill Road to your survey.</p> <p>Best wishes, ***</p>
Traffic	WhollySupport	I strongly support the proposed traffic reduction measures on Mill Road. It is currently a hazard to cycle there and traffic congestion also makes it unpleasant to shop there as a pedestrian or sit on the cafes' terraces etc.
Safety, Environmental, Traffic, Disturbance	WhollySupport	I would love to spend more time on Mill Rd supporting the independent and local economy, but walking over the bridge with our children just feels too dangerous. They get very anxious due to the traffic volume and noise. Our children also struggle to use the pedestrian crossings due to the high traffic throughput. Drivers get frustrated and we have experienced multiple incidences of cars jumping the lights. The pavements are difficult to navigate due to illegal parking and sitting outside the local cafes and restaurants is too noisy and polluted. It also currently feels like a dangerous route to cycle on as a family as the bridge is too busy with traffic. This further reduces contact with friends and access to facilities and green spaces like Romsey Rec.
Traffic	WhollySupport	I support the installation of a gate on Mill Road, allowing access only to certain designated types of vehicle. Mill Road is presently very dangerous for pedestrians and cyclists, and often impassable for wheelchair users. The air quality is also very poor and shopping on Mill Road is an unpleasant experience. Installation of the gate will solve many of these problems and is a first step to modernising Mill Road to become a pleasant, thriving and environmentally healthy community.
Safety	WhollySupport	Great proposal - I can't wait for this change to happen and for the Mill Road area to be a safer, greener, more pedestrian friendly area
Traffic, Safety, Disturbance, Environmental, Parking	WhollySupport	<p>The amount of traffic coming over the bridge is both frequent and dangerous. During peak times, traffic is backed up from Parkers Piece to the bridge in both directions. The rat running it has caused is another hazard.</p> <p>We moved into the area during the previous bridge closure and the difference with now is stark. We try not to cycle on Mill Road, which is too dangerous for our children. This means that our journey to school is longer as we navigate the side streets. Closing the bridge would infinitely improve the area for residents like us with families and many others. We frequent and support the businesses on Mill Road. And, like the overwhelming majority, are local residents who walk or cycle.</p> <p>We wholeheartedly and unreservedly support the proposal to make Mill Road safer.</p>
Parking, Traffic, Safety, Disturbance, Environmental	WhollySupport	The cars on the road make cycling dangerous on Mill Road and the surrounding areas. The parking and speeding are a direct result of the bridge being open to all traffic. Closing it would make the area safer for all.
Parking, Traffic, Safety, Disturbance, Environmental	WhollySupport	<p>The bridge closure would make Mill Road and the surrounding area much more safer. Currently there are countless vehicles, which often speed, in both directions. This makes cycling hazardous. We do not allow our children to cycle on Mill Road. The amount of traffic is also high on side streets, especially ours (Tenison) which many use as a rat run to the station. Again, it is a hazard to cycle and even cross the road.</p> <p>Closing the bridge would improve the area infinitely and I fully support the proposal.</p>
Traffic	WhollySupport	I wish to see Mill Road Bridge closed to all traffic excepting authorised vehicles. At present the bridge poses a danger to cyclists and pedestrians in particular. I have lived near the bridge for over 40 years and witnessed the increasing danger of accidents and air pollution of the area.

Safety	WhollySupport	I would also like the council to address the lack of safety with cars and lorries mounting and driving along the pavement on Mill Road, which I have witnessed and have almost been knocked down by! I'm surprised this hasn't yet been addressed through public consultation.
Safety	WhollySupport	I wholly endorse the closure of Mill Road Bridge as proposed. As a cyclist, drivers over the bridge are generally dangerous and aggressive. The parking on pavements for deliveries/to pick up take aways etc cause real and actual danger. Reasonable discussion with such drivers has no effect what so ever and the only solution is for the restrictions to be statutory
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is currently unsafe for residents due to it being used as a thoroughfare for the city's traffic. It is only a matter of time until someone is killed due to unsuitable vehicles being driven on our road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	I wholly support this application on the basis of the increased safety from the resulting reduction in traffic. There is unfortunately insufficient application of current traffic laws (wrt speed, overtaking, mobile phone use, driving and parking on pavements, loud exhausts) in addition to the narrow pavements and limited crossing points leading to an unsafe environment for both pedestrians and cyclists.
Traffic	WhollySupport	Limiting the traffic using the bridge to taxis and buses will reduce the through traffic and make Mill Road a much safer road
Safety	WhollySupport	I wholly support the proposal to place a bus gate on Mill Road Bridge. The TRO will help Cambridge's local authorities improve the safety, air quality, public transport reliability, and quality of life of those who live, work in, and visit Romsey and Petersfield. It will make Mill Road a much more pleasant environment for walking, shopping, and socialising. I'm a Petersfield resident who regularly uses the junction with Kingston Street and Devonshire Road, the bus gate will improve the safety of this crossroads and many of the other junctions along Mill Road. The bus gate has very strong levels of public support - in a previous consultation, 72% of correspondents expressed support for vehicle restrictions.

		<p>Current traffic levels over the bridge are dangerous, especially at peak hours. The bridge is narrow and cyclists are often in danger - and have, even recently, been hit by vehicles. With the result that some cyclists resort to cycling on the pavement when they feel threatened thus endangering pedestrians.</p> <p>The speed of traffic coming off the bridge, often turning into Devonshire Road with only late indication. makes the Devonshire Road / Mill Road crossing one of the most dangerous in Cambridge. The opening of the Ironworks site and traffic exiting from there has added to the hazard. Yet this is one of the most heavily used pedestrian routes in the area, providing access to North Petersfield and the Beehive Centre from the Station and Addenbrooke's..</p> <p>The use of the bridge and Mill Road as a through route into and out of the city centre or East Road leads to heavy vehicle traffic all along the road and jams at rush hour, most heavily on the west side of the bridge. This is a narrow street with almost no pavement on the north side and heavy pedestrian traffic on the South - often sufficient to force pedestrians into the road on both sides, especially when vehicles also park on the pavement - making it a danger to pedestrians and cyclists and particularly to wheelchair users, parents with buggies and the partially sighted.</p> <p>The result of this heavy traffic is also high levels of pollution at peak hours, endangering the health of residents and all active travellers and discouraging myself and others from using the shops on Mill Road to the west side of the bridge.</p> <p>The combined effects of dangerous conditions for walkers, wheelers and cyclists, the health hazards and the constant roar of traffic serve to make this a street to avoid for many of us and used with trepidation when unavoidable. Yet it could be a major attraction, being potentially quite picturesque, a quiet haven to browse shops or have a coffee and a haven for independent, ethnic and offbeat retailers. Similar, less highly trafficked streets in other British towns have become major attractions with large numbers of shoppers at all times of the day. It is a shame that Mill Road is unable, currently, to realise it's potential.</p>
Traffic	WhollySupport	
Safety	WhollySupport	I would approve of this to improve cyclist safety on Mill Road.
Safety	WhollySupport	I support the proposal to close the bridge and put a bus gate in to allow restricted access of vehicles. My main concern is safety for myself and children.
Safety	WhollySupport	I support this proposal to make Mill Road safer for our children. It will also open up the opportunity to get more pedestrian areas and an uplift to the feel and look of the area. Most importantly it will hopefully reduce the anti social behavior of car drivers parking on non parking areas left, right and centre. Mill Road shop staff have a system where they run to the next shop to inform them when the parking enforcement is out thus continuing the antisocial situation. Mill Road was a lot safer during the bridge closure in lock down. Thank you for this consultation.
Safety	WhollySupport	Too many Mill Road road users drive above the speed limit and without due care to cyclists or pedestrians. Every day there are cars parked in a manner that endangers others. And along with the noise and pollution, Mill Road has become an unpleasant route to utilise- unless one is driving.
		<p>The council have been trying to implement this for a while now, hopefully this time it will be successful.</p> <p>The road gets snarled up at peak times but for me it's more the fact it's almost used as a race way by a few people in the evening. Without enforcing the bus gate I think the safety record of the area is going to get worse and worse.</p>
Safety	WhollySupport	
Safety	WhollySupport	I wholly support this proposal because of the safety and environmental benefits that it will bring to the Mill Road area
Safety	WhollySupport	I strongly support this proposal. I cycle daily to work and feel very unsafe exiting and entering ***. Cars go very fast and sometimes are not careful with us cyclists when we try to turn into our streets. Also, cars keep occupying the pavements and it is very difficult to walk safely in Mill Road if people are on wheelchairs or with a baby. The trial of closing the bridge during COVID was fantastic. It felt very safe.

		<p>Dear ***</p> <p>I am writing to express my strong support for the proposed Traffic Regulation Order (TRO) for the installation of a bus gate on Mill Road Bridge. As someone who has lived in Cambridge for several decades, including on *** from 2007 until 2020 and now on ***, I have seen how the character and safety of Mill Road have been increasingly compromised by traffic congestion and associated risks.</p> <p>This proposal is a welcome step in the right direction, and I commend the Council for taking action to improve safety and accessibility on Mill Road. The introduction of a bus gate has the potential to significantly reduce through traffic, lower pollution levels, and create a more pleasant environment for pedestrians, cyclists, and residents.</p> <p>However, while I support this TRO, I must also acknowledge that it is likely only a partial solution to the longstanding issues that have affected this area. The stretch of Mill Road between Gwydir Street and Catharine Street has been particularly problematic, with more than one serious accident occurring every year for the past decade. As a cyclist, I have personally been hit twice by taxis on Mill Road, and I know that many others share similar experiences of danger and near-misses.</p> <p>For those with mobility challenges, the situation is even more dire. The narrow pavements and heavy traffic make it difficult, if not impossible, for individuals using mobility scooters to safely cross the bridge. This severely limits their ability to access essential services, such as shops on the east side of Mill Road, and diminishes their quality of life.</p> <p>Given these concerns, I view the current TRO as an important, albeit initial, measure. It may be the best we can do at this moment, but it should not be the last word on the matter. In the future, I will be advocating for more comprehensive changes to Mill Road that go beyond what is currently proposed. These could include extending the bus gate restrictions, introducing additional traffic-calming measures, widening pavements, or even pedestrianizing sections of the road to create a safer, more accessible environment for all.</p> <p>I hope that the Council will remain open to these discussions and be prepared to take further action as needed. The safety and well-being of Mill Road's residents and users should be our top priority, and I believe that, together, we can make even greater strides toward a more liveable and sustainable community.</p> <p>Thank you for your attention to this matter. I appreciate the Council's efforts and look forward to continuing this important conversation in the future.</p> <p>Yours sincerely,</p> <p>***</p>
Safety	WhollySupport	***
Safety	WhollySupport	<p>I fully support closing Mill Road bridge to "normal" traffic. Congestion and heavy traffic on Millroad is causing not only disturbances for the residents, but it also creates safety risk to pedestrians and cyclists. I believe inbound/outbound traffic into city center don't belong on small one-lane-each-way residential streets without proper pedestrian and cyclists infrastructure. We need to protect most vulnerable users of our street that being pedestrians (including people with disabilities who currently have a very hard time on mill road) and cyclists. Additionally city center should be made for walking/public transport/bikes not for cars. I do not main argument of opponents of closing the bridge that this will kill Millroad businesses. As it is there's very limited parking on Mill road and in anycase the limited parking is available on both sides of the bridge so it doesn't make it inaccessible. People driving short distances to shop/dine on mill road should be encouraged to walk/cycle/use-busses and people traveling from further away won't feel the difference if they need to drive around. In my opinion restricting the traffic will actually help the businesses as it'll create a nicer environment for people to spend their time in. I'm currently avoiding Mill Road as much as possible (even being resident of one of the side streets) as it's dangerous, congested, smelly (car fumes) and loud. Mill road should be made for people not for cars!</p>
Traffic	WhollySupport	<p>I am fully supportive of this proposal, for the following reasons:</p> <ul style="list-style-type: none"> -I cycle with my daughter to school most days and this requires travelling along mill road and crossing over it. I have no other alternative route but the combination of a lot of cars driving too fast / trying to overtake cyclists on narrow roads + narrow pavements makes this feel very unsafe -I cycle regularly along mill road including over the bridge. Again the number of cars trying to overtake on narrow roads and through blindspots while going over the bridge feels unsafe. -walking along mill road feels cramped and pedestrians regularly need to step into the road to get round each other - again this feels very unsafe. <p>I know there is a lot of opposition to the proposals but my experience is that it is from people who do not live in the area and who will object to any proposal that impacts driving. I truly hope the council follows through with these recommendations.</p>

Safety	WhollySupport	Please make Mill Road a safer, cleaner and more enjoyable place to shop, eat and work,
Environmental	WhollySupport	I wholly support this order to close Mill Road Bridge except to limited traffic. As a resident of almost 10 years I think this would hugely benefit the area and make Mill Rd a safer, more environmentally friendly and enjoyable road to spend time on. Given 72% of respondents have already said this it's disappointing that it hasn't happened yet.
		<p>I have been a resident of Petersfield for over 5 years and in this time have become increasingly concerned by the risk to pedestrians and cyclists along Mill Road. I predominately walk with my baby in a stroller, commute to work by bicycle, and use my car once or twice a week.</p> <p>I am strongly in favour of any interventions which would calm traffic in this area - I am worried about the narrowness of the pavements and road, speed/density/aggressiveness of driving and overtaking, dangerous pavement parking and parking on double yellow lines, and poor condition of the roads. Together, these factors make narrow misses and accidents certain - it is only ever a matter of time. Controlling traffic over the Mill Road bridge will limit motorists who use the road as a thoroughfare, especially to cut through to the train station.</p> <p>I do not accept that this will affect footfall at local businesses - my observation is that the vast majority of customers walk or cycle to the shops and restaurants. There are plenty of pay and display areas in Petersfield that are empty throughout the day, and the Gwydir St car park is rarely full. This is despite certain repeat visitors choosing instead to park on the pavement (which I recognise is a separate issue) - people who wish to drive to Mill Road and park legally will continue to be able to do so.</p> <p>I am hopeful that this proposal will be successful, and act as a positive indicator that local councillors and leaders are serious about improving safety, human health, and environmental impact in this area. I would welcome further measures to calm traffic in the area - I point to neighbouring Newtown (my previous residence) as a great success in achieving a LTN which works for residents, vendors, and schools.</p>
Safety	WhollySupport	
Safety,Access,Disturbance,Environmental	WhollySupport	I think that cars illegally parking or stopping on Mill Road is very unsafe and disruptive and so it would be fantastic to prevent this. Furthermore, Mill Road could be such a lovely social environment if it were a walking street and would help create good community and wellbeing. I would also hope that the proposal would discourage car use in general which would be an environmental benefit and make Mill Road less polluted.
Safety	WhollySupport	I fully support the new TTRO for the Mill Rd bridge. The current arrangement is extremely dangerous for cyclists and the road is not sufficiently wide to accommodate both cyclists and cars. I am quite frankly terrified when I am cycling over the bridge.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I fully support this TRO for a bus gate on the Mill Road bridge.</p> <p>I support the scheme because I feel it will make the Mill Road area more safe for pedestrians and cyclists, and it will encourage more sustainable transport (crucial in the current climate crisis).</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>I sincerely hope the Mill Rd Bus Gate will be implemented.</p> <p>Kind regards,</p> <p>***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because of the improvement to the safety, environment and quality of life for those us living close by, as well as the urgent need for climate action in Cambridge. I see daily the danger of cars speeding on Mill Road, running red lights, and parking on the pavement, including having witnessed several near misses with primary school aged children on the way to school on foot or bike.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic,Parking,Safety	WhollySupport	<p>Mill Road is a disaster waiting to happen. Narrow pavements, cars parked on the pavement, taxis driving at breakneck speed, pot holes. It is meant to be a street for people. The council seems unable to implement simple measures that would help the shops thrive, encourage cycling and walking.</p>
Safety	WhollySupport	<p>My main concern about traffic on Mill Road is safety for pedestrians and cyclists. Room is very limited and the bus gate will reduce traffic volume and therefore risk. However there are many other advantages to the bus gate. Reduced traffic will increase footfall for businesses I think, as Mill Road has more of a pedestrianised feel, with much reduced pollution. Perhaps Cambridge should be looking at linking the pedestrianised areas - town centre, Grafton, Mill Road. In busy times, resident road users are effectively trapped between Mill Road and Hills Road, both extremely busy.</p>
Traffic	WhollySupport	<p>I support the gate. As the situation stands, cycling on the bridge is a huge hazard because cars zap next to you. All these cars are also unsightly, polluting and pointless.</p> <p>Mill Road is a small residential road, that has the potential to be the prettiest street in Cambridge, but excessive traffic prevents that. The bridge gate would be a step regulating that.</p>
Safety	WhollySupport	<p>I wholly support closing of the bridge. I think it will make the entire of mill road significantly safer and more accessible for pedestrians and cyclists. Some motorists have a sense of entitlement to the road, but I think we need to think about the local society as a whole! It would be nice to have some options for seating on the bridge, maybe a pop up coffee van? Something to make the space special for pedestrians.</p>

		<p>Dear Sir/Madam,</p> <p>I am writing as a local resident who has lived within a five-minute walk from Mill Road - born and raised on the same street. As someone deeply invested in the well-being of our community, I would like to express my strong support for the proposed Mill Road (Bus Gate) Order. I also have some concerns about the need for a second consultation, given the previous support for restricting vehicle access to Mill Road.</p> <p>Firstly, I want to highlight the significant safety issues that the current traffic situation poses. As a parent with young children, I find the narrow curbs and the high volume of cars crossing the bridge extremely dangerous, especially when using a pram. The excessive traffic has made it almost impossible for us to use the bridge safely, and I am not alone in feeling this way. Many local families are deterred from walking or cycling in the area due to these hazardous conditions. The introduction of a bus gate would significantly reduce traffic, making the bridge safer for pedestrians and cyclists, particularly families with young children.</p> <p>Furthermore, the concerns that restricting access to Mill Road would cause traffic pile-ups in surrounding streets lack substantial evidence. Similar schemes in other areas have demonstrated that fears of traffic displacement are often exaggerated. In fact, there is ample evidence from Transport for London (TfL) showing that when people are encouraged to walk or cycle rather than drive, local businesses benefit. Pedestrians and cyclists are more likely to stop and shop locally than those driving through. This is particularly important for Mill Road, which is known for its unique, independent businesses that rely on local footfall rather than passing car traffic.</p> <p>It is concerning that the council is conducting a second consultation when the first already indicated public support for these measures however I realise that circumstance may have left the council no choice. This re-consultation undermines the democratic principles upon which our local governance is based. It appears to be an attempt to appease a vocal minority rather than reflect the broader community's needs and desires. The decision to re-open the consultation feels like a disregard for the majority of residents who already expressed their support for a safer, more pedestrian-friendly Mill Road.</p> <p>Moreover, there is no clear evidence that local businesses will suffer from reduced car traffic. On the contrary, numerous studies suggest that more pedestrian and cycle-friendly streets can lead to an increase in retail activity. The council should consider this data and recognise that prioritising sustainable and safe transport modes can help enhance the vibrancy and economic resilience of Mill Road.</p> <p>In conclusion, I urge the council to proceed with the implementation of the Mill Road (Bus Gate) Order without further delay. This order is crucial for improving safety, reducing pollution, and enhancing the quality of life for all residents in our community. The evidence strongly supports that such measures are beneficial, and it is essential to prioritise the needs of the wider community over the objections of a few.</p>
Traffic	WhollySupport	Thank you for considering my views on this important matter.
Safety	WhollySupport	Mill rd bridge is dangerous for cyclists and pedestrians
Safety	WhollySupport	<p>I am partially ***</p> <p>We use Mill Road and adjoining streets every day of the week for shopping, walking to work and exercise.</p> <p>The amount, and speed, of traffic is alarming, and difficult to negotiate. I cannot ***</p> <p>Vans, cars and electric cycles are parked on the pavements, blocking our way through. We often have to step into the road to walk past.</p> <p>Limiting access to the area for such a heavy number of vehicles would make Mill Road so very much safer and more pleasant</p>

		<p>I live on *** with my young family (***). This seems to me to be an appropriate and sensible measure.</p> <p>Mill Road is not designed to cope with the amount of traffic it is currently carrying, for the following reasons.</p> <ul style="list-style-type: none"> - Although Mill Road has always been used as an 'arterial route' for private motor vehicle trips into and out of the city, it is the least appropriate of the possible routes, due to its narrow width and the number of homes and businesses within a short distance of the carriageway. Other routes are wider and less densely populated. - As there is only a single carriageway, any slow traffic or obstruction results in congestion, delay (including to the bus service) and unsafe overtaking. Slow traffic and obstructions occur frequently, as the road is heavily used by cyclists, and there are few delivery bays, so that delivery vehicles and customers park on the carriageway and footpath. - The footpath is very narrow in places, such as on the north side of the Petersfield section, so that pedestrians need to walk single file. This is not suitable for carers with less able persons, or for parents with small children. Pedestrians are also sometimes forced to step into the road to avoid obstructions, creating a hazard. - Having lived in Cambridge for most of my life, it is clear to me that the drawbacks of using Mill Road as an arterial route are becoming more significant as increasing residential development around Cambridge results in increasing motor traffic and congestion. This risks making it an unpleasant area both to drive through and visit. <p>I consider that preventing most motor traffic from using the bridge will improve the quality of life for those in the area and further afield, for the following reasons:</p> <ul style="list-style-type: none"> - Removing arterial motor vehicle traffic from this road will improve the quality of life for those in the area as it will reduce vehicle emissions and make the road more attractive and safer for cyclists and pedestrians. - It will also improve the quality of life for those further afield as it will reduce congestion. This will make public transport more reliable, and provide options for increasing capacity of public transport. It will also make cycling a more attractive option. <p>I am not convinced by the objections to this measure.</p> <ul style="list-style-type: none"> - I have not seen evidence that existing motor vehicle traffic would be displaced to other roads, as opposed to other means of transport. - I do not believe that arterial motor vehicle traffic regularly visits the businesses along this road, as there is very limited parking. In any case, it would still be possible for customers and deliveries to reach the businesses along this road using motor vehicles. <p>I think this measure would be most effective if</p> <ul style="list-style-type: none"> - The exemptions are properly advertised and accessible for this that need them. - There is a clear route for vehicles (including HGVs) to leave Mill Road before reaching the bridge.
Safety	WhollySupport	
Environmental	WhollySupport	Calming the traffic on Mill Road is a good idea, as it is too congested and very dangerous for bikes and pedestrians
		<p>I live in the neighborhood and walk or cycle at every opportunity. I love Mill Road, but tend to avoid it when possible because of the incredible density of traffic. It is so clearly a neighborhood shopping street and doesn't make sense as a major artery for city through traffic. I'm a newer resident, but am surprised such obvious measures haven't been taken years ago.</p> <p>As a driver myself, I understand that when we drive in our cars we would like to be totally unbridled by any limitations and drive anywhere we please, but I feel we must accept the constraints of the built environment and the collective safety and accessibility of all road users: our neighbors and fellow citizens! The area is simply not designed for this amount of vehicle traffic. Why should pedestrians have to worry when going to the shops and be hyper vigilant about when to step off the extremely narrow pavements? Why should cyclists have to be afraid of being hit while weaving around the endless vehicles parked up on the pavement and watching anxiously for the vehicles that could come at them from every direction? Does this make sense? How dense will the traffic have to get for there to be some limit placed on it?</p> <p>Traffic curbing measures have been implemented in many neighborhood retail streets around the world and have been great improvement to the safety, accessibility, beauty, and enjoyability of the area and have only helped businesses. Me and my friends and family would shop at Mill Road MORE not less if the bridge filter were put in place.</p> <p>If it were up to me, I would love it if Mill Road were a pedestrian only street. But we all live here together and share Mill Road with others with differing views and we must compromise. I think this proposal is the least the council can do to begin to alleviate the overwhelming and totally unnecessary traffic density on Mill Road and I hope the proposal passes and that it is implemented ASAP!</p>
Safety	WhollySupport	
Traffic	WhollySupport	I support the proposal to install restrictions on the Mill Rd Bridge. Principal reasons include: safety of pedestrians and cyclists; air quality and pollution; noise pollution; increased residential benefits including greater access to pavement-based business (cafes etc).

Traffic	WhollySupport	Good idea to restrict traffic. Currently I don't feel safe taking children near the busy road. Limiting the road to public transport and other exceptions would encourage me to take my family around the Mill Road shops.
Safety	WhollySupport	As a local resident and cyclist who has to cross the railway bridge every day, I am wholly in favour of the bus gate proposal, which would make my commute much safer. As it currently stands, cycling on Mill Rd bridge is extremely dangerous, as cars routinely pass cyclists at a close distance on the uphill part of the bridge, without visibility of the incoming traffic. I hope the works will start as soon as possible.
Safety	WhollySupport	I wholly support the proposal for a busgate over mill road bridge. When this was in place over the COVID-19 lockdown, I felt much safer getting around the mill road area by foot or on bike. It would much improve local residents quality of life and allow us to safely move around the area and get to the shops and cafe's.
Traffic	WhollySupport	<p>As a resident of ***, a cyclist and a parent (***) I am sad to say that I actively avoid Mill Road because the traffic makes it unsafe. This means that I do not stop in local shops on my way home to run errands or pick up something for dinner... instead I take a circuitous (but safer) route home via the Grafton... Giving my money to Waitrose, Tesco or sometimes Asda. I would much rather stop at Al Amin or Arjuna or the Ocean Supermarket... But we've had far too many close calls on the bike with the heavy traffic on Mill Rd. It's just not worth the risk.</p> <p>Also, just as an aside. I cannot see how the closure of the bridge would impact business on Mill Rd, since cars are supposed to park (presumably on one side of the bridge or the other) and then walk to access the shops. Any car stopping to park up next to shops on Mill Rd itself is breaking the law and adding to the traffic dangers of the street.</p>
Safety	WhollySupport	I support this proposal for myriad reasons. First, it will vastly increase the safety for walkers and cyclists across mill road bridge, particularly families with children. Second, it will encourage people to walk or cycle - helpful for emissions, and population health (by decreasing pollution and increasing exercise, two common causes of morbidity and mortality in the UK). Third, it will make our neighborhood a substantially nicer place to congregate, increasing the economic viability of all the lovely cafes and shops on mill road - people would be much more likely to have lunch outside any one of the great restaurants if there were street side seating without traffic and fumes.
Traffic	WhollySupport	Mill Road is not suitable for the amount of traffic it currently carries. At the city end, west of the Bridge, one pavement has to be so narrow as to be very dangerous. Pedestrians often have to step out onto the road, into the passing traffic. Even when on the pavement, vehicles including tall ones such as buses and delivery vans, pass within inches of ones elbow.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am e-mailing to state my support for this TRO for a bus gate on Mill Road bridge.</p> <p>Mill Road should be the heart of our community, but given how dangerous it feels to cyclists and pedestrians this is not the case for me. For instance, I would like to regularly cycle along Mill Road and over the bridge with my son, but will actively avoid this given how dangerous it feels. Furthermore, given the levels of traffic — and its associated pollution — as well as the proximity of the cars to the pavement, walking along Mill Road is an unpleasant experience and I do not spend as much time on Mill Road as I would like to because of this.</p> <p>Best wishes, ***</p>
Safety	WhollySupport	<p>To whom it may concern</p> <p>I wish to express my full support for the restriction of motor traffic over the bridge, as originally decided. I was hit off my bike recently on mill road and hurt. Luckily I was alone then but daily I fear for my life and the life of my smalll children as we navigate mill road on the school run twice a day in rush hour ! Not fun and incredibly dangerous. I grew up in this area on Tenison Road and the safety concerns are far worse now around Mill Road than ever in my life! The daily comm it e is terrifying. And signage in Barnabas/Gwydir crossing intersecting mill road actually causes many head on collisions of cars and bikes (like mine) without anyone Jumping a light! Bonkers</p> <p>Thanks ***</p>
Traffic,Safety,Access,Environmental	WhollySupport	The Mill Road Bridge is unsafe for pedestrians, children, cyclists in its current configuration.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will provide a safer and cleaner mill road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	<p>As a Petersfield resident I wholly support this proposal.</p> <p>I commute through Mill Road to get to work and the Kingston St/Devonshire Rd junction in particular can often be very perilous at peak times as cars tend to speed down the bridge, meaning that I and other groups of cyclists often experience long waits at this junction as well as frequent near misses from fast moving cars.</p> <p>At the weekends, I regularly frequent the shops down Mill Road and am often forced to step into the road to move past large groups of pedestrians (especially during the Summer tourist season). Which is very unsafe due to the large volume of cars driving through. This is especially prevalent when walking over the bridge itself as the pavements are so narrow, in my opinion, it is only a matter of time before someone gets seriously injured because of this.</p> <p>In a more general sense, I believe that the application of this TRO will make Mill Road a safer, more welcoming and pleasant area for residents and visitors alike.</p>
Traffic	WhollySupport	<p>As a pedestrian, I have witnessed many vehicles accidentally mount the pavement on the Mill Road bridge narrowly missing children and adults.</p> <p>As a driver on the bridge, I have experienced many near misses with oncoming cars thinking that there is enough room to overtake a bike or scooter, there is not!</p> <p>Sadly, I have witnessed serious accidents,. One involving a cyclist knocked off their bike by a bus on the bridge. My young children were traumatised at the sight of a non responsive cyclist on the road with an extremely serious head injury.</p> <p>It is not acceptable for any pedestrian or cyclist to risk their health, or even their life, by crossing a 'not fit for purpose' bridge.</p>
Environmental	WhollySupport	<p>There are a number of reasons to support this claim, safety, calming traffic but ultimately falls in line with Cambridge's ethos of reducing road traffic in the city</p>
Other	WhollySupport	<p>I wholly support this bus gate, as well as additional needed implementations such as bike racks, tree planting, and pedestrian zebra crossings, to make Mill Road a safer, quieter, less polluted, more appealing shopping street. This will benefit independent shops, make it possible to walk and cycle with less fear, and will make Mill Road a much more attractive street.</p> <p>In addition, there needs to be enforcement of vehicle drivers who park illegally and drive illegally. This includes illegal passing by vehicle drivers, once the gate becomes selectively opened.</p> <p>Otherwise the bridge is unsafe for cyclists.</p>

		<p>In evaluating whether to restrict traffic on the Mill Road bridge, there are obviously a number of trade-offs and considerations for the Council. Ultimately though, it is up to the Council to have the vision of what kind of Mill Road we want to have, and how this can be realized.</p> <p>If we don't put the restrictions on the Mill Road bridge, we're keeping the status quo. Aside from the existing danger and safety concerns of lots of traffic along two narrow lanes, it also means the vibrancy and life of Mill Road will never reach its full potential. Mill Road has the potential to be a destination dining and shopping boulevard. It has the most concentrated array of international cuisine in all of Cambridge, and can have more.</p>
Safety	WhollySupport	Make the area safer for cyclists and pedestrians. Help Mill Road realize its full potential. Get rid of the traffic.
Safety	WhollySupport	Experience has shown that Mill Road bridge is unsafe for pedestrians and cyclists due to the volume of traffic using this narrow strip of roadway. It should be restricted to public transport, taxis, emergency vehicles and adapted vehicles for disabled drivers. Closures in the past have vastly improved safety but they were not appropriate for certain categories of vehicle and road user.
Traffic	WhollySupport	I fully support the proposal to close Mill Road bridge to the majority of vehicles. Mill road is a fantastic area to live in but the constant heavy, and often dangerously fast, traffic drags the whole area down and damages the community.
Safety	WhollySupport	As a student, it's perilous to make my way to school having to cross Mill Road, which is an unavoidable part of my journey. The environmental impact of the unnecessary traffic is damaging to my local community and to my mental health and wellbeing. I, and all the people I know, fully support the proposals, which can only serve to benefit my friends and family. I look forward to a more reliable public transport service, made possible by the proposed reduction of traffic.
Safety	WhollySupport	I strongly support the proposal. The current volume of traffic on Mill Road is a danger to health and safety. I am particularly concerned about the safety of my family members in their attempts to cross the road to get to school/work each morning and evening. A restriction to only essential traffic would greatly enhance the health and wellbeing of Cambridge people. I do not believe this would adversely effect local businesses. On the contrary, it will bring the street to life as a vibrant and successful community in which local businesses can thrive. Furthermore, less traffic will ensure greater reliability of public transport which will be of benefit to the many and assist our community in meeting its net zero obligations.
Safety	WhollySupport	<p>I fully support the bus gate proposal on Mill Rd bridge to reduce traffic levels.</p> <p>This is an important proposal in terms of increasing safety for vulnerable road users and improving air quality on Mill Rd.</p> <p>There will undoubtedly be some local re-routing of traffic initially but in the longer term traffic levels will reduce to fill the available capacity of the road network.</p> <p>Adding new roads induces more traffic while removing roads reduces traffic as shown research.</p> <p>Local shops should also benefit because Mill Rd will be a more pleasant environment. Access to the shops will be maintained as there are no changes to parking provision, simply removing the ability for vehicles to drive over the bridge.</p> <p>The proposals do however need to be supplemented with physical methods of preventing parking on the pavements along the length of Mill Rd. This is absolutely essential.</p> <p>Full access for disabled and mobility impaired residents and visitors will be maintained by permitting blue badge holders and taxis to use the bus gate which is an important aspect of the scheme.</p>
Safety	WhollySupport	I support this proposal on the grounds of safety, air pollution, and quality of life for residents.
Safety	WhollySupport	I fully support this proposal, primarily for safety, traffic and environmental reasons. I wholeheartedly agree with the proposed statement of reasons and other documentation. Mill Road, which is supposedly a C category residential road, has become impossible to navigate for all modes of transport and is a danger to pedestrians and cyclists. As a resident, we benefited greatly from the temporary closure, which encouraged us to support local businesses more at the time. With the bridge open, we avoid the road as much as possible, but alternative routes are limited. With additional housing developments in the area, there is additional pressure on the capacity of the road and the need to accommodate viability for local residents is becoming more pressing.
Traffic	WhollySupport	It is currently unsafe to travel down Mill Road by bicycle or by foot - I was recently nearly hit by a car as I was walking along the pavement and a car was driven onto the pavement to park. The traffic on Mill Road needs to be significantly reduced in order to have some impact on the overcrowding and pollution in the area. It's impossible for many (including some with asthma) to enjoy the facilities Mill Road has to offer. The cars that drive along are not predominantly stopping to use the shops and I am convinced that if Mill Road was a more pleasant environment it would attract more people to enjoy the cafes and diverse shops etc and the traders would not suffer - in fact the opposite. As a resident of one of the many small streets leading off Mill Road and keen to enjoy my life without the acrid and heavy smell of pollution and dirty grime that accompanies it I fully support this application and hope it can be actioned as soon as possible.
Safety	WhollySupport	<p>I fully support the closure of the bridge.</p> <p>I believe mill road is highly dangerous for pedestrians and cyclists, because of the reckless car drivers and the congestions in peak hours.</p>

Safety	WhollySupport	I live on *** adjacent to Mill Road and cycle to work at *** each day. Mill Road is an accident blackspot and a recent Cambridge News survey identified it as the most problematic road for cycling across Cambridge. Using it and crossing it is a daily concern. Removing car traffic offers fantastic potential to make our city safer and more liveable.
Traffic	WhollySupport	<p>I strongly support the proposed TRO (though I don't support the proposed exception for blue badge holders, who can take a different route just like other motor vehicle users).</p> <p>The proposed changes will make Mill Road safer and a more attractive place to visit. Currently, although I live very close to Mill Road (and have done so for 35 years), I have always avoided going there because the impact of motor traffic makes it so unpleasant. After the TRO is implemented I hope to be able to start visiting Mill Road, and perhaps start visiting the shops and restaurants along it.</p>
Safety	WhollySupport	I consider the bridge / into Mill Road to be unsafe with the amount of traffic that uses it. I avoid Mill Road if possible and would never cycle along it. It needs to be made safer.
Safety	WhollySupport	I think closing the bridge to the majority of vehicles will improve safety, air quality and make Mill Road a nicer street to live near
Safety	WhollySupport	The bridge is unsafe for cyclists and pedestrians in its current state. It also delays buses.
Safety	WhollySupport	Traffic on Mill Road Bridge is mostly fast through traffic which makes crossing the road as a disabled pedestrian dangerous.
Safety	WhollySupport	I cycle over Mill Road Bridge to get to school. The volume of cars is awfully dangerous.
	WhollySupport	<p>Hi, re mill road bridge closure ***</p> <p>I write in support of this proposed change.</p> <p>Mill road is very dangerous for cyclists. I myself suffered life changing injuries as a result of cycling on a 20mph narrow road (a car pushed me into the path of double decker bus). where cyclists are unable to be completely separated from the traffic, traffic should be minimised. perhaps traffic will be increased but there does not seem to me to be an acceptable number of people that should be maimed or killed to reduce journey times for motorists.</p> <p>many thanks ***</p>
Traffic	WhollySupport	I fully support the proposed bus gate on Mill Road bridge because as a senior citizen I find it very dangerous. Cycling across the bridge and along Mill Road is hazardous due to the amount of traffic and drivers crossing white lines to overtake as they ascend the bridge. Crossing, by foot or bike, from Devonshire Road to Kingston Street is terrifying due to the constant traffic going both ways. This would also improve the bus service and cut down pollution in this residential area. It could make Mill Road a unique and attractive shopping, recreational and residential street and boost trade in the area.
Other	WhollySupport	I fully support the proposal. It will make Mill Road safer for pedestrians and better for businesses as a result. The neighborhood will only benefit from this proposal going ahead
Safety	WhollySupport	<p>I wholly support the closure of the mill road bridge to cars. The drivers on mill road regularly drive dangerously to overtake bicycles. This is made more dangerous by cars parking on the pavement.</p> <p>Durring the previous consultation period when the bridge was shut, mill road was much safer and more pleasant to spend time on.</p> <p>We live very close and bike and walk on mill road every day. Dangerous drivers endanger our lives regularly on mill road, closing the bridge would make our lives safer. The crossing at Kingston Road, mill road, and Devonshire Road in particular is unnecessarily dangerous.</p> <p>Please do not let a small group with lawyers prevent the closure of the bridge that would massively improve the lives of those living nearby. Mill road is a public space and should be a place the public can spend time without fear of being run over.</p>
Traffic	WhollySupport	I wholly support the plan to close the Mill Road bridge to traffic. I am a local resident too scared to cycle down mill road because of the heavy through traffic. I want to be able to shop and spend time in my local area, and this closure would make a huge difference to my life.

Traffic	WhollySupport	I live in petersfield and cycle to the station daily. My husband cycles to *** with our toddler also daily. Crossing mill road at Kingston street is dangerous it is hard to see traffic coming along mill road, particularly in a cargo bike. The danger was significantly reduced during the mill rd bridge closure period.
Traffic,Safety	WhollySupport	We use mill road a lot with our two kids and anything that could be done to reduce traffic and emissions would improve our lives significantly.
Traffic,Safety	WhollySupport	Traffic along the length of Mill Road is often extremely heavy, and the space for pedestrians and cyclists can feel very limited – I often have to step off the pavement into traffic to pass people; and as a very experienced cyclist, I have found the impatience of cars crossing the rail bridge unnerving. I'm all in favour of a motion to discourage cars and help other modes of travel to feel more comfortable and convenient.
Safety,Environmental	WhollySupport	I fully support the proposed restrictions on Mill Road. I use Mill Road each day to take my son to nursery and it is particularly treacherous at rush hour and I would not feel safe cycling with my son (instead we choose to walk). I believe many families are in the same position. I have observed many accidents in and around the bridge.
Environmental	WhollySupport	More generally, a reduction in cars would improve the look and feel of Mill Road and no doubt attract those seeking a “cafe culture” vibe (which is somewhat ruined by cars racing up and down the road).
Environmental	WhollySupport	I totally agree with the bus gate scheme and fully support it. We live ***. My son is in a wheelchair and a blue badge holder. We currently don't walk along Mill Rd with him as it is not safe for a wheelchair due to over crowding, narrow foot paths, air pollution, pavement parking etc. The scheme will make the area a much nicer place for all the people who live or visit here!
Safety	WhollySupport	I walk Mill Rd bridge with my two children every day to get to childcare. The traffic is intimidating to my small children - the noise and the closeness of the vehicles on such a thin footpath often has them screaming in fear. Due to volume of traffic, poor sightlines, rule breaking such as speeding and lack of dropped kerbs , it is also incredibly difficult to cross safely near the bridge - the nearest pedestrian crossings take us significantly out of our way, which is a big deal for small children who cannot walk as far or as quickly. I have resorted to having to stand in the middle of one of the quieter side streets (Great Eastern St) to be able to wait to cross to a dropped kerb on the opposite side safely. A reduction in traffic would significantly improve this situation. We do not have a car - walking is our only option.
Traffic	WhollySupport	The bus gate will remove all the through traffic making Mill rd a safe & pleasant rd to shop in
Environmental	WhollySupport	I welcome a safer experience using Mill Road

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>As a Petersfield resident who walks or cycles daily along mill road and across the bridge, I fully support the proposed TRO. As a mum of two young children***, I often feel unsafe crossing the bridge on bike as cars overtake or drive too fast. I also feel unsafe on foot for the same reasons. I therefore often travel via the beehive centre which takes me out of my way. We moved to the area to be able to walk or cycle everywhere and do not have a car and believe many others will be able to benefit from this TRO.</p> <p>I fully support and believe that, as the bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities, it will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I was disappointed that previous majority support and promises of this bus gate have not yet been realised and look forward to the approval and implementation of the bus gate imminently.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	I've been living around Mill Road area for the past 9 years and I think that the traffic situation has got worse. I often witness dangerous overtaking manoeuvres by the bridge, so I wholly support this proposal.
Safety	WhollySupport	At present I feel unsafe cycling and walking down Mill Rd and avoid doing so wherever possible. The road is often too congested to cycle down easily. The pavement is busy and it is easy to get pushed into the road.
Traffic	WhollySupport	<p>As a resident for 40 years I know how dangerous it can be to walk or cycle on Mill Rd and trying to cross the road at the Devonshire junction is very dangerous indeed. I no longer cyle over the bridge because of feeling unsafe.</p> <p>The air quality on Mill Rd is quite poor. This needs to be addressed especially with more houses having been/being built nearby.</p>
Safety	WhollySupport	I cross Mill Road twice every day during rush hour between Kingston St to Devonshire Rd and find it unacceptably dangerous with no lights to regulate traffic.
Safety	WhollySupport	This is an excellent plan that will have positive impact on safety, pollution, local businesses.
Safety	WhollySupport	Me and my wife support the road closure for safety and environmental reasons and the general pleasance of the area for residents.
Safety	WhollySupport	<p>Restrictions will make cycling over the bridge safer. Vehicles often overtake cycles on the bridge even though it is prohibited by the road markings.</p> <p>Less traffic will make the air cleaner and safer for children going to school and those with respiratory problems.</p>

Safety	WhollySupport	<p>I have lived ***, in both cases where my bedroom window faces *****. I have lived both sides of the bridge, and in my most recent house live just *** itself. Each day I have walked the road, and often that is quite difficult. Mill Road's footpaths are quite narrow, one side in particular, and they are also quite busy. Pedestrians often dismount the footpath into the busy road so as to give each other space. The wider part of the footpath often has cars parked on it, making it difficult to navigate. I have had cars tail me as I have been walking, cars 1-2 feet away from the back of my legs as they are in a hurry to park outside 8-40 Mill Road. The fact that Mill Road has been named by Cambridgeshire Police as the worst-affected single road for injuries over the past three years is never far from my mind. I do not cycle in Cambridge because as dangerous as I feel as a pedestrian I would feel even worse sharing the road with drivers. I have witnessed multiple accidents in my years here. Mill Road can be unpleasant due to traffic. On a Friday afternoon from 3:30 onwards there are often back-to-back cars sat idling with irate drivers. It's not nice to walk past, and even less nice to breathe. I open my windows quite regularly for good circulation in the house, and the disgusting black grit I have to clean regularly from the windows makes me worry for my health. My current house ***, and as I work in the city centre I cross the bridge twice a day at a minimum. I regularly witness unbelievable incidents on the bridge. I get tense and alert when coming to the bridge because I fear what could happen to me on the bridge. Drivers drive far too fast on the bridge. The council is aware that Mill Road has a speeding/racing problem, and all hours of the day I hear and witness cars zoom over the bridge and road more generally. Drivers are also extremely impatient on Mill Road bridge. Understandably the road is steep and difficult for a lot of cyclists to pass quickly, but drivers have no patience and put cyclists, pedestrians, and other drivers at risk with crazy manoeuvres. Even confident quick cyclists who overtake the slower ones are not respected by drivers who then simultaneously overtake them - 2 cyclists and a car abreast on the road. All of this happens on the slope approaching the hill, with continuous white lines on the relevant side of the road. Overtaking drivers absolutely cannot see what is about to come over the hill. While walking I witness all this and think "What will happen when a car on the other side of the road crests the hill?". This is an inevitability due to how busy Mill Road is. This happens all hours of the day, not just at night where headlights could be a visual aid. I truly dread crossing the bridge. I am completely in favour of the installation of the bus gate. I believe this measure would make me less stressed and anxious in crossing the bridge. I believe it would also have positive effects in the amount and noise of traffic passing my house. In general, I believe it would improve my health in a number of ways, and make me feel much safer in the city and community I love and live in.</p>
Environmental,Traffic,Safety,Disturbance,Access,Financial	WhollySupport	<p>Here are my reasons:</p> <ul style="list-style-type: none"> - i live ***, and cycle over it daily. I have witnessed multiple accidents on that bridge - usually cars hitting or almost hitting cyclists or pedestrians. I can recall a day I saw two happen in one day. It's not wide enough to be a main central road through the city, or at least the pavements aren't wide enough and there is not enough room for cyclists and cars. I cycle over it daily and every time a car overtakes me I am afraid. The council needs to support cyclists and pedestrians in this city - Further to that, my window opens right onto the road, and I know I am breathing in pollution every day. Over safe limits. - which brings me to: we need less cars in the city overall. I fully endorse this proposal as a move away from a car-dominated city centre. The thing is: this will happen, eventually. Cars have no place in the future, and the sooner we make our cities more hospitable to public transport, bikes, pedestrians, taxis, the better. - there is a concern that this will divert cars to other roads. I don't want that - I want cars reduced everywhere - across the city. Close down all the main roads into the city, give room and money to public transport, build cycle infrastructure, put in park+rides, the lot! You are doing great things, city council, please please keep it up !! - also lets be honest this will be good for mill road business. more pedestrians? MOre people spending time on and enjoying being around mill road. Build parklets! Let the restaurants put seating out! We don't need cars to have good business.
Traffic	WhollySupport	<p>I fully support this project and am very disappointed at how long it has taken to be enacted. I am a ***. I drive on occasion, and this will make my life less practical. The road is not equipped for this many cars, which is dangerous to cyclists, pedestrians, and motorists. In addition, the community deserves to have a pleasant environment protected from the noise and disruption of cars.</p> <p>I know there is a concerted effort to disrupt the effort by the community's desire to have this put in place. I think, if anything, Taxis should not be allowed over the bridge (perhaps not blue badge holders either- if people are driving, it is an extra 5 minutes to avoid the bridge).</p> <p>My principal feeling is abject disappointment at the evident lack of progress here and the lack of ability for the local government to deal with a minority of coordinated disrupters. I am not a local activist, but this did not need to be so complicated, and I hope that sense prevails here. I also note that online, I have seen a small minority writing several reports for this consultation. Please listen to local residents like myself; I can hear the traffic from the bridge as I write this message.</p>
Safety	WhollySupport	<p>I completely support this proposal to close the Mill road bridge. The current situation is dangerous for both pedestrian and cyclists as there are too many vehicles, it's not only unsafe but also causes lots of noise in the neighbourhood, and it should have been kept closed years ago to respect the residents and the public's choice.</p>

Traffic	WhollySupport	<p>This will be transformative: Mill Road will become the safe, lovely place it ought to be, opened up to more footfall and conviviality. Children will be able to exist.</p> <p>Three-quarters of the people who live around here want it: an overwhelming mandate.</p> <p>Mill Road will become a go-to place, and not a go-through place.</p>
Safety	WhollySupport	<p>I support the closure of mill road bridge to general traffic despite owning a car myself. My toddler and I were very nearly hit last week by a totally irresponsible driver charging over the bridge and skidding at the top to avoid another car coming the other way. It's only a matter of time before someone gets killed. It's just simply not safe for residents not least for kids.</p> <p>Some additional points I'd like to see acknowledged is the road safety of bus and taxi drivers both of which seem to ignore the rules of the road. Huge double decker buses and Taxi's also need to respect the speed limit and accept that cyclists and pedestrians should have priority on the roads.</p>
Safety	WhollySupport	<p>The bridge is dangerous to pedestrians and cyclists at the moment. Cars overtake cyclists on the bridge even when there is little room. The paths on the bridge are narrow and people often have to step on the road to pass one another at peak travel times. I commute over the bridge on foot and see near misses regularly. At night people speed across the bridge which is dangerous. It's only a matter of time before there is a serious accident.</p>
Safety	WhollySupport	<p>We live very close ***. Both myself and my wife find the bridge scary to cross especially at night. There are many speeding vehicles, congestion, and the footpaths are narrow . We currently avoid using the bridge and take longer routes to avoid it. We would welcome the bus gate even though we have a car, as we are happy to take an alternative driving route to feel safer as pedestrians and cyclists.</p>
Environmental,Safety	WhollySupport	<p>I wholly support this proposal to close the Mill Road Bridge to most vehicles. I have lived in *** and have become increasingly scared about the volume of traffic on Mill Rd especially on the bridge. I have witnessed many accidents including one only 2 weeks ago. I feel worried that someone will die before something is done about this dangerous road. The pollution on the bridge has worsened and I feel my asthma issues flaring up as I cycle or walk over the bridge. I now have my first grandchild and feel extremely vulnerable pushing her pram along the narrow pavements and feel it would be all too easy for a car or lorry to mount the pavement. As a city we have to take bold and brave decisions to address the terrifying climate crisis. We should be supporting active transport options that will get more people walking and cycling. I want the children of Cambridge to be able to go to nursery or school along safer and cleaner routes. The Bus Gate will reduce traffic on Mill Road which will make it a much more pleasant shopping street. I want to enjoy shopping in the wonderful independent shops on Mill Road and to be able to sit outside the cafes in Romsey and Petersfield breathing in less polluted air. I would also like the 20m.p.h. speed limit on Mill Road to be monitored and policed.</p>
Safety	WhollySupport	<p>I live on an adjoining road and use Mill Road virtually every day. I am also a parent to two children who use it too. I would strongly support a bus gate on Mill Road bridge because it would make the bridge and nearby road much safer for my family by reducing dangerous traffic and improving air quality. I have personally seen more than one accident happen on either side of the bridge due to bikes and pedestrians trying to navigate around the large number of cars currently going over the bridge.</p>

	WhollySupport	<p>I am writing in support of the proposed TRO PR1058 restricting vehicles crossing Mill Road bridge, as a local resident.</p> <p>I believe the TRO is necessary for public safety. The junction of the street I live on *** is highlighted on the Council's accident hotspot map. I am keen to improve safety for my family and all pedestrians and cyclists using Mill Road by reducing traffic levels, and of cyclists and pedestrians crossing the bridge in particular, where the pavements are narrow. My children - like many others - cycle or walk to school along Mill Road, across the bridge, and I believe the TRO is necessary for their safety and health.</p> <p>The TRO will also reduce air pollution, which is very noticeable on Mill Road. All reductions in air pollution increase public health.</p> <p>The TRO will encourage more people to walk or cycle, in line with Council policies, and will make Mill Road a more pleasant environment, improving the quality of life of residents and visitors to Mill Road, while maintaining vehicle access to all locations for access. A side benefit will be improved bus reliability due to less congestion.</p> <p>There is clear public support for the bridge restrictions - as shown by the 2022 consultation showing that 72% of respondents support it.</p> <p>This TRO is the culmination of a long and difficult journey towards a safer, healthier. Please approve and implement this final step towards a safer, healthier Mill Road.</p> <p>***</p>
Safety, Environmental	WhollySupport	<p>My name is ***. I completely support the bridge closure, and I think it would have a big positive impact.</p> <p>I'm currently in ***, but I used to cycle over Mill Road bridge on my route to school and I remember the traffic was so bad that I was stuck in a queue of cars the entire way. Considering my cycling awareness wasn't very good when I was twelve, having to dodge in and out of large numbers of cars on the way to school every day was not at all safe (although it isn't safe for more experienced cyclists either). At the moment my younger sister walks over the bridge every day to get to school, and if she wants to cycle once she starts secondary school she will also have to deal with unsafe traffic jams on top of the exhaust fumes.</p> <p>If Mill Road bridge was closed it would make the road so much nicer for pedestrians - the air would be cleaner, it wouldn't take ages to get across the road, and there wouldn't be as much noise. It might also mean people living in the area are more likely to want to walk or cycle places (if they can), because they would be able to do it in a nicer and safer environment.</p> <p>I really hope that the bus gate will be approved, and Mill Road can become a place that is designed for pedestrians and cyclists instead of for cars.</p>
Safety, Environmental, Traffic	WhollySupport	<p>I have two children who travel to school along Mill Rd. The road is simply not wide enough to accommodate vehicles, bikes and pedestrians.</p> <p>I look forward to a safer, greener Mill Rd and feel very frustrated that someone who does not even live locally has tried to prevent the TRO from happening and cost the council a huge amount of money.</p>
Safety	WhollySupport	In support for safety reasons.
Safety	WhollySupport	I really hope you're able to implement this proposal as soon as feasible. Cycling on Mill Road is so dangerous, it's easily the most hazardous road I have to use. It's also unpleasant for pedestrians with its narrow pavements and cars parked all over the place. I often get stuck behind a solid line of stationary cars when I'm cycling and it's impossible to pass them without taking your life into your hands. With the traffic significantly reduced, and maybe even pedestrians given priority in the most shop-heavy sections like in the city centre, I think Mill Road could potentially become a real destination in the city.
Environmental	WhollySupport	<p>Mill Road is one of the busiest streets in Cambridge for pedestrians, cyclists and drivers. Closing the bridge would benefit everybody for safety, environmental and practical reasons.</p> <p>Many cities are closing their most commercial areas to vehicles with very positive results for the citizens.</p>
Traffic, Safety, Environmental	WhollySupport	I am twelve years old and I believe that Mill Road Bridge should be closed to cars as it makes it unsafe and difficult for me to cycle down it.

Traffic	WhollySupport	I fully support the proposed plans for Mill Rd bridge. I have loved living in the Mill Rd area over the past year with all the amenities and local businesses adding greatly to the to feel and material value of the area. The high rate of traffic has been one of the few drawbacks for the area, making outdoor activities (dining, drinking, exercise, etc) less pleasant, and creating sometimes dangerous conditions for cycling (and in some cases walking with illegal parking). It is my hope that the proposed changes to Mill Rd bridge will heavily reduce the flow of traffic through the area, creating a much more pleasant environment for residents and visitors alike.
Safety	WhollySupport	Mill Road Bridge being open is a danger to both walkers and cyclists and with Mill Road being so heavily used causes heavy congestion particularly in the direction of going to town. With the planned development at the Old Travis Perkins site potentially increasing the traffic flow in the area it is vital that access to Mill Road is changed for the safety of all parties (including Motor Vehicles). Decreasing traffic through Mill Road will have a positive knock on impact on businesses, residents and visitors and will enable the area to flourish. Illegal parking, speeding and the overall environmental impact on Cambridge will be a real win for all.
Safety	WhollySupport	I support this from a safety, access and environmental perspective
Parking,Traffic,Safety,Disturbance,Environmental	WhollySupport	I wholly support having a bus gate introduced to Mill Road bridge. This will increase the safety of pedestrians and cyclists on a road and pavements which are too narrow to support the current volume of traffic.
Safety	WhollySupport	I have lived next to ***since 1998 and it is a dangerous road. I hope the bus gate will improve the safety. Yes, it will be considerably less convenient for me but I do think that safety should be the priority over convenience.
Traffic	WhollySupport	I really hope that mill road can be made safer for cyclists - it is terrifying at the moment
Safety	WhollySupport	Mill Road is densely populated and the road is currently dangerous to cyclists and highly polluting. I am a mother of two children (8 years & 5 years), and am usually too scared to allow them to cycle to school specifically because of Mill Road. These measures should increase foot traffic, benefitting businesses as well as local residents.
Safety	WhollySupport	I live a few roads from the bridge and have seen many accidents on or very near to it because of unsafe overtaking due to the general lack of space. I am a confident cyclist, but there are many times I have crossed the bridge and wished it wasn't so congested (indeed, some of the turnings immediately either side of the bridge are some of the worst on the entire mill road too!). I wholly support this proposal and believe it would result in a drop in accidents on mill road, encourage greener modes of transport and enhance the area's appeal as primarily residential and recreational rather than being treated as a primary thoroughfare.
Environmental	WhollySupport	As a cyclist the current arrangement has resulted in numerous documented and undocumented accidents whereby cyclists have been knocked over or been hit by motorised vehicles due to the narrow width of the bridge and the refusal of motorists to slow down behind slower road users. Overtaking vehicles are consistently in breach of Highway code rule 163 requiring motorists to 'leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph'. This can be seen throughout the day, every day and in the evenings the situation is exacerbated by speeding motorists. Although alternative railway crossings exist for cyclists these require a detour for Romsey residents. This latter point is particularly pertinent when children (including my own) cycle from ***.
Safety	WhollySupport	Cycling to school with my daughter has become more and more dangerous over the years. Car Parking on pavements on Mill Road is a concern for safety for both pedestrians and cyclists.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I live off Mill road, and feel unsafe whenever I cycle or walk on the road. I have witnessed multiple bicycle accidents on the road, mostly due to cars parking on the side of the road illegally. I have also seen many cars take-over other cars and bikes on the road, which is a huge risk to public safety.</p> <p>The bottom line is that the road is not equipped for cars, pedestrians, bicycles, and buses. Cyclists and buses should be prioritised over cars in line with making Cambridge a greener city; this is not only important for public safety, but also key in meeting national net zero targets and boosting a sense of community.</p> <p>The TRO has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	As a cyclist the current arrangement has resulted in numerous documented and undocumented accidents whereby cyclists have been knocked over or been hit by motorised vehicles due to the narrow width of the bridge and the refusal of motorists to slow down behind slower road users. Overtaking vehicles are consistently in breach of Highway code rule 163 requiring motorists to 'leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph'. This can be seen throughout the day, every day and in the evenings the situation is exacerbated by speeding motorists. Although alternative railway crossings exist for cyclists these require a detour for Romsey residents. This latter point is particularly pertinent when children (including my own) cycle from Romsey to Parkside School via the dangerous Mill Road Bridge.
Safety	WhollySupport	I would remove taxus from the exception as they are the most dangerous ones to pedestrians and cyclists
Traffic	WhollySupport	I am a local resident with a young family -- we live***, use Mill Road on a daily basis, and have a car -- and I strongly support this proposal to install a bus gate on Mill Road Bridge, as I believe it will make Mill Road safer and cleaner.
Parking	WhollySupport	I am 100% in favour of the TRO to restrict traffic crossing Mill Rd bridge. It would make the road safer for pedestrians and cyclists and reduce pollution in the area, as well as making it a much more pleasant place to reside.
Safety	WhollySupport	<p>Having RESTRICTIONS rather than TOTAL CLOSURE of Mill Road Bridge is the way forward to: increase safety of Bridge Users; encourage sustainable transport usage to/from City Centre from outlying suburbs and reduce pollution levels by cars and delivery trucks.</p> <p>I have lived at my current address for 40 years and seen the gradual deterioration in safety , air quality and levels of traffic.</p> <p>One special issue is pavement parking along certain areas of Mill Road -particularly on the Romsey side which impacts on wheelchair and pushchair/double buggy users.</p> <p>Another issue is speeding traffic -particularlry in the evenings and at weekends.</p>
Safety	WhollySupport	Implementing the bus gate and safety improvements on Mill Road has taken far too long. I hope that this TRO can be swiftly passed and the bus gate and safety measures implemented in full. I look forward to enjoying a safer, less-polluted and more peaceful Mill Road. I hope that action will also be taken to deal with the blight of pavement parking along Mill Road and consideration is taken to avoiding a displacement of traffic onto Catharine Street, for those accessing Coldhams Lane.
Safety	WhollySupport	With limited access to the bridge Mill Road becomes a safer place for everyone. When it is open to all traffic I fear not only my safety but that of my child. The bridge is not wide enough for cars to safely pass cyclist, and yet they do. With limited cars using this area it becomes a more desirable as a destination and more people will be attracted to this vibrant spot with huge potential.
Safety	WhollySupport	Please install the bus gate as soon as possible, to make Mill Road safer

Traffic	WhollySupport	<p>I am a resident of a street ***. I regularly walk, cycle, run and drive down Mill Road and over the bridge. The experience of Mill Road as a pedestrian or cyclist is often little short of terrifying, with high and aggressive traffic volumes along with narrow, uneven and unsuitable pavements. I often warn friends coming to visit that travelling down Mill Road is 'running the gauntlet'. I wholeheartedly support the proposals set out. During the COVID restrictions Mill Road was a wonderful place to walk and felt like more of a connected community. Arguments about footfall from businesses along the road are generally misinformed - decreased footfall during the COVID closure was more likely caused by, you know, the global pandemic than the bridge closure specifically; very few people driving on Mill Road actually have a destination on the street. People do not (on the whole) drive to Mill Road destinations, they walk and cycle, and increased experiences for these types of transportation should help rather than hinder local business.</p> <p>Even as a driver who regularly travels along Mill Road on my way in and out of town, I still support the changes. I would much rather take a different driving route and extend my commute through town by a minute or two knowing that it helps to create a better living environment for the community.</p> <p>Finally, the changes should help to reduce incidents of speeding where cars regularly travel at significantly above the 20mph limit both down and up the bridge as they attempt aggressive overtakes of cyclists. Further changes to Mill Road overall are welcome to make speeding harder in future proposals.</p>
Safety	WhollySupport	I want my children to be able to safely cycle from Romsey into town without being terrified they'll be knocked off their bike by a driver overtaking.
Safety	WhollySupport	Primarily support the closure for general motorised traffic due to safety for pedestrians, cyclists and motorists. Air and sound pollution should also be a consideration. General impact on the residents and retailers should be positive. I don't believe that the shops will suffer in fact the opposite as the footfall will probably increase due to a safer and more relaxed environment on Mill Road.
Safety	WhollySupport	I live very close to ***. Cars, vans and lorries consistently exceed the speed limit. Most vehicles don't appear to visit the businesses along Mill Road, they just drive straight past. It's quite a narrow road, and with speeding traffic and random parking it's intimidating to bike along. A bus gate on the bridge would improve the environment and encourage use of bikes and public transport.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because the level of traffic is both dangerous and polluting. You cannot build housing in an area when the main road is so unsafe and bad for public health - it's not right. A very small minority with big voices and too much time on their hands are selfishly stopping this from happening - you must hold firm.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p> <p>Sent from my iPhone</p>
Safety	WhollySupport	The bridge is dangerous when you cross it on a bike. Cars often do not respect the speed limit and they overtake bikes without checking if someone else is coming from the other way. There is a lot of traffic congestion for such a narrow road which is set in an area that is mainly residential.

Traffic	WhollySupport	I wholly support this traffic restriction. The current use of Mill Road is dangerous.
Safety,Traffic	WhollySupport	I support the bridge closure and hope it also improves safety at the Devonshire road junction. It will make Mill Road a safer place to walk with my toddler and baby. And help enhance the community feel of Romsey.
Traffic	WhollySupport	As a resident of the Mill road area I fully support the proposal to install a bus gate on the Mill road bridge. The Romney area suffers from road traffic congestion on a daily basis and unsafe driving practices resulting in an unpleasant feel to Mill road for the residents who are most prone to visit our local shops. As the parent of a young child I also believe these measures will make our area a safer and less polluted area to raise a child in. I also believe public transport for bus number 2 will be improved, including increased punctuality, with these measures.
Traffic	WhollySupport	As a resident of Mill Road who enjoys walking and cycling around Cambridge and the surrounding area I am in full support of the bus gate on Mill Road bridge. I'm also a car owner and appreciate that we don't need mill rod to drive into Cambridge. From a safety perspective the biggest benefit will be seen at the corner of Devonshire road and Mill road where many cyclists cross paths at speed as there are daily accidents. Happy to support this discussion in the interest of the local community.
Traffic	WhollySupport	The closure of the bridge to most traffic would create a safer environment for pedestrians and alleviate some congestion. It will however push more traffic onto other through roads like coldham's lane, vinery road, and perne way.
Environmental	WhollySupport	Cars drive recklessly across the bridge, trying to overtake cyclists unaware if traffic on the other side of the road is doing the same. This also happens throughout mill road despite it being a 20 zones and cyclists not going significantly slower meaning that car overtakes take longer than they anticipate causing them to sometimes being more aggressive than usual. The pavements are also relatively narrow and as this is a busy shopping and dining street meaning pedestrians sometimes step into roads.
Safety	WhollySupport	I support this proposal to restore the Bus Gate on Mill Road bridge. I addressed committee in support of the earlier TRO at New Shire Hall in March last year having cycled there from Mill Road. I believe this measure will improve the safety of cyclists and pedestrians not just on the bridge but by reducing the dominance of motor vehicles on the road. Both my wife and myself experience close over taking when we cycle over the bridge and on much of Mill Road. I expect the change to be a safety improvement and will lead to much greater pedestrian and cycle traffic in the area, which I welcome.
Safety	WhollySupport	Please close the bridge of this "C" road for the pure safety of the children and people who actively chose to make a difference to their community but using public transport or cycle and walk.
Traffic,Safety,Disturbance	WhollySupport	Some vehicles on Mill Road and especially around Mill Road bridge speed a lot and are very dangerous to public. It is surprising there has not been any major accident so far.
Safety	WhollySupport	It is currently very unsafe for pedestrians and cyclists to move around Mill Road. The road is full of potholes which further increase risks for cyclists. Cars often park on the pavement reducing the space for pedestrians and wheelchair users.
Safety	WhollySupport	At busy times, Mill Road can feel very dangerous as a cyclist due to the volume of traffic, vehicles parked on double yellows and the width of the road combining to cause vehicles to pass dangerously close. I think closing the bridge is a good step towards reducing traffic through a road which I don't think is built to handle it
Traffic	WhollySupport	I fully support the bus gate proposal It would make Mill road safer and reduce air pollution for children It would make Mill road more pleasant
Safety	WhollySupport	Currently Mill Road is dangerous for cycling along due to the level of traffic. When the bridge was closed during covid, the road was safe for cyclists and pleasant for pedestrians.
Safety	WhollySupport	I bring my toddler to the nursery every morning on my bike and feel really unsafe every time a car pass me
Safety	WhollySupport	Myself and my family regularly cycle into Cambridge, however due to safety concerns we usually try to avoid going down Mill Road. Mill Road is too narrow for cyclists and cars/4x4s, with drivers often taking unnecessary risks overtaking cyclists.

Safety	WhollySupport	<p>I am in complete and enthusiastic support of the initiative to restrict the traffic which can cross the Mill Road Bridge. I support it on just about every basis: the traffic on Mill Road has become aggressive and nasty, with cars acting with unsafe disregard for all other users of the road and pavements. The rampant on-curb parking has become a massive problem for my family : I have two young children, and confronting a car pulling up on the pavement is frequently scary. I also have a pensioner father who requires a rollator to walk with, and on numerous occasions we have been stuck with no choice but to wait because someone, who considers themselves to be very important, has blocked off the access via the pavement. As a cyclist, including a cargo-bike user for ferrying my two kids, the traffic on the bridge is incredibly dangerous: very few drivers respect the painted lines and they make very dangerous and foolish attempts to overtake blind on the ascending side. I have once been knocked off my cargo bike WITH MY TWO KIDS INSIDE. the bike ended upside down in the curb; the driver drove away (though an eyewitness got the plate and we took it up with the police). With the ugliness and aggression of Mill Road traffic relieved, there is a very good chance that Mill Road will continue to develop as a shopping and dining destination, and we won't have to fret constantly about safety as we take to the narrow footpaths. During Covid, Romsey Town was lovely with reduced traffic, and it was excellent to see local entrepreneurs using imagination and initiative to create new options for locals and visitors. The place was rejuvenated. And I hope and expect that a similar effect would be felt now that the vexatious JR litigation has been settled and the local community's preference for a safer, cleaner, environmentally friendly, more pleasant and desirable solution — to which this proposal for traffic restrictions would make a significant contribution — would be realised. I can't see any reason not to finally make good on this proposal, though I understand the anxieties of some local businesses. For those of us who feel our safety threatened by their customers parking wherever they want whenever they want, I think those anxieties pale in comparison to the many benefits I've noted.</p>
Other	WhollySupport	<p>I have lived on or a short distance from Mill Road for 20 years. I use the road as a pedestrian, cyclist and motorist.</p> <p>For my job, I have to cross the bridge in a car regularly. The gate will add additional time onto this journey. Despite this inconvenience, I am entirely in favour of the proposals.</p> <p>It is a Victorian road used as a main arterial route into the city. It is unsafe for cyclists and pedestrians alike. I have lost count of the number of near misses that I have seen. The bus gate will reduce vehicular usage and naturally improve safety for all users.</p> <p>I do not agree that the businesses along the road will adversely suffer. I do not believe that people drive to Mill Road to visit the shops as there are very few places to park.</p> <p>Improvements to air quality will also be beneficial for all.</p>
Safety	WhollySupport	As a frequent pedestrian and cyclist along Mill Road I feel the proposed bus gate will make the road much safer.
Safety	WhollySupport	<p>Please get this in place as soon as possible, before more people are injured by cars on Mill Road.</p> <p>Closing the bridge to cars will immensely improve safety and the environment.</p> <p>Preventing car parking on the pavement would be the next step (and what I hope would follow as part of 'improvements to the public realm'.</p>
Safety	WhollySupport	I want Mill Road to be a safer place for me and my children to cycle to school and work.
Safety	WhollySupport	Restricting traffic over the bridge would make the road safer for pedestrians and cyclists, and make it more attractive to use the pavement cafes and local shops. The bridge currently feels unsafe for both cyclists and pedestrians given the volume of traffic and limited space on the road/pavement. The Devonshire rd/kingston st crossroads is also extremely dangerous with current traffic levels, I witness near misses here nearly every week on my way to/from work. Reduced traffic will also hopefully help the number 2 bus be more reliable.
Safety	WhollySupport	I walk & cycle along Mill Road regularly, use the bus & sometimes drive. Mill Road is used as a main access route into the city centre & clearly isn't suitable for this. The proposed bus gate would make Mill Road safer for pedestrians & cyclists, reduce congestion & air pollution. It would be a much more pleasant environment to live in & visit. There will be some inconvenience for residents when driving but this is a small price to pay for the wider benefits. I understand the concerns of some businesses but I believe that in the longer term there would be more footfall owing to the improved environment.
Safety	WhollySupport	Cutting out the through traffic will make Mill Road, safer, less polluted, more pleasant for walking and shopping and much better for the cafés . Those coming by car will need to choose which side of the bridge to come to but it will be much easier to get along the road with much less congestion.
Safety	WhollySupport	As a cyclist, I have nearly been hit several times by cars speeding on Mill Road. This includes more than one incident of being overtaken on the bridge at night
Traffic	WhollySupport	Mill Road is utterly gridlocked for much of the day, most days. It becomes a death trap for cyclists, particularly over the bridge where there is no viable alternative cycling route. I have been involved in numerous incidents with vehicles down Mill Road. When the bridge was closed to through traffic, travelling down the road by bike or on foot became massively safer and more enjoyable. This action should be used as a spring board for further pedestrianisation & gentrification of Mill Road.

Safety	WhollySupport	Currently I do not feel safe cycling or walking down mill road because of the amount and speed of cars travelling down the road. There is too much traffic on the road. The bridge closure should make it more useable and easier to get into the city as a resident, therefore I wholly support the closure of the Mill Road Bridge.
		<p>I fully support the TRO for a number of reasons. As a long term ***, I use Mill Road every day. Over the 18 years I have lived here I have seen a number of accidents and countless near misses on Mill Road. It is not a road that is safe to cycle on. I have a 12 year old son and would like to give him independence to travel around Cambridge on his bike, but the volume of traffic and how car and bikes "share" the space makes this very problematic.</p> <p>As I use ***for work every day, I experience Mill Road at morning and evening peak times. I choose to walk because cycling is not safe at these time. However the volume of queuing traffic at these times means that the air quality is very poor.</p> <p>With less through traffic, I hope that it would be possible to widen pavements and improve the overall feel of the road. Widening pavements, particularly on the north side of Mill Road in Petersfield would improve safety as pedestrians are often forced to step onto the road, causing a hazard for cyclists in particular.</p> <p>I use the local shops, cafes and restaurants on Mill Road. Reduced traffic would mean less air and noise pollution and make the whole experience more enjoyable of Mill Road and would encourage people to shop locally on the road.</p> <p>It is clear from the consultation and local elections that the bus gate has the overwhelming support of the community and the ongoing failure to implement the bus gate undermines my faith in the democratic process.</p>
Safety	WhollySupport	
Safety	WhollySupport	I wholeheartedly support the proposals to implement a TRO on Mill Road bridge! I'm a long time resident and walk or cycle over the bridge pretty much every day. I've always felt really unsafe cycling as there is no visibility for cars coming over the bridge and there is lots of dangerous overtaking. The volume of traffic is also a huge problem - Mill Road is a residential and shopping street, not a huge highway and can't deal with the volume of traffic. I supported the TRO at the last consultation and I'm really frustrated it hasn't yet been implemented. I'd love to see the TRO implemented to make the road safer, reduce dangerous levels of traffic and make it a better place for residents and local shops. Thank you
		<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme.</p> <p>With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p>
Traffic	WhollySupport	
Safety	WhollySupport	I walk over Mill Road bridge nearly every day. The junctions with Great Eastern Street/ Argyll Street, and also with Kingston Street/ Devonshire Road are hazardous. It's very difficult for cyclists and pedestrians to cross them and I've seen many near misses and one accident. Many drivers ignore the 20mph speed limit, which is actually necessary on such a mixed use street and with the blind summit of the bridge. The traffic congestion and pollution is also severe and must affect people living and/ or working directly on Mill Road badly. I agree that we need to transition to sustainable transport, and as long as there are good, accessible bus services to connect the two sides, am wholly in favour of this proposal.

Safety	WhollySupport	<p>I strongly support the proposal to introduce a bus gate on Mill Road bridge, and urge the council to implement this. Such a decision that would be in line with the vast majority of local residents - in the previous consultation, 72% of people were in support of this measure.</p> <p>The key reason for my personal support is that Mill Road is currently very dangerous for cyclists, and reducing traffic is the only feasible option to address this. It is a route that I often use, as does my 12 year old son. A second important reason is that it is imperative that we reduce car usage in order to tackle climate change, and introducing the bus gate will help to encourage people to shift to the use of public transport or cycling or walking. This will also bring the added advantage of reducing air and noise pollution along the street. Increasing walking and cycling will also be of benefit to the local businesses, who will benefit from the passing trade.</p> <p>Thus, if this scheme is implemented, Mill Road could set an example for how Cambridge can become a healthier and more sustainable city. For all of these reasons, I urge the council to support this scheme.</p>
Safety, Environmental	WhollySupport	<p>Mill Road is super dangerous for pedestrian and cyclist and it is a moral responsibility to change that for the benefit of everyone.</p>
Safety	WhollySupport	<p>I believe a bus gate will make Mill Road safer for residents to commute (I commute via bike towing a young child), will that reduced unnecessary traffic will have environmental benefits.</p>
Safety	WhollySupport	<p>I am writing to express my continuing support for the closure of Mill Road bridge to most vehicle traffic. I have already done this through the various consultations and hope that the closure is definitely going ahead, given the overwhelming support from the last consultation.</p> <p>My reasons for supporting the closure are that it will make Mill Road a safer, more accessible, more pleasant place to live, travel through and visit the local businesses.</p> <p>I live off Mill Road and am a cyclist, car driver and pedestrian. There is no question that Mill Road is a dangerous and unpleasant road for cyclists (experienced, let alone children or less confident cyclists), and also for pedestrians. There are far too many cars and delivery vans, many of them going too fast, and not enough space for cyclists or pedestrians to feel safe and not be impeded by the endless traffic jams.</p> <p>The previous bridge closure showed how much calmer and less polluted the road could be; I felt safer cycling and walking, it was less congested, less polluted, and I loved the extra tables and chairs that the cafes and restaurants put out on the pavements.</p> <p>I struggle to understand some of the local businesses' concerns around lower footfall - there is almost nowhere to park a car along Mill Road, so surely most of their custom comes from those traveling locally on foot or by bike.</p>
	WhollySupport	<p>Dear Cambs County Council</p> <p>As you are consulting on the Mill Road Bridge Traffic Regulation Order PR1058 I am emailing to register my strong support for the proposal.</p> <p>As a driver I do not see any significant problems as I can still access the car parks on either side of the bridge.</p> <p>As a cyclist it will be very beneficial as I have had numerous experiences with private cars passing far too close, including many overtaking dangerously on the blind up hill approaches to the top of the (crossing the white line).</p> <p>As a pedestrian I am sure it will make the shopping experience much more pleasant with reduced pollution, making it easier to cross the road, and the potential for wider pavements.</p> <p>For businesses I hope it will make deliveries more convenient with potential for proper delivery bays in the roadway, rather than the pavement parking that currently plagues the street.</p> <p>Regards ***</p>

Safety	WhollySupport	I am a resident of Romsey and both a car driver and cyclist. When I cycle on Mill Road I feel very vulnerable due to the volume and behaviour of traffic. It was so much safer and more pleasant when the bridge was closed before. It is hardly causing significant inconvenience to drivers to have to drive for a further 5 minutes, but will make a very significant improvement to cyclists and pedestrians.
Safety	WhollySupport	I wholly support this for the safety of school children and cyclists. And preventing the speeding across mill road bridge and down both ends.
Traffic	WhollySupport	Cycling or taking a Voi scooter along Mill Road feels slow and dangerous when there's traffic, reducing the amount of traffic should improve this.
Other	WhollySupport	<p>I strongly support this measure.</p> <p>Mill Road is NOT an A road or even Broad arterial main route into the city centre. It is my high street, and it is blighted by extremely heavy traffic that makes it extremely dangerous and unpleasant to walk or cycle down it. This discourages me from visiting the businesses on Mill road because I feel unsafe walking along the pavements and crossing the road. The air quality is very bad and sound pollution makes it unpleasant. The road surface and pavement surface is completely smashed up by heavy road vehicle use.</p> <p>This proposal would greatly improve my quality of life, make my daily travel safer (I avoid as much of Mill Road as possible but it is unavoidable that I cycle on it for a short section), make me more likely to visit Mill Road businesses, and make my local area feel more welcoming rather than a main road.</p> <p>When the bridge was previously closed during the Pandemic (when I first moved to the area), traffic was much lower, the widened pavements made walking much easier, safer, and more convenient, and I was able to visit businesses more often. Since that ended, I have noticed a deterioration in road surface, enormously increased traffic on Mill Road and on many feeder roads eg Coleridge Road. This means I can no longer, for example, walk and speak to family on the phone because I can't hear them due to traffic noise. I avoid sitting outside businesses on tables because it is so unpleasant. I look forward to being able to do so again once the bridge is closed.</p> <p>I take a big diversion daily to avoid cycling over the bridge specifically because it is so dangerous as traffic slows down and cars try to overtake bikes. A bus gate would make this extremely dangerous area much safer.</p> <p>I often see misinformation blaming the bridge closure for reduced footfall during 2020-21. That's a very misleading and clearly false claim--reduced turnover was due to the Pandemic and lockdown closures. Many studies show increased active travel increased business use, not decreases. The annual Mill Rd fair is wonderful, the busiest day of the year. That's largely because Mill road is a much more pleasant place to be without heavy traffic. Let's make that every day!</p> <p>Taking the number 2 bus into Cambridge is very unreliable because traffic is often so slow. This proposal will greatly improve matters.</p> <p>The most important thing--the completely existential thing that should keep us all up at night--is the impact of air pollution and energy use on the climate crisis. It's completely critical that Cambridge leads the way in modelling a city where we encourage active travel to cut pollution and fuel use. This proposal is only the start, but it is the essential first step without which the next hundred steps are impossible. It is unconscionable not to act, and we expect our elected councillors to fulfil our clearly stated opinion (72%) as well as their moral duty, and approve this proposal.</p> <p>***</p>
Safety	WhollySupport	As a family of 5 we use the bridge to commute daily, we have had several encounters where the cars have wanted to get past us and have come so close, one of the worst occasions, the car driver wound down the window and verbally abused us for going slow, this was the final straw and my teenage daughter has been too frightened to cross the bridge by bike, this was over a year ago and she has still not been able to. When the bridge was closed we all felt SO much safer. The bridge is too narrow and encourages drivers to come too close to us to be hit by. Many view the bridge as their own and child cyclists as an annoyance.
Environmental	WhollySupport	<p>The current road is dangerous for cyclists and pedestrians. It's a B road and is not designed for this much traffic. We should be encouraging families to cycle and it is currently too dangerous to do so. The local business's will benefit as it will be a much more desirable location. Also there needs to be a huge crackdown on pavement parking. This is illegal and I can't believe someone hasn't been injured or worse. We need wider pavements and more areas for seating and socialising.</p> <p>Thank you.</p>

Safety	WhollySupport	<p>As a resident of the mill Road area for the past 6 years I am constantly anxious when walking along mill road. The neighbourhood is incredibly residential and densely populated with several schools, nurseries, restaurants, organisations etc where everyone is acutely aware of the unease that cars create. Most residents cycle or walk or take the bus and taxi when a car might be necessary. As a parent with young children we love to walk through the neighbourhood to the parks and local shops but unfortunately are often discouraged by the intense amount of traffic and reckless driving that takes place along mill road. With the constant pavement parking it is often inaccessible to residents who are chair bound, parents with buggies or anyone who might be a bit unsure on their feet. The stubborn toddler is a particularly stressful experience as they are determined to walk themselves along mill road.</p> <p>The decision to close the bridge and only allow access to those who would most require it is much welcome. I for one would feel much safer if the traffic reduced and some restaurants I know would start setting up more tables outside if the traffic was reduced. It is popular area to walk around and much loved as one can obviously see from the popularity of the mill Road winter fair and the sheer quantity of people walking even now as it is a necessary and key travel link for residents.</p>
Traffic	WhollySupport	<p>Mill Road Bridge just isn't fit for purpose as a bridge open to all transport. Cars – which are getting ever bigger – don't respect the no overtaking lines, and it's simply too narrow for two lines of traffic to operate safely. As a pedestrian on the narrow pavement on the north side, you feel far too exposed to larger vehicles, and as a cyclist you feel even more vulnerable. There isn't sufficient space on the pavement for wheelchair users or prams, let alone walking a dog. The bridge either needs to be widened considerably or strict traffic control measures need to be introduced. Mill Road is a unique asset to the people of Cambridge but it needs to prioritise pedestrians if it's going to maintain its reputation as a lively mixed-use sociable area that draws customers from around the city to its shops and restaurants. I sympathise with shipowners who need to bring goods into the area, but I think this could be managed with distribution hubs on arterial roads and smaller electric transport for last-mile deliveries. The current approach of blocking the road while unloading on double yellow lines is simply unsafe, and presumably illegal. It would be good to see measures along these lines introduced as part of the bus gate initiative.</p>
Safety	WhollySupport	<p>I support the traffic restrictions being imposed on Mill rd bridge. The road will be safer to walk and cycle down. Space will be gained from less vehicles to improve the streets cape and make mill rd the destination it strives to be.</p>
Environmental	WhollySupport	<p>I support this proposal for safety and environmental reasons. Thanks</p>
Safety	WhollySupport	<p>I support the scheme because of the significant improvements in safety and air quality that we experienced during the Covid-19 Trial Scheme, and I would like to see us return to that state. I also feel that the will of the residents should be considered, and as far as I understand it, the residents are in favour of the original scheme.</p>
Safety	WhollySupport	<p>I support this proposal to partially close Mill Road Bridge. This closure will increase road safety (esp. for cyclists). It will also have a positive impact on the environment by reducing traffic and disturbance. I believe this will have a positive effect on several businesses on Mill Road as the proposed change will make the Mill Road area a more pleasant place to live and visit.</p>
Safety	WhollySupport	<p>Walking down Mill Road and crossing the bridge is a horrible experience. It's got appreciably worse over the last few years. Motorists drive too fast and cyclists prefer to use the pavements. This has a negative affect on pedestrians who are often challenged for safe walking space. We are often forced into the road. I am concerned that one day, someone will be pushed into the road by a cyclist on the pavement. The narrow pavement over the bridge is difficult to navigate on foot with so many users. Rush hour traffic is high volume and noisy. There must be considerable traffic pollution issues also. Mill Road is special and residents deserves this change. I don't believe that businesses will suffer. This traffic order won't stop the constant pavement parking on the city centre side of the bridge but we need to solve these problems one at a time.</p>
Safety	WhollySupport	<p>As a resident, having to cross Mill Road Bridge on a daily basis it is a constant dodging exercise.</p> <p>The pavements are too narrow to accommodate the footfall.</p> <p>In both directions the traffic is too heavy and too fast.</p> <p>Cyclists and 'fast food delivery bikes!' more often have to mount the pavements to have a safer crossing. In doing so the pavement space becomes even more crowded and hazardous for pedestrians, often causing conflict.</p> <p>Pedestrians and many who are parents with children with pushchairs are forced into the road and the sometimes 'bullying' moving traffic.</p> <p>The poor condition of the bridge's footpaths also add to risk of collision.</p> <p>I firmly believe that the improvement and restriction of the bridge with improve the quality of Mill Road as a whole. Firm restrictions for pavement parking along the length on both sides of Mill Road would also make footfall more pleasant and safer. Mill Road could become a road to have a pleasant and safe wander along whilst visiting its local businesses, not an alley to scramble at risk through.</p> <p>I have indicated 'Safety' as a main concern, but I would also include 'Environmental'.</p>

Traffic	WhollySupport	As a cyclist and driver I support the restrictions in the interest of providing a safer and more pleasant route to the city centre for cyclists and pedestrians. Drivers can access via alternative route if required.
Safety	WhollySupport	I have lived in *** since I was born, almost 19yes ago. I have ***. I was able to be much more independent on Mill Road when the bridge was temporarily closed to traffic previously and I miss that.
Safety	WhollySupport	As a resident of Romsey for my entire life and one who has always lived in close proximity to the bridge, I fully support the motion to close the bridge to traffic in the e best interest of the public's safety and the environment.
Safety	WhollySupport	Fully supportive to make things safer for cyclists and pedestrians. Even with the 20mph limit cars still drive faster regularly.
Safety	WhollySupport	I would fully support restriction of vehicles as the benefits outweigh the risks. Much of Mill Road has narrow pavements, resulting in pedestrians having to step out into the road and into busy traffic. Cambridge is a cycling city and anything we can do to provide cyclists with save routes in and out of the city should be invested in. We know from numerous examples across Europe that businesses on roads closed to vehicles can thrive, often by creating a space where customers want to dwell outside the shops and utilise outdoor seating, free from traffic.
Safety,Traffic,Disturbance	WhollySupport	It's a much safer, more appealing place to be when the traffic is at a reasonable level. Mill Road isn't set up to cope with commuter levels of traffic.
Traffic	WhollySupport	<p>I have been a long term campaigner for traffic restrictions on Mill Road. Since ***</p> <p>Individually & as part of the group we have consulted widely amongst local people about how we can Mill Road a better place to work, shop, eat & live.</p> <p>I helped organise *** during the original closure for rail works on the Bridge & helped organised an event called ***at *** people attended. Through several presentations & workshops it was clear that local people overwhelmingly wanted Mill Road to change.</p> <p>They wanted the road to be safer, they wanted to be able to walk & cycle, they wanted to be more friendly to those with any disability, they wanted a road free from pollution & traffic. They wanted investment in the roads infrastructure & for it be a place for people not cars. At the end of the vision event which had been open to all only 5 people put their hands up to say they didn't want change. Since then I have knocked on many doors in Romsey & Petersfield & the overwhelming response was that the road was best when it was either fully closed or resticted just to buses.</p> <p>Having researched the impact of the earlier closure & bus restrictions on Mill Road & similar actions in other cities it is clear that traffic is not just displaced but reduces as people adopt active modes of travel either because they become more convenient, or they are now safer.</p> <p>I have talked to traders along Mill Road both those few that belong & are active with MRTA, & those who are not. Typically they overestimate the number of people who use cars to access their shops. There are minimal parking spaces on the road & something like 20k people live within 15-20 minutes walking distance from Mill Road more than most towns in Cambridgeshire. The original consultation was clear that most people who actively shop, work or eat on the road walk or cycle they do not come by car. In other cities there is clear evidence that where you reduce the impact of cars you increase the commercial footfall.</p> <p>The road was never meant to be an arterial road. It is narrow with just enough room across the two carriageways for larger vehicles. The pavements in places are so narrow that stepping into the road is unavoidable. It is no surprise that the Police in an FOI request named Mill Rd as the one with the most incidents in Cambridge.</p> <p>So, for safety, for the environment, for our health, for the improvement of the lives of thousand of local people & businesses I urge the county councillors to pass the TRO & implement without any further delay.</p>
Safety	WhollySupport	<p>There are multiple reasons I support this proposal not least safety. As a mother of two girls who cycle everywhere as well as doing so myself I have concerns about safety. Either Mill Road is congested or used as a race track.</p> <p>Pollution is a problem, it's a main road through a community which suffers the intrusion but wants more peace.</p> <p>What was clear from the last closure was that the permanent community benefitted from the reduced congestion. It allowed us to enjoy our spaces safely, and cleanly.</p>
Traffic	WhollySupport	I wholly support the restriction of traffic over Mill Road Bridge. Apart from the safety and traffic improvements, there will be more trade with the business in the immediate area as local residents will be more inclined to walk to shop locally. Furthermore, the cafes and restaurants will be able to put seating on the pavements and create a more convivial space.

Safety	WhollySupport	I fully support the implementation of the bus gate on Mill Road bridge. It is vitally important to Mill Road and the local community for reasons of safety and to encourage active transport and support a more pleasant environment. I have lived around Mill Rd for almost 20 years, primarily cycling and walking around Cambridge. Cycling on Mill Road often feels unsafe and accident data shows that the bridge is a hotspot. We are trying to get around with our young children by bicycle but have to take long routes around in order to avoid their cycling on Mill Rd. Even walking with a pram/toddlers used to feel very stressful with fast moving traffic and narrow pavements. During the bridge closure during the pandemic, our ability to travel along Mill Rd and to enjoy local cafes and restaurants was much improved. The local community has overwhelming supported this proposal with 72 percent approval. It is time for the bus gate to be implemented.
Safety	WhollySupport	I fully support the proposal, as I believe it will make Mill Road safer and friendlier for residents and visitors.
Safety,Environmental,Traffic	WhollySupport	I fully support the TRO proposal, primarily on the grounds of safety (both road safety for more vulnerable road users and improved air quality), but also for the positive environmental benefits. Reducing the vehicle traffic travelling along Mill Road as a thoroughfare into the city will make it safer for cyclists and pedestrians. The places at which the road narrows are danger points for cyclists (outside old Cutlacks and outside St Barnabas Church travelling away from the city) and the narrow pavements on the Petersfield side sometimes mean pedestrians walk in the road. Reducing traffic along the road will make it safer, cleaner and a more pleasant place to spend time (which should in turn benefit the local economy). I hope that councillors will support this proposal, considering the need to encourage active travel to promote healthy lifestyles and to support a reduction in CO2 emissions in light of climate change. Please make a decision with the future of our city and its people in mind.
Environmental,Traffic,Other	WhollySupport	<p>I am strongly in favour of the Bus Gate being implemented. I'm a local resident, but someone who frequently cycles around Cambridge, both for pleasure and to my place of work. The traffic on Mill Road has always been pretty dreadful - haphazard parking, too much traffic for the size of road (particularly in Petersfield), pollution. And this means that no-one wins - it takes ages to drive (I have a car too, and I know what Cambridge congestion is like!), is challenging for cyclists. And businesses, like the pubs and cafes on Mill Road can't take advantage of Mill Road's potential - summertime outdoor seating, more space to serve more customers, a better environment for customers. I for one don't want to sit and have a beer or coffee whilst traffic is idling away next to me. The traffic is strangling business potential.</p> <p>I get the arguments for keeping things as they are. But if we do that, and no-one takes bold action, then congestion will get worse as Cambridge grows. I now have two children, aged 9 and 10, who are getting to the age where they want to cycle places, sometimes by themselves. Mill Road is a dangerous place for them to cycle, yet it needn't be. And what's more, blue badge holders, taxis, buses etc will all be allowed through. In other words, it will most affect people who can't be bothered to change their mode of transport from car to something else. That is definitely a good thing!</p> <p>Change is needed, and I very much hope that this Bus Gate is implemented for the sake of Cambridge and everyone in it.</p>
Safety	WhollySupport	I wholly support this proposal, as I believe it would translate to a great improvement to the safety of pedestrians and cyclists, whilst reducing through traffic and incentivising sustainable commuting alternatives.
Safety,Parking	WhollySupport	<p>I have lived *** for a year now and see the vast amount of traffic that goes through and over the bridge.</p> <p>There is a lot of reckless driving going on and our household has two children having to traverse those areas on bicycle regularly.</p> <p>I pass the bridge at least once a day before rush hour and even then I feel I have to be very aware and careful, let alone during rush hour or any other time.</p> <p>If I'm out in the evening, there's a lot of speeding to observe and more than once I've seen people creating dangerous situation on the bridge.</p> <p>My main concern is safety and having seen the bridge closed during the Covid days, I feel that was a good thing massively quieting the traffic down and feeling safer.</p> <p>I don't know if this will affect reckless scooter usage, but I hope there can be some kind of solution for that as well.</p> <p>Vinery rd is often a target for parking overflow from the mosque, but I am not convinced closure of the bridge will solve that issue.</p>
Safety	WhollySupport	I am both a driver and cyclist. I go over the bridge daily to take my children to school. I find the cars make travelling over the bridge with my children dangerous and scary. For the safety of my children I would like to see this proposal passed.

Traffic	WhollySupport	<p>Dear Sir or Madam,</p> <p>I entirely support the plan to block Mill Road bridge to most vihecles. As a local resident, I've been horrified by the extreme traffic on Mill Road. I bicycle down Mill Road several times a week. Every single day, I have to make risky manouvres because cars are parked illegally on double yellow lines. Something has to be done about that, it's just a lucky statistical anomaly that nobody has been killed yet. Whilst other university towns across Europe has taken huge steps to entirely pedestrianise roads like Mill Road, Cambridge Council has done very little. Why not install a tram? I know it's expensive, but this is what a technology hub like Cambridge would need. Why not ban cars from 6am until midnight? So far, I've been hit by cars twice during the two years I've cycled on Mill Road. Luckily, it's not been bad. But the traffic is just crazy. By closing Mill Road Bridge, you will provide a safer environment for local residents, improve air quality and encourage people to use greener, public transport instead.</p> <p>Many thanks for looking into closing the bridge!</p> <p>Best wishes, ***</p>
Traffic	WhollySupport	<p>I wholly support the council's proposal for a bus gate on Mill Road to restrict traffic and I'm frustrated that it has been delayed by opposition from a lobby group in spite of an earlier consultation which found overwhelming local support for it.</p> <p>I am a Romsey resident who commutes 3x a week to Cambridge central rail station and travels daily in the area by foot and bicycle. The current traffic situation on Mill Road is dangerous because the road is far too narrow to accommodate two-way traffic plus the significant numbers of bikes, and some drivers show real disregard for cyclists and pedestrians by speeding and driving dangerously. I especially fear for young parents with child carriers on their bikes who use Mill Road.</p> <p>I think this encourages people to drive because they perceive cycling on Mill Road as hazardous, exacerbating the problem further. Restricting traffic would go a long way towards improving the situation and encouraging people in the area to switch to active travel, as is the council's objective. It would improve the quality of life for us local residents by creating safer streets and reducing pollution.</p>

	WhollySupport	<p>I am writing in strong support of the new Mill Road TRO. I am a local Romsey resident of 15 years, a car owner, cyclist, occasional bus user, and pedestrian. I use Mill road for shopping, entertainment, to commute to the station, and for access to the city centre.</p> <p>Mill Road is an essential community street, serving a diverse and largely cohesive neighbourhood, providing one of Cambridge's most unique and interesting neighborhoods outside the historic city centre. Vehicle traffic on the road, predominantly for commuting from outside of the area into Cambridge city centre reduces the quality of the area dramatically. This commuter traffic does not use the local businesses, but simply uses the street as an arterial road (even though it is not one). This causes problems in terms of congestion, safety for other road users (especially pedestrians and cyclists), air quality issues, and a pervasive sense of threat and anger for all who use the street.</p> <p>I have frequently felt unsafe while walking, cycling and driving on Mill road due to the volume of traffic. Traffic abutts right next to the pavement, and the congestion caused by pavement parking and volume of vehicle traffic throughout the day make it particularly unsafe to walk with our baby girl and dog. I often leave mill road feeling threatened and unsafe, and this compromises the otherwise vital and uplifting experience that this diverse street can offer.</p> <p>A TRO would be of enormous benefit to the community and local businesses. Air quality would improve, active travel would increase, and local businesses would see more footfall. These are all consistent with the broader objectives of the local councils and gcp.</p> <p>The *** objections are built on false grounds, claiming a TRO would really in loss of footfall and make it more difficult for deliveries. Both are false, erroneous arguments. Footfall would increase as active travel increased. There is very little parking on or off mill road for vehicle users to use the shops, and indeed most don't. Deliveries would be made easier, not harder, by the TRO, via reductions in traffic and thus decreases in delivery journey times even when rerouting due to the TRO is taken into account. Finally the *** are not representative of all traders on Mill Road. They are a vocal minority of traders, many of whom are in trades that have been steadily declining for years nationally, and who use objections to the TRO as a substitute to acknowledge the wider economic forces and pressures acting on their business. Change is inevitable, but resistance to change seems permanent.</p> <p>The impact of displaced traffic could be minimised by promoting active and alternative travel and car sharing, and improved management of other arterial routes.</p> <p>The TRO needs supplementing by better enforcement of illegal pavement parking on mill road, including by delivery vehicles, takeaway drivers and traders.</p> <p>Some concessions to use of the bridge by vehicles should be given, including blue badge holders and buses.</p> <p>Mill Road, and its diverse community, would stand to gain economically, environmentally, socially and culturally from a TRO, and I am strongly in favour of this proposal.</p> <p>Yours faithfully</p> <p>***</p>
Traffic	WhollySupport	<p>I have lived in Romsey for 12 years and Cambridge my whole life. I am a pedestrian, a cyclist and a motoristbut I very rarely would choose to drive in the city over cycling or walking. I find Mill Road dangerous and stressful as a pedestrian and motoristbut especially as a cyclist. I feel a minority of businesses are making all the noise against the bridge closure because most people I know, and speak to, support it. I think there needs to be solutions for businesses who will suffer from the closure but, honestly, I can't see that many would. Most businesses are restaurants, shops and cafes and I just don't believe that many of their customers drive in. There's barely any parking anyway! Mill Road is mainly used by through-traffic and I found it a wholly more pleasant, clean and safe place to be when the bridge was closed.</p>
Safety	WhollySupport	<p>I want a safer Mill Road where pedestrians and cyclists can enjoy the space with less traffic.</p>

		<p>I cross Mill Road bridge in most modes regularly - I cycle across the bridge 10-20 times per week, drive across it a few times per month and take public transport or taxis across it occasionally. I am therefore a "frequent flyer"!</p> <p>Safety on the bridge is a constant concern for me. Private cars routinely attempt to illegally pass cyclists while ascending the bridge and I witness unsafe passing behaviour, either personally or in observation of other cyclists, at least a few times per week. The only sensible mechanism I can see for avoiding this is to restrict modes of transport crossing the bridge, which will serve to reduce episodes of conflict between cyclists and cars.</p> <p>Having seen the effect of the previous restriction in person during the pandemic, I would urge that careful thought be applied to traffic measures applied at either end of the bridge once the restriction is implemented. U-turning vehicles on the eastern side of the bridge, particularly delivery vehicles, caused serious conflict when cyclists were descending the bridge, leading to many near misses. Safety of more vulnerable road users must be a priority when these changes are implemented.</p> <p>I also have serious misgivings about allowing blue badge holders and taxis to be exempted from the restrictions, but would rather the restrictions be put in place as it stands rather than reopening the discussion on exemptions.</p>
Traffic	WhollySupport	
Safety	WhollySupport	The bridge is very unsafe for cyclists given the complete disregard for no overtaking rules by drivers. Narrow pavements also mean there are often pedestrians in the road increasing safety concerns. Many cars also speed along mill road in the evening posing a great risk to pedestrians and cyclists, closure of the bridge should reduce this also
Safety	WhollySupport	I support this proposal, it will make Mill road safer for cyclists and pedestrians, and increased footfall will significantly benefit businesses on the road.
Safety	WhollySupport	The bus gate scheme is necessary for public safety, as Mill Road is very dangerous as it is now and a barrier to safe cycling. It will also improve the usability of the public spaces on the street, and it will improve air quality and the quality of life of the people living in the area.
Traffic	WhollySupport	Mill Road is a small road which is currently dangerous for pedestrians and cyclists due to the overwhelming amount of cars. The bridge is particularly horrible with lots of terrible behaviour and near misses from cars. I fully support the proposal to put in a bus gate but I would encourage the council to also restrict taxis and blue badge holders as well. Taxis are not exempt from bad behaviour - the bridge would be better served as a single lane for buses (managed via a traffic light) and a 2 way segregated bike lane - imagine how great that would be!
Safety	WhollySupport	I use mill road everyday to walk and cycle - i find it extremely unsafe and off putting.
Safety	WhollySupport	I support the proposal. I walk down mill road several times a week and always feel it's a bit dangerous given the current traffic situation. I think the TRO will make the bridge and mill road a safer place for cyclists and pedestrians.
Safety	WhollySupport	Please close Mill Road Bridge. Cars continue to drive at dangerous speeds. I would like to see a virtually car free Mill Road, less car fumes polluting environment, safer for everyone - cyclists, pedestrians. I fully support this.
Traffic	WhollySupport	I support the proposal to restrict traffic on the bridge. I feel it will create a safer environment for cyclists and pedestrians.
Safety	WhollySupport	I cycle on Mill road regularly with my children to take them to nursery etc and doesn't feel safe, accessible or enjoyable during peak traffic times. Motorists regularly overtake on Mill road bridge which is dangerous.
Safety	WhollySupport	<p>I am wholly supportive of the planned restrictions on mill road bridge. The existing use of the road creates an incredibly unsafe environment for cyclists and pedestrians. The road cannot support the amount of traffic that utilises it. The bridge itself is a death trap for cyclists - with drivers performing illegal manoeuvres regularly, and putting the general public in danger.</p> <p>One change I would recommend would be to remove taxis from the exclusion list, as this would reduce traffic further and make it safer for cyclists (with some taxi drivers being very bad drivers themselves)</p>
Environmental	WhollySupport	It would be nicer without cars, safer and better for the environment
Traffic	WhollySupport	It's currently dangerous to use mill Rd as cyclist or pedestrian as the spaces for them are too small. Less traffic will path the way to a more pedestrian and cycle friendly mill Rd which in turn will help local businesses with increased customers and make the whole area more liveable.

		<p>I support this proposal as I believe significant changes are required in Cambridge to manage traffic, for safety, congestion and environmental reasons. Mill road has the potential to be a thriving community location within the city, with it's unique offering of independent shops, restaurants and cafes. Without any changes, as the City continues to grow, Mill Road will become even more of a through route (or eternal traffic jam) for cars heading in/out of the city, and less of an exciting quarter of the city enjoyed by local residents and visitors. If the council, local residents and businesses want Mill Road to develop as a place that is enjoyable to spend time in, significant improvements are required to Mill road. This proposal to shut the bridge could certainly help.</p> <p>My primary modes of transport are cycling and walking, however as a resident local to Mill Road, I occasionally drive, and use taxis.</p> <p>At present, I actively avoid cycling or walking down Mill Road at busy times, as the number of cars, illegal parking and poor quality of the road surface make it a horrible road for cycling. In addition the pollution from cars at busy periods make it unattractive for walking, or sitting outside at cafes. Given the lack of parking close to Mill Road, I don't think shutting the bridge will have significant impacts on local businesses, particularly if it makes cycling and walking more pleasant, which are likely to provide more passing trade.</p>
Traffic	WhollySupport	
Safety	WhollySupport	<p>I often use this bridge as a pedestrian and cyclist, and the presence of cars on this relatively narrow crossing can often feel unsafe and unpleasant. I believe that the areas around this closed bridge on mill road will be significantly improved by reducing traffic flows, and this is also likely to make visting businesses more pleasant. I would wholeheartedly recommend that the change goes ahead.</p>
Safety	WhollySupport	<p>As a resident and mother of two using Mill Road bridge by bicycle at least twice every day, and often with my children, I can't wait that measures are taken to reduce traffic on this clearly most dangerous part of my daily commute. I've personally experienced several near misses when cars tried to pass cyclists on the bridge when not seing or being aware of traffic coming the opposite way.</p> <p>Also buses have been passing cyclists dangerously, or coming very close to the narrow pavements with pedestrians, and additional measures and/or training for bus drivers might also be required to ensure safety of allmembers of traffic accross the bridge.</p>
Environmental	WhollySupport	Not enough space for walking or cycles at present so it is very unsafe especially for elderly people.
Safety	WhollySupport	<p>I really highly support the proposal to restrict traffic on the bridge. My partner and I live in the area and find that the through traffic is extremely unsafe given the narrow pavements and roads – my partner was hit by a car on the bridge last year due to inadequate care being taken by the car and the extremely narrow space for cars, bikes and pedestrians to coexist. There are other car routes that can be used that are safer and do not disrupt pedestrians and cyclists in such a space restricted area. I grew up in Oxford where there are many such restrictions on traffic, and it is usually very positive for businesses in the area in terms of their ability to attract customers as it improves the appeal of the area and ability to e.g. have outside areas for seating for restaurants and bars. I am very keen to listen to the concerns RE access for disabled people etc., but I do feel currently that there are other options to access residential properties. We live near to Mill Road and are car owners, but still strongly support this proposal!</p>
Safety	WhollySupport	<p>I wholly support the restriction of motor vehicles over the bridge. As a local resident, I have witnessed a number of close calls with cars trying to overtake cyclists, especially up the bridge where there is not a clear line of sight to vehicles or cyclists on the other side. I have witnessed near collisions, and often feel very unsafe when cycling over the bridge.</p> <p>I believe restriction of traffic will encourage more locals to walk and cycle to the mill road area, as well as reducing pollution.</p>
Traffic	WhollySupport	Supporting the proposal is crucial for ensuring the safety of both cyclists and pedestrians.
Traffic	WhollySupport	I cycle this bridge at least twice a day with my kids. It's currently unsafe. Drivers overtake you in dangerous places. I am also concerned about the air quality in Cambridge and effects on the children. I think closing the bridge to most drivers is needed.
Safety	WhollySupport	As both a regular cyclist and pedestrian (as well as a car driver) on Mill Road, I am concerned about safety, having witnessed dangerous driving and many near misses on the bridge.
Traffic	WhollySupport	I am not so young and my wife and I find walking into Cambridge centre dangerous and difficult due to narrow pavements and lots of traffic including cars parked on the pavement. The bridge is the most dangerous part. This scheme should help.
Safety	WhollySupport	I agree with the proposal to install a bus gate on Mill Road to improve the safety of users of Mill Road. This will particularly improve the use for pedestrians and cyclists, as well as the reduction in pollution in the area.
Other	WhollySupport	<p>Closing Mill Rd to most traffic will enable much safer transit for pedestrians and cyclists. A Bus gate alone is NOT ENOUGH. Enhanced paving and on street planted areas and trees MUST be included which will enable the many cafes & restaurants to expand onto the street and create a genuine "restaurant location" for Cambridge. Special timing arrangements WILL also need to be made for delivery vehicles.</p> <p>Pedestrian Street use while the bridge was previously closed was a pleasure rather than a hazard .</p> <p>However- I do think the environmental benefits of closure are dubious: air quality on Mill Road will improve BUT local residents - including me-will inevitably drive significantly increased mileage and Coldhams lane in particular will be negatively impacted. Traffic light controls there will need to be retimed.</p>

Safety	WhollySupport	<p>Very much support closing the bridge to car traffic. As a driver and a cyclist around Cambridge, I see dangerous manoeuvres on the bridge most days. Mill road itself is not fit to be an arterial road for car traffic in and out of Cambridge - the traffic on the road is dangerous to cyclists, slows down public transport that can get people into the centre more efficiently, and is bad for the businesses on either side of the bridge. Closing it to car traffic would return Mill Road to the local high street it was always intended to be, removing through traffic on either side and bringing a nicer neighbourhood feel on the road. I am sure this would increase custom for local businesses due to the more pleasant and safer atmosphere.</p> <p>The configuration of the bus gate is important - it should be safe for cyclists and pedestrians, especially on the apex of the bridge where space is limited. Also it should be carefully considered whether taxis should be permitted to go through.</p> <p>All in all, introducing a bus gate would be a very positive step for the neighbourhood. I would also urge you to consider that the consultation process naturally leads to the more extreme views being amplified, which are not necessarily representative of the wider views of locals - something to bear in mind!</p>
Traffic	WhollySupport	I fully support the closure of mill road to traffic. Cambridge is too small and the roads are not fit for so much car traffic. I am a cyclist, commuting to work daily and the lack of cycle lanes on mill road generally and specifically around mill road bridge is unsafe for all and puts everyone at risk.
Environmental	WhollySupport	I cycle from Brampton Road to Mill Road on a regular basis. I want to have a much safer journey and I want to enjoy the cafes and shops on Mill Road without the fumes, with less traffic and much less illegal pavement parking.
Safety	WhollySupport	Mill Road is not a safe place, given the current amount of traffic (cars, cyclists, pedestrians). I also think it would be a much more pleasant place to shop and eat with fewer cars!
Traffic	WhollySupport	I am in favour of closing the bridge. I have gotten into two accidents on the bridge before while cycling.
Safety	WhollySupport	We are a family who live and drive/cycle and walk in the area. Currently the bridge is a major barrier to our active travel because it feels very dangerous on a bike and is unpleasant in terms of the level of traffic when walking. It is also unnecessary and inappropriate as a driver to use a local amenity hub as a through route, there are better and more appropriate alternatives for this. We wholly support the bridge restrictions and hope they will be implemented as soon as possible.
Traffic	WhollySupport	I think closing the bridge to traffic is positive for road safety, air quality and a nicer ambiance on Mill Road.
Safety	WhollySupport	<p>I travel down mill road daily, it is not a pleasant place to travel through, nor is it a pleasant place to shop. The pavements are dangerously narrow and the traffic is far too quick to be safe to cycle with. The lack of parking makes the usual complaint about trade a little silly, it is much more important to make it accessible to pedestrians and cyclists.</p> <p>The exemptions proposed cover the groups that need to continue to access the whole length of the road.</p> <p>The existing use functions neither as a road, to transmit cars as it is very narrow and has lots of obstructions. It also has people loading in the road causing obstruction and has a high level of cycle traffic.</p> <p>It also fails as a street, since there is no way for vehicles to park, frequenting shops, and is a dangerous and unpleasant place to walk and cycle along.</p> <p>Closing the bridge to motor traffic is an incredibly overdue and necessary step, allowing the street to excel as a destination to shop and eat, rather than being a dangerous and unpleasant place to travel along.</p>
Traffic	WhollySupport	Allowing only essential vehicles through the Mill Road Bridge will help to make Mill Road a safer, healthier, more enjoyable street and therefore also make the local businesses more popular.
Safety	WhollySupport	The traffic on Mill Road far exceeds what the road can comfortably handle. As a cyclist, I feel particularly unsafe due to the lack of dedicated cycle lanes, and the frequent close overtakes by cars. This has made me hesitant to cycle into Cambridge altogether. The safety of cyclists, pedestrians, and other vulnerable road users should take priority over car driver's convenience. Even as a resident that lives on a road which will likely see increased car traffic due to this closure, I wholly support this proposal.
Disturbance	WhollySupport	As a cyclist and pedestrian I feel very unsafe on mill road because of all the cars.
Safety	WhollySupport	The bridge gets very busy with pedestrians, cyclists, cars and buses that it gets dangerous. Also, drivers don't always stick to the 20mph speed limit and overtaking cyclists on a narrow bridge can be quite dangerous
Safety	WhollySupport	<p>Mill road needs to be safe not hundred of cars a day. Traffic causes noise and air pollution.</p> <p>Not a good place to go to shop.</p>

Traffic	WhollySupport	<p>I think reducing traffic on Mill Rd is necessary in terms of safety, and could be great for businesses if they are allowed to expand outside like they did in Covid. I would also like to see a clampdown on antisocial pavement parking (either ticketing or putting cycle rings or planters along the edge of wide bits of pavement) to make it easier for pedestrians to walk down the street.</p>
		<p>Hello</p> <p>I live off ***. I strongly support the proposed TRO to close Mill Road bridge.</p> <p>Pavements on Mill Road are far too narrow, with barely room for one pedestrian to pass another in places . This is dangerous, particularly given high traffic volumes. Cars and delivery vehicles regularly park on the pavements, both on Mill Road itself and side streets. Pedestrians may be forced to cross the road or even to walk in the road. Again, this is dangerous. Vehicles regularly fail to give way to pedestrians at side road junctions with Mill Road and sometimes even fail to stop at pedestrian crossings. The polluted atmosphere makes walking along Mill Road unpleasant and unhealthy. Noise pollution from motor vehicles adds to a general stressed feeling when walking along Mill Road and must be dreadful for residents of the road.</p> <p>Reducing overall traffic will reduce these hazards and enhance quality of life for all users of Mill Road.</p> <p>As to the effect of the TRO on businesses in Mill Road, personally, with less traffic I would be far more likely to visit and spend money in local businesses and to bring my friends and family along too.</p> <p>I hope my contribution will be considered by councillors. Please acknowledge receipt. Thank you.</p> <p>Kind regards</p>
	WhollySupport	***
Traffic	WhollySupport	I support the proposal to give a safer, cleaner and more pleasant Mill Road
		<p>I cycle down mill road daily and it is the most dangerous part of my journey. I fear for my life each time an angry commuter tries to squeeze past me on narrow stretches. I would love to cycle to the city centre with my son, but the danger posed by the users of this road prevents that.</p> <p>Putting in a bus gate will substantially reduce the traffic on mill road. This will make the road safer at the expense of traffic efficiency. Intense traffic makes shops inaccessible and I would be far more likely to browse the shops on mill road if I didn't have car drivers riding my rear tyre. As a person who lives in Cambridge, I use Mill road as a car driver too. I am happy to inconvenience myself to benefit the community on Mill road.</p>
Safety	WhollySupport	
Safety	WhollySupport	<p>The UK suffers from being motornormative. Urban environments are solely about the driver wants and needs, little else. It's regressive and extremely harmful to society. I used to cycle along Mill Road years ago but with zero policing of bad driving/parking it's now a race track/carpark. Often without room to walk on the pavement, being blocked by drivers' vehicles.</p>

Traffic	WhollySupport	I have lived off *** since 2021. The traffic that clogs up mill road, and the behaviour of drivers on mill Road are a genuine threat to public safety. The amount of traffic is unsustainable, and makes it unpleasant to live here some times. It makes visiting the businesses on this road unpleasant.
Safety	WhollySupport	I support very strongly this TRO for a bus gate on Mill Road. The road is currently unsafe for pedestrians and cyclists and reducing traffic levels would enormously help. It would have many positive effects for the local environment and has broad political support from residents as has been demonstrated time and time again.
Safety	WhollySupport	I wholeheartedly support closing Mill Road bridge. Despite making my commute longer, it's worth it to feel safer cycling on Mill Road. It will also encourage me to cycle to visit friends in the city, rather than being lazy and driving. I only wish this measure would go further and make Mill Road a one way system.
Safety	WhollySupport	I fully support this initiative. Mill Road is not suitable for commuter traffic. It is too dangerous for the mix of cars and bikes and fatalities are assured. There is a perfectly good ring road for incoming traffic to Cambridge. Mill Road is a thriving area in Cambridge whose businesses would benefit from calmer traffic and less stress to customers visiting. The types of businesses on Mill Road do not rely on passing traffic and legally can not stop on the main road anyway. Customers will walk in from either side of the Bridge to access what Mill Road has to offer. I think the lower traffic experienced when the bridge was closed for covid restrictions showed what a great impact this had on the people who live , travel and visit here.
Safety	WhollySupport	I wholly support the proposal to keep me safe as a cyclist. I have had several near misses with cars that do not respect my space as a cyclist. I support the scheme to reduce the volume of traffic on my main route into town.
Other	WhollySupport	<p>As a resident of Mill road I'm glad that a new TRO is being put forward and that progress is being made to make the area safer and more accessible to both active and public transport.</p> <p>For the "Response category" I would like to say "All of the above" as the TRO will hopefully address problems with all of them.</p> <p>Thank you for perusing this development in the area despite the push-back received so far.</p>
Safety	WhollySupport	I support this proposal, I think it will make the road considerably safer for both pedestrians and cyclists. I would like to see more done to improve the walking and cycling environment along Mill Road.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I live and work by *** and do drive (as well as cycle) - in fact in some circumstances it will inconvenience me and my customers. However I support the scheme because:</p> <p>I think it will overall enhance the environment of the area for all of us.</p> <p>As a regular cyclist I am very aware of how hazardous cycling on Mill Rd can be - largely because of the high volume of through traffic; if this was reduced other hazards such as parking would be much less of a problem. This I feel would encourage cycling and other forms of sustainable transport.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>

Safety	WhollySupport	I strongly support this proposal. As a daily user of the Mill Road bridge it has become extremely dangerous for cyclists and pedestrians. The heavy traffic along Mill Road often speed over the bridge and makes access for bikes in and out of the surrounding roads (Devonshire, Gwydir, Argyle) extremely dangerous especially for children. We should be encouraging residents to use sustainable transport especially in densely populated areas where air quality is poor.
Safety	WhollySupport	Support for improvement to safety for pedestrians and cyclists. Improvement of air quality. Improvement in attractiveness of areas outside businesses on Mill Rd. Improvement in sustainable transport. Please enact this change!
Safety	WhollySupport	I support the proposal on grounds of safety, community and environmental concerns! I am dismayed by increasing numbers of speeding vehicles on Mill Road bridge, as well as on-pavement parking. We saw earlier in the 2020s just what a positive impact closing the bridge to most traffic had on the general 'vibe' of the area too.
Environmental	WhollySupport	<p>As a Cambridge resident living just off *** for just over 33 years, I would like to express my support for the proposal to introduce restrictions to Mill Road bridge in order to mitigate the effects of traffic in the local area. I am a driver, so the restriction would not be in my immediate personal interest. However, I find the following arguments in favour of the restrictions to be totally convincing.</p> <p>1. the environmental and health damages caused by cars and vans emitting carbon monoxide and other toxins needs to be reduced</p> <p>2. the use of Mill Road as a major route for traffic needs to be reduced and traffic rerouted or reduced by other means eg use of public transport or cycles</p> <p>3. the reduction of traffic will enhance the life of Mill Road, including encouraging pedestrians and cyclists to visit and linger to shop at the range of independent shops all along Mill Road.</p> <p>I am not convinced by those opposing the restrictions that business will be adversely affected by closing the bridge, as I do not believe being in a vehicle is an incentive to visit or shop on Mill Road. I would support a mitigated proposal for restrictions that allows access for cyclists, buses and vehicles for disabled drivers (and deliveries if necessary), in order to maintain a balance of users for the life of Mill Road.</p> <p>In future, I would like to see Mill Road flourish as an attractive destination for visitors who want to eat drink and shop in this historic neighbourhood. In order for this to happen, I think vehicle access on the road needs to be drastically reduced so that pavement cafes, pedestrians and shops can be the focus, not cars and lorries. This plan is in line with other very successful schemes in various European and UK cities. We will all need to accept change to our habits in order to offset the damage of global warming to the planet, and the danger to health from traffic. Cambridge is in a good position to be an innovator in this area of change, and once the change happens I believe many local people will come to accept and embrace the more healthy and peaceful way of life that reduced traffic on Mill Road can offer.</p>
Safety	WhollySupport	<p>I have lived in ***, for almost fifty years and have watched it become unbearable. Mill Road is too narrow for the levels of through traffic that use it. At present the road is dangerous, noisy, jammed up at key time of the day which is particularly difficult for bus users ; the air pollution level is scary (I couldn't walk my grandchildren along it in their pushchairs) ; vehicles block the pavements; many cars ignore the 20mph speed limit. Most residents want a tolerable environment back. A few noisy activists and some traders object to losing through traffic but if the latter can't make a living out of the many thousands of households in the streets off Mill Road then they're pretty poor shopkeepers.....</p> <p>(PS why is it so difficult to find this survey?)</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it will enable Mill Road to become a safe and pleasant road for the local community. It will reduce traffic and make the environment healthier in terms of less pollution and noise. The road will be safer for all - drivers, cyclists and pedestrians.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>For our employees coming to/from work by bike, the closure of the Mill Road railway bridge to all except buses, cycles, pedestrians, etc. will make their journey considerably safer. It'll also make the Mill Road environment better - better air quality, less noise - and make it more pleasant to eat or drink outside at the many cafés along the street.</p>

Safety	WhollySupport	I cycle across the Mill Road bridge at least twice a day, to bring my son to school at ***, and to come back from work in town. Crossing the bridge, and turning right either on Kingston or on Gwydir, is always hasardous. Cars rarely respect the speed limitation and overtake cyclists even when the white line is continuous. I say this as a car owner myself: the Mill Road bridge is simply not fit for purpose for cars. Besides safety, the environment consequences are key in my view: pollution levels are very high along Mill Road, and all residents (and shop-owners) pay the price for this with their own health. There's no reason why Cambridge cannot do what big and thriving cities everywhere else have been doing, and I hope the general interest will prevail.
Safety	WhollySupport	I think this is a fantastic idea, both for people and the planet. Mill Road is currently dangerous, with drivers bombing down the road and parking illegally and dangerously. It is incredibly stressful trying to come down it, especially with a child. The increased cycle and pedestrian safety will also increase health outcomes, which is essential for our current society. I am pleased to see the provisions for disabled people to continue to drive. It will also be a huge benefit for Cambridge's appalling public transport provision. I was unable to walk long distances last year and it left me essentially housebound because the buses were so slow and unreliable. Several times I had to exhaust myself walking down mill road rather than getting the bus. This had a huge impact on my mental health and meant that I required therapy. Reducing the traffic would ensure that the buses could be more regular and timely. We also need to be making choices in keeping with the climate emergency and this will be a great development for reducing pollution and fossil fuel usage.
Safety	WhollySupport	The current situation on Mill Road is unsafe. I live on***and have seen several serious accidents and countless near misses on Mill Road. I drive and this would massively inconvenience me on a daily basis but people's safety is more important.
Safety	WhollySupport	I'm so grateful to the council for this proposal which will improve the safety, health, and livability of our neighborhood while ensuring that Mill Rd. stays independent and vibrant. The vast majority of car traffic over the bridge is people driving through, not stopping at our local businesses or visiting folks who live here. I don't own a car and get around by foot, bicycle and public transport and the bridge can be scary to cross when cars shoot over it at high speeds. I appreciate that the council has considered the impact on our neighbors with disabilities and mobility challenges, including those in wheelchairs and assistive devices, as well as those of us who need to use a taxi every once in a while. I'm appalled that a few bad apples have been determined to spoil this critical neighborhood improvement which will benefit all of us, and hope it will sail through the approval process quickly this time.
Traffic	WhollySupport	The bridge it's a death trap and just not suitable or wide enough for the amount of traffic. It was so much nicer when it was restricted the last time. Me and my family would feel way more safer with the proposed restrictions.
Traffic	WhollySupport	I fully support this proposal. I regularly walk and cycle into the centre of Cambridge, both for work and leisure, and am of the view that the installation of a bus gate over the bridge will make these journeys substantially safer (through reduced chances of accidents, and reduced exposure to air pollution caused by vehicles), and more efficient. I also believe that the closure of the bridge will draw more custom to local businesses, and facilitate much better use of the space on the street. I do also own a car, and drive across the bridge into the centre of town occassionally. Regardless, I do not believe that the closure of the bridge will substantially inconvenience me. I look forward to the (hopeful) installation of the bus gate, and the improvements to Mill Rd that it will bring.
Safety	WhollySupport	I believe that a bus gate on Mill Road will benefit the area in many ways: -It will improve the safety of vulnerable road users, notably cyclists, by decreasing the number of cars on the road and their speed. Currently many car users drive dangerously around the bridge and at crossings, speeding down the road and passing way too close to cyclists, notably in places where it is unsafe to pass another road user. -It will have a positive impact on noise and air pollution; noise pollution is particularly bad around Mill Road for residents, even at night. -It will improve the traffic for those who really need to drive down Mill Road (emergency services, blue badge holders, buses, etc) -It will make it easier and more enjoyable to walk/shop in the Mill Road area, which will also be beneficial for the local businesses, especially if fewer cars park on the pavement as a result of the bus gate and if the pavements are widened. At the moment, the few car users who do actually stop to shop on Mill Road park on the pavement and make it hard and unsafe for pedestrian to walk around. It will also make it easier for wheelchair/pram users, and in general for all those with mobility issues, to use the pavement/cross the street. The previous closure of Mill Road to motor vehicles during the pandemic has demonstrated the benefit of having fewer cars using Mill Road and showed an improvement on most of the points above.

Disturbance	WhollySupport	<p>I wholeheartedly support the closure of mill road bridge to general traffic. I live in a ***. Every day, whilst cycling to work, both my partner and I are illegally overtaken (driving over solid white lines) putting our lives at risk. From our window, we see numerous cyclists per hour who are put in similar positions, by reckless drivers, who are not held accountable for their actions. This bridge is not fit for purpose, and it has become a case of when someone will get killed, not if. It should be closed.</p> <p>We constantly deal with illegal parking on our property frontage. This has recently involved a group of taxi's who use the pavement as a rendezvous car park, and often we find 6 vehicles parked two a breast outside our home . The paving slabs have recently been replaced with tarmac as they have been smashed beyond repair by illegal parking. Parking tickets are not a deterrent. I've attached numerous photos of examples of this behaviour. We are often woken up by delivery drivers honking their horns in the early hours of the morning because they want to illegally park, and are too lazy to exit their car and enter the business they work for.</p> <p>It is many of these cars that engage in dangerous acts on the bridge. The severe lack of regard for residents of mill Road by many business owners has gone unchecked for too long, and the mill Road bridge facilitates this behaviour. It should be shut.</p>
Safety	WhollySupport	<p>As someone who actually lives on *** I regularly cycle, drive and walk along Mill Road and I have seen far too many dangerous interactions between various users (cars, pedestrians, and cyclists) due to the lack of available space. The road simply isn't wide enough to handle the number of pedestrians and cyclists who would like to use it at the same time as a large number of cars.</p> <p>A particular problem has been cars driving onto pavements at speed. When walking this is very dangerous and I've had drivers unexpectedly swerving onto the pavement less than a metre from me. When cycling this has also been extremely hazardous and forces all road users out into the oncoming traffic. I've had near misses whilst cycling with oncoming cars passing very close to me as they've pulled out to overtake bikes and parked cars without considering oncoming cyclists.</p> <p>As a resident the air quality is also very important to me. I often take longer routes to avoid going down mill road (especially when walking) since it just doesn't feel like a nice place to visit when the traffic is heavy. I like to support local shops and would spend more locally if the bridge is closed since it would become a much more pleasant place to visit.</p> <p>Even though I regularly do drive along the road (since I live on it) I would welcome longer journeys in exchange for Mill Road becoming a pleasant place to live on and to visit again.</p> <p>In summary I totally support this initiative to implement the bus gate.</p>
Safety	WhollySupport	<p>Mill Road is a high street, not an arterial road, and it is unsuitable for 12,000 cars a day. It is a hotspot for traffic incidents and it needs to be safer for everyone, including children who need to use it to go to school . My young daughter, for example, who has asthma and needs cleaner air and safer roads like all of us! She regularly asks me why so many cars and HGVs are still on the bridge since we marched against them over a year ago.</p>
Safety, Environmental	WhollySupport	<p>I support this proposal for safety and environmental reasons.</p>
Traffic	WhollySupport	<p>Traffic & speeding the entire length /opp ends of Mill Rd is an issue, esp from Brookfield to the bridge. This would greatly improve traffic, safety & limit the excessive heavy goods access. & can only have the added benefit of improving air quality.</p> <p>The council should next propose the widening of pedestrian walkway to create a promenade for retailers to increase their presence and make a community village setting for people to sit, stalls to be selling from.. this would benefit all retailers & residents.</p>
Safety	WhollySupport	<p>I wholly support this proposal not only for safety but also for excessive traffic in Mill Road, which leave both the road and the pavements in a very bad conditions. The huge amount of cars parked in the pavements make it very difficult for pedestrians in Mill road to even walk (i..e people with buggies, wheel chairs, ..). Cycling, specially with kids, can be at times very challenging/dangerous because the stage of the roads and also because many drivers do not respect the 20mph speed limit. Many thanks.</p>
Safety	WhollySupport	<p>I am a local resident that does not own a car. I have two children, and our primary mode of transport is cycling. The current state of Mill Rd. traffic is unsafe, and we avoid using this road because of that. I am hopeful that restricting traffic on the bridge goes some way toward improving the situation so that we can safely cycle this route.</p> <p>I believe that other improvements could also be made for pedestrians and cyclists on Mill Rd (increased bike parking, monitoring traffic speed and unsafe overtaking of cycles by vehicles, and enforcement of illegal pavement parking rules).</p>

Safety	WhollySupport	As a cyclist I would feel much safer under the proposed changes. The current traffic situation is very dangerous
Disturbance,Safety, Traffic	WhollySupport	Anything to stop careless and wreckless drivers pulling up onto the pavement on every inch of Mill Road at any time of day.
Access	WhollySupport	I fully support this, Mill road feels dangerous as a pedestrian and a cyclist, too many cars tearing down the road or parking along it for no good reason. It was never intended to be the rat run that it has become.
Traffic,Safety,Enviro nmental	WhollySupport	<p>We have lived in Cambridge for 5 years, have a young family and we do not feel safe cycling on Mill Road due to the traffic and the terrible sate of the road surface. We even frequently feel unsafe walking on Mill road as cars and vans regularly ride up onto the pavements.</p> <p>Complaints that this proposal will reduce footfall on Mill Road are clearly rubbish. No one can drive to Mill Road as there is no parking there. Additionally, the most popular times on Mill Road is the winter fair where it is pedestrianised.</p> <p>Mill Road could be a fantastic space for the people of Cambridge by increasing the quality of the road surface and the sizes of the pavement. We could have outdoor cafe spaces and street gardens rather than a polluted dangerous thoroughfare.</p> <p>This process has taken over 2 years at this point. Please get on with it.</p>
	WhollySupport	<p>As in the first consultation, I remain strongly in favour of the TRO as a minimum change to improve Mill Road. Traffic levels along the length of Mill Road are dangerous for pedestrians and cyclists and make driving down it difficult and unpleasant. I live on Brookfields and commute by bicycle for at least some of Mill Road every day and it is at best unpleasant and at worst very dangerous, particularly on the bridge. Mill Road and its pavements are too narrow to support two-way traffic and pedestrian access, especially for those with mobility issues.</p> <p>Objections to the TRO coming from shop owners on Mill Road (which have been given national press attention https://www.bbc.co.uk/news/articles/c20r6rpzqpyo) are obviously without merit and I am confused why they have not been publicly addressed by the council already.</p> <p>In this article, some claim that the previous restrictions in June 2020 were damaging to their business. It is impossible for someone to claim this causality because of the wider - and likely much larger - economic effects of the covid pandemic and lockdowns.</p> <p>They conflate installing the bus gate with the impossibility of making deliveries to their shops, which is obviously incorrect.</p> <p>Some also claim that enough of their customers drive to their shops and would not be able to drive if the bus gate were put in place now, an unlikely claim presented without evidence.</p> <p>Best wishes, ***</p>
Traffic	WhollySupport	<p>The amount of traffic in mill road , plus cars and vans parked (both on and off the pavement) , currently makes it a hazardous road to use. At times of the day it is completely clogged , with traffic at a standstill and buses way behind schedule. I do not believe shops would suffer much with the closure as it's a neighbourhood (and residential) area. In fact cycling and walking to the shops would be much safer than they are at the moment.</p> <p>The traffic into Cambridge has increased so much over the years. Mill Road is narrow and not suited for so much traffic.</p> <p>The cafes and restaurants were well used during lockdown and would benefit from the closure too</p>
Safety	WhollySupport	I am writing in support of the proposed bus gate. I cycle to work at *** every day and there is rarely a journey which is not affected by traffic on Mill Road. I have near misses with cars and taxis on a regular basis, have been knocked off my bike once already, and I feel it is only a matter of time before this happens again, or worse. I see several of the *** also cycling to school who are in the same position and fear for their safety. The bridge is a particular sticking point, with cars overtaking cyclists at speed cycling up the bridge, unbothered by potential oncoming traffic. The potholes which line the road mean that cycling in the middle of the lane is necessary in some areas, though cars are driven aggressively which pushes cyclists into the potholes. Being a local resident of the area, I am aware that an argument often mentioned against the bus gate is that it would impact local businesses. I strongly disagree with this and feel that it would in fact encourage more footfall to the area (as several studies also suggest). The environmental factor is particularly important, too, and as a forward thinking, vibrant city, I feel this is a real opportunity for Cambridge to act in defence of the environment. I am also a car user (not just an angry cyclist!) and wholeheartedly support the bridge closure nonetheless. For the safety of Mill Road's residents, I urge the council not to bow to the pressure of the small but very vocal group who oppose this.

Safety	WhollySupport	<p>I wholeheartedly support the proposal, principally on safety grounds but also on the basis that it will make Mill Road a more pleasant place to shop, work and live.</p> <p>Mill Road is an extremely difficult road to travel along by any means. It is particularly unpleasant to cycle along, as has been widely reported, and I actively go out of my way to avoid doing so. However, it is also dangerous as a pedestrian, thanks to the egregious amount of pavement parking and vehicles mounting the curb even in crowded zones. The vast majority of vehicles also fail to yield to pedestrians crossing perpendicular junctions, as required by the highway code. Therefore, in addition to closing the bridge, I would strongly support efforts being taken to penalise those parking on pavements and dangerous driving in general (e.g. speeding). For this reason, I would also support the bridge being closed to private taxis.</p> <p>There are many other reasons to support the proposal. Numerous studies have shown that reducing motorised traffic increases footfall and benefits the majority of businesses (e.g. the government's own 'Low Traffic Neighbourhoods - Research Report') while encouraging people to pursue alternative methods of transportation, meaning that traffic does not necessarily increase along alternative routes, undermining one common argument made against the Mill Road bus gate. Furthermore, reducing car use along the road would surely benefit the buses that also travel along it, which are, in my experience, frequently delayed.</p>
Safety	WhollySupport	Closing the bridge to (most) cars is a great start to reclaiming Mill Road for safer travel! Fully support!
	WhollySupport	<p>Hi,</p> <p>I couldn't get the other link (app?) to work on my phone so I'm writing with my comments.</p> <p>I live on ***, just off Mill Rd and am on Mill Rd almost every day, sometimes more than once - and regularly walk across the bridge for shopping, GP surgery, etc. I also take the number 2 bus to work and back from the Romsey bus stop. I have thought a lot about the bridge issue over the past couple of years and talked to lots of pro and anti opinion holders.</p> <p>Overall I believe it's a good idea to restrict car/ vehicle traffic. There are children cycling to school up and down Mill Rd and we should make it as safe as possible for them. Other cyclists want to be safe and pedestrians like myself want to have a safe, pollution free walk.</p> <p>I am concerned however that a number of categories are not included in the list of 'bridge users'. For example carers. My mother had carers visiting 4 times a day. Putting restrictions on the carers' vehicles would have made a difficult situation even worse. Carers (through the company that employs them?) should be able to register their cars and travel freely across the bridge.</p> <p>Time of day is another factor. Why not let the access be free for all traffic after 6 in the evening until 7 am in the morning? or something like that. 7.30 a.m. even. That lets people who have irregular hours get to work. It lets people access restaurants more easily too. And gives access to the city centre. I think the 'all or nothing' approach is partly why so many people are / have been against the proposal.</p> <p>Tradespeople should be able to apply for a licence or have a way of crossing the bridge a certain number of times for a small fee. That way plumbers and electricians etc can get around easily. The fee shouldn't be a lot otherwise they will pass it on to customers!</p> <p>And it should be possible for people living in the area to apply for a special licence in exceptional circumstances. For example someone needing to take a person to Brookfields for regular appointments should be able to provide evidence and get a limited pass/ number of crossings for their car.</p> <p>When people experience the benefits of having fewer vehicles on Mill Road and see the other improvements which are planned, public opinion may come round a bit. And if shop owners and restaurants don't lose business, that will also be a win.</p> <p>Please publicise the improvements you're planning and emphasise the safety element. That would help :)</p> <p>I hope you will consider my suggestions.</p> <p>Yours, ***</p>

Traffic	WhollySupport	I support the implementation of the bus gate. Mill road is a busy road at peak hours, and can be dangerous for cyclists and pedestrians as well as noisy and polluting for residents. When the roads are quieter, motorists too often ignore the 20mph limit and drive at dangerous speeds.
Traffic	WhollySupport	Mill Road is currently very busy, traffic road is very dense, and unsafe for cycling. Although many local business have set up outdoor seating, with the current traffic density, this does not feel appealing. Cars regularly flaunt the speed limits
Traffic	WhollySupport	The implementation of the bus gate is a long overdue measure to make Mill Road safer for cyclists and pedestrians. I do hope that this time the proposal will not fall on some formalities. There is no parking for shoppers/restaurant customers on Mill Road anyway - any impact on these businesses is far outweighed by the health benefits for the residents and the fact that residents will be able to use Mill Road without fearing injury from cars overtaking at speed. Mill Road is not wide enough to carry the amount of car traffic it does without these restrictions. The proposal includes all sorts of exemptions (loopholes?) for disabled persons.
Safety	WhollySupport	I am very keen for these measures to go ahead. As a local resident who regularly walks to mill road and commutes by bike I am keen to improve the safety and environment along mill road and believe these measures will go some way to achieving this. I would like to see these measures go further, at present taxis and motorbikes/mopeds play a big part in the safety issues on mill road and I would like to also see these types of vehicles discouraged from driving through mill road. Although I live locally and own a car, I view the mild inconvenience of having to drive a slightly longer route is insignificant compared to my hopes to live near a safer and more people friendly high street.
Safety	WhollySupport	I fully support this proposal, I cycle this road every day and it is not safe, motorised vehicles in this road raise up serious safety concerns.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge, as I have done for several years.</p> <p>I support the scheme because it is rational, long overdue and only a small step to making our inner city streets safer, greener and more pleasant for all residents, shoppers and visitors.</p> <p>The temporary order implemented during the Covid crisis demonstrated beyond a doubt that closing Mill Road bridge was not only possible but very desirable. The only road users badly impacted were the thoughtless drivers who race down Mill Road in the mistaken assumption that it is a clever 'short cut'. They contribute nothing to the shops and services on Mill Road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites.</p> <p>I look forward to the earliest approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	The bridge needs to be closed. I've been knocked off my bike twice due to the amount of traffic. Mill Road is not an artery but is treated like one. We are too scares to allow our children to cycle to school whilst the council leaves the bridge open
Safety	WhollySupport	I fully support the proposed changes to Mill Road Bridge. I am a local resident for many years and consider Mill Road entirely unsuited to the volume of traffic it attracts as thru-way in and out of the city. I welcome converting Mill Road bridge to a bus gate to make safer the experience of pedestrians and cyclists navigating this road, making public transport on the local buses more efficient, as well as reducing noise and traffic polution in the local vicinity which will enhance the quality of life for all residents.
Safety	WhollySupport	As a local resident who drives, cycles, and walks along Mill Road regularly, I'm writing to express my strong support for the installation of a bus gate on the Mill Road bridge. I've lived in Romsey since 2006, and Mill Road has been a very dangerous road for pedestrians and cyclists for as long as I can remember. A bus filter would help reduce traffic whilst allowing those vehicles that really do need to use the bridge to continue to do so. Even though it would make my own driving slightly more complicated, in terms of routes, this is a small price to pay for a safer street!

Disturbance,Environmental,Traffic,Safety,Parking,Access,Financial	WhollySupport	<p>Mill road is a nightmare for those of us who live locally like me and drive, cycle and walk. I can no longer drive down there because there's nowhere to park legally, you haven't built enough spaces for that. Hence I walk or cycle, but your policies to encourage out of town people to drive into Mill Road and park on the pavements there (!) make those two things a risky and unpleasant experience. If us locals drove our cars down there, it'd be gridlocked all the time.</p> <p>So let's take back control, shut down these commuting shoppers and see how we, the residents, cope with being able to enjoy our own street once more. If in the fullness of time we feel that we want a return to through traffic, aggressive anti-cyclist drivers, and pavement parkers, we'll be sure to let you know.</p>
Traffic	WhollySupport	I wholly support proposals for the bus gate on Mill Road. The pavement crossing the bridge is far too narrow meaning when pedestrians pass each other they step into the road. The double white lines are completely ineffective as a deterrent to motorists passing slower cyclist resulting in frequent close passes to the point I will not use Mill Road as a cycling route for my eight year old daughter. When traffic has been restricted on Mill Rd in the past it has always resulted in a more vibrant and pleasant streetlife with cafe's and restaurants able to make use of the pavement more effectively increasing footfall and no doubt revenue and so traffic restrictions would be an ideal opportunity for further improvements to the public realm.
Parking,Traffic,Safety,Disturbance,Environmental,Financial,Access	WhollySupport	<p>I am a local pedestrian, cyclist and driver who fully supports the Mill Road bridge closure. I feel unsafe on Mill Road due to the increased traffic and the behaviour of the vehicles driving too fast and cutting too close to bikes. This happens to me more often now than in the past. As the number of cars has increased, I notice it has become a habit for many vehicles on and off Mill Road to reverse in the middle of the road and to park on yellow lines and pavement leading to unsafe situations. Particularly both ends of the bridge seem to be very unsafe for cyclists and pedestrians. Further, Mill Road is becoming more unpleasant due to congestion and bad air quality. If this situation is not tackled, it will lead many to avoid Mill Road in the future.</p> <p>Therefore, the proposed scheme should be approved to improve safety and air quality as well as to create a pleasant environment for people. The Mill Road bridge closure would give the local area an opportunity to thrive in all aspects - something that has been seen in the past. In addition, Cambridge should take the responsibility to do something about climate change locally, and this would set a good example.</p>
Safety	WhollySupport	I want a safer environment for my young family, a thriving pedestrian community environment and less pollution.
Safety	WhollySupport	I cycle and use a trailer with our young daughter and mill road does not feel safe to do this. Closing to traffic would improve this greatly, along with pollution.
Other	WhollySupport	I strongly support this for a number of reasons - difficult to choose one. Safety for my children - the paths are very narrow and many cars do not abide the speed limit. Pollution levels to my children can enjoy the shops on mill road without breathing toxic air. General enjoyment - the noise from cars makes for an much less enjoyable experience versus the pandemic when the bridge was temporarily restricted. Please reinstate the restrictions asap.
Traffic	WhollySupport	<p>I support this change.</p> <p>The traffic on Mill Road is very dangerous, with plenty of non-residents using it as a cut-through. I cycle on Mill Road and I personally have had several dangerous encounters with cars on the mill road bridge.</p> <p>Mill Road was a much nicer place when the temporary restrictions were in place during COVID.</p>
Safety	WhollySupport	I have witnessed several close calls of cars dangerously overtaking and putting cyclists in danger on Mill Road bridge, therefore I think the bridge closure will make it safer for people to cycle and encourage more cycling in that area. I myself will probably, as a cyclist and a pedestrian, use this bridge more often if it is closed to motor vehicles as per the TRO.
Safety,Environmental	WhollySupport	<p>I walk with my baby and cycle on Mill Road and I feel at the oresent it's not safe or pleasant.</p> <p>When the bridge was closed previously, mill road was safer to walk and enjoyable to stop by the cafes on the street.</p> <p>Thanks</p>
Traffic	WhollySupport	I am strongly in favour of restricting access to private motor vehicles across Mill Road bridge. Mill Road is a residential and leisure street, not a main traffic artery. At present, the bridge is a dangerous route for cyclists and pedestrians - I have seen far too many near misses when cars attempt to overtake cyclists. I strongly believe that restricting the volume of traffic crossing Mill Road will have benefits to walkers and cyclists using the bridge, as well as for the whole of Mill Road. This is an opportunity to improve the environment for ALL users of Mill Road - I would be considerably more likely to spend time and money in the local shops and restaurants/cafes if the volume of traffic was reduced. At present, it is simply unpleasant. I genuinely believe that there is no legitimate reason for a private vehicle to need to cross Mill Road Bridge. There are plenty of alternatives, and apparent concern about pushing congestion onto other roads has been disproved in multiple peer-reviewed studies. Please don't let this opportunity to improve Mill Road for the whole community be lost because of the vocal criticism of a very small number of people. Moving away from car-centric cities will need to happen - this is an opportunity to make a positive improvement now.

		<p>I am fully supportive of the proposed changes to Mill Road traffic as part of this TRO, and believe that the changes have addressed many of the legal points raised.</p> <p>I hope some of the following reasons will be of interest to counsellors - I am a resident of ***, and the amount of dangerous driving I see on Mill Road is just appalling. Especially on the bridge, where cyclists are constantly overtaken at close distance where there is a solid line to state that overtaking is forbidden. Cars use this as a cut through and speeds reached are much higher than the legal limit. If the bridge were restricted, along with other proposed improvements to mill road such as widening the pavements, pedestrians would be much more likely to visit and spend a longer time at shops and cafes. Air pollution in this area is also extremely high, and mill road contains 5 of the county council accident hotspots.</p> <p>Please do not allow a minority of angry voices to delay this proposal, or listen to arguments that it will reduce business. During the pandemic many local cafes and businesses thrived, and residents overwhelmingly voted for a safer, quieter and less polluted street. Please make it a pleasant place for pedestrians and cyclists</p>
Safety	WhollySupport	
Traffic	WhollySupport	I strongly support the bus gate as I think it will increase safety and health in the area.
Environmental	WhollySupport	I support the Council's proposals to restrict motor traffic over Mill Road bridge as I think it will improve safety of cyclits and pedestrians on Mill Road and improve air quality and generally improve the environment
Traffic	WhollySupport	Traffic levels on Mill Rd are appalling. I walk the length of Mill Rd twice a day, I feel it is too dangerous to cycle. The pollution is extremely bad at times and clearly the volume of traffic (especially HGVs) have a detrimental impact on the condition of the carriageway. The sensible and measured proposals will improve quality of life for residents and visitors alike, add new amenities on the pavements but still support businesses and mobility
Safety	WhollySupport	The bridge compromises the safety of pedestrians and cyclists. The bridge is too narrow and drivers do not know how to safely wait behind or give sufficient space to drive around the cyclists who use the bridge in large numbers. My 7 year old granddaughter cycles to *** via this bridge and it is terrifying how dangerous the drivers are that give no space to a 7 year old cyclist. The TRO would mean that only licensed (bus and taxi) and a few additional approved drivers would use the bridge.
Environmental	WhollySupport	This proposal will make the area safer and much better for the environment
Safety	WhollySupport	Mill Road has become a rat race with many drivers going twice the speed limit and others driving recklessly, making it very dangerous for both cyclists and pedestrians. I wholly support prevention of private vehicles crossing the bridge, and it is high time this was implemented.
Other	WhollySupport	<p>I am a local resident and I use the shops, bars and restaurants on Mill Road very frequently. I also frequently travel along Mill Road, typically on foot. In my view, the proposed Order will make Mill Road a much safer, amenable and enjoyable place to be and navigate along, and strikes the right balance between achieving these benefits whilst minimising the drawbacks. In my view, the primary purpose of Mill Road should be that of a thriving high street to be enjoyed by visitors to the local businesses and amenities, not that of a transport route from one side of cambridge to the other or from outside the city into the centre. I think the majority of the car travel along Mill Road is for the purpose of the latter, and should be restricted for the benefit of the former. The proposed exceptions for cyclists, buses, taxis/PHVs, blue badge holders and emergency service vehicles are very sensible. I very much looking forward to Mill Road becoming a more pedestrian-friendly area with only the occasional vehicle travelling along it.</p>
	WhollySupport	<p>To whom it may concern,</p> <p>Having lived on Mill Road for 30+ years and as someone who cycles over Mill Road Bridge at least twice a day I fully support the decision to install a bus gate.</p> <p>As Mill Road is a family hub, people of all ages and abilities should feel safe when travelling on the road and pavements.</p> <p>With the huge increase of home delivery vans, e-scooters, food delivery e-mopeds, and construction HGV's Mill Road has never been so treacherous.</p> <p>The Ironworks development combined with the Devonshire Road / Mill Road / Kingston Street junction is impossible to negotiate and is a ticking clock for serious injury or worse.</p> <p>Whilst I understand that traders have previously opposed restrictions, it's those on foot who go into the various retail establishments. There is also apple parking for those who wish to drive. Surely it is time to put those who live here first.</p> <p>Kind regards ***</p>

Safety	WhollySupport	<p>The scheme is necessary for public safety, both for cyclists and pedestrians. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. I personally cycle along Mill Road daily on my commute to work, and routinely see dangerous driving on and around the bridge, with drivers overtaking cyclists at unsafe places (eg before they can see over the bridge to see who is coming the other way). My partner (who is a resident at the same address as myself) has been put off cycling in large part because of the danger of cycling on Mill Road. Putting in a bus gate is a great first step to making Mill Road a safer place to cycle; the bridge will be directly safer, plus the follow-on consequences of reduced traffic will make the whole of Mill Road safer.</p> <p>People walking and wheeling will also benefit from this scheme, especially if the pavements are widened as part of the broader Mill Road improvement scheme. With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p>
Access	WhollySupport	<p>Like many residents living near Mill Road, I do not own a car. This change would make it safer to cyclist, easier to cross the road, and reduce noise and air pollution. I believe that the improved environment would also increase visiting the small businesses on Mill Road</p>
Safety	WhollySupport	<p>The pavements on the bridge are too narrow and force pedestrians into the road. Drivers frequently speed over the brow of the bridge causing a risk to road users. It is common to see dangerous overtaking of cyclists due to the narrow carriageway. For these reasons, and to improve air quality on Mill Road, I support this proposal.</p>
	WhollySupport	<p>I'm writing to support the propose Mill Road bus gate closing the bridge to private cars.</p> <p>I am a local resident, a *** working for the *** with a young child age 10. We use cycling and buses as our only form of transport and regularly cycle along Mill Road. This is always one of the most anxiety-provoking roads to cycle on with my son as it is so narrow, with many crossings and lots of unpredictable traffic. I know it to be one of the most dangerous roads in the country and have myself been several atimes pushed to fall onto the pavement by cars passing too close. It is also unhealthy as we are forced to sit in stationary traffic jams on bicycles for up to 30 minutes at a time since the road is too narrow for bicycles to pass stationary traffic.</p> <p>I believe the council should support those most in need who do not have access to private cars, rather than those who have more resources already.</p> <p>This will also promote the council and public's overall aims of reducing car use and increasing use of public transport. It will also benefit the shops on the street as it will be possible to stop and shop with increased space to use for pedestrians, cycle parking, etc. This will encourage walking and new businesses and public services in the area. This will then be a model for other areas in Cambridge and new developments where traffic can then be reduced if it proves successful here.</p> <p>I have lived in Japan and personally seen the benefets of a society with high density cities where few use cars, streets have few cars even in urban areas, except for a few major roads and therefore services and public transport increases and can also be readily reached by everyone.</p> <p>I know the bus gate has strong support and has been unnecessarily delayed against majority opinion so I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>Over the last 25 years I have lived in ***, I have seen the traffic rapidly increase down Mill road and the safely for all users rapidly decrease the road and pavement are too narrow for the number of vehicles bikes and pedestrians using the road especially with number of illegally parked cars on the road, the vehicles have to come too close to the cycles as there is insufficient space on the road, so the cycles often use the pavement that in turn endangered the pedestrians, this has all become worse with the increasing number of e-scooters and e-bikes. A lot of the time the traffic all come to a stop at the Parkside traffic lights that are no longer able to take the density of traffic causing traffic jams down Mill Road and frustrated drivers and cyclists and lots of pollution.</p> <p>I and a lot of other people I know would use Mill Road more often and spend more time browsing if it was it was a nicer and safer road, some of my older less mobile neighbours are afraid to use Mill road anymore.</p>

Traffic	WhollySupport	As a long-time (over 40 years) resident of *** who uses a bicycle on a daily basis, I wholeheartedly support the Council's proposal to reintroduce the bus gate over the Mill Road Bridge to restrict traffic use, along with other proposals to increase the amenity value of Mill Road. I am aware that the volume of traffic on Mill Road has increased dramatically in the past two decades; cycling along it is now a hazardous and unpleasant experience (indeed I now avoid it whenever I can). In contrast, during the period when traffic was restricted, the road became a much more enjoyable space with, I believe, greatly increased footfall and use of local amenities. I certainly used it, and shopped there much more often than I had and indeed more than I do now that traffic has reverted to its previous volume. Finally I firmly believe that the opinions of the substantial majority of local residents who voted in favour of the scheme during the first consultation should be respected.
Safety	WhollySupport	<p>Mill Road is far too dangerous as it is. I witness near-accidents or accidents almost daily. My child can't get to school safely on his own. So YES!!! Please do close that bridge to through traffic...</p> <p>(and please put speed bumps in for the taxis and buses who also tend to speed across the bridge and overtake in dangerous ways).</p> <p>Thank you for trying again!</p> <p>***</p>
Traffic,Safety,Access,Disturbance,Environmental,Financial	WhollySupport	It is always hazardous cycling along mill road - making visiting those shops less desirable and more dangerous for me!
Safety	WhollySupport	I use the bridge to take a primary age child to school. We regularly (once every 5 days or so) witness near misses with impatient cars carrying out dangerous manoeuvres around cyclists, and occasional accidents when cyclists are hit or forced into the side of the road. It is very visible once the private school terms are over that the traffic decreases dramatically: much of the traffic is simply not from the Mill Rd area. In some weather conditions the pollution is bad, with long queues of cars waiting. During the period when the bridge was closed, air quality was noticeably better, the bridge was significantly safer, and a number of local businesses thrived, creating a much more visible community space on both sides of the bridge.
Safety	WhollySupport	I support the proposal to close Mill Road bridge to normal traffic. As a resident, I regularly cycle over the bridge and find many drivers will speed, overtake cyclists when they can't see if any traffic is coming the other way, or drive in a threatening way towards cyclists (driving very close behind for example). This isn't just a few drivers, this is the majority. It's just not safe to have cyclists and normal traffic using this space. Additionally, as a user of Mill Road shops and restaurants, the road was a much more pleasant place to spend time during the trial closure. We could walk more easily and sit outside without all the noise, pollution and pavement parking. On the whole, even as a driver myself, I find the driving of cars in an old and small city like Cambridge to be extremely anti-social and we should prioritise and encourage other forms of transport, and make places like Mill Road better for people, not cars. I know some traders have been concerned about the closure but people driving on Mill Road are not shopping here, they are driving in or out of town, or to the station, and it would be much more beneficial to prioritise local residents. I'm glad that Cambridge Council is thinking about these more progressive measures as I think the majority of Cambridge residents are progressive people and want to see the city made better for people.
Safety	WhollySupport	As a frequent user of mill road bridge both as a pedestrian, cyclist and car user I support the bus gate to reduce traffic along mill road and increase the safety for all vulnerable users (pedestrians and cyclists). I hope that this can be the catalyst for creating a vibrant low traffic street that has a positive impact by creating a more welcoming environment which has a long term benefit on local businesses. As a parent, I choose not to cycle with my children due to safety concerns, and I hoped that the bus gate helps improve the safety of mill road, and creates a street that I would feel safe cycling with my children along
Access	WhollySupport	The street would be a lot safer and livable.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because of the improved safety for children and families navigating our city.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety, Environmental	WhollySupport	I would like me and my children to be able to cycle safely on Mill Road
Traffic	WhollySupport	Traffic is bad for people and place. Restricting car use to those who really need it will help improve safety and health of children, older people, those who live on the road and everyone who passes through. A proportion of traffic will move elsewhere and a proportion will convert to active travel such as bike or walking. Mill road is a special case being narrow and highly residential. Too much competing traffic is dangerous risking accidents etc. reducing vehicle traffic will improve air quality, again benefiting everyone especially those who are young or have lung problems. Finally the experience of bridge closure last time was to make using mill road far more joyful.
Safety	WhollySupport	Please close the Mill road, it is too noisy and busy and dangerous.
Safety	WhollySupport	Volume and speed of traffic is dangerous for cycling on the bridge
Traffic	WhollySupport	Currently my family and I avoid Mill Road because it's too busy to cycle down and it's dangerous with parked vehicles. It was fantastic when there were temporary restrictions and we would like to see it returned to a quieter street that can be used to access the local area more effectively.
Traffic	WhollySupport	<p>Both of my daughters use Mill road bridge every day to go to school by bike. While I am confident to cycle in heavy traffic, my older daughter who just learnt to cycle is not. The alternative route that she needs to use is longer, which is problematic for her because she is not going very fast. In my opinion, the proposed TRO is a no-brainer, and I support it in the strongest possible terms.</p> <p>Let me also voice my frustration that introducing this popular measure is taking so long. This country holds regular elections, and local residents consistently elected councillors both on the city and the county levels who clearly support the TRO. While some candidates campaigned against it, they did not get much support. There were extensive consultations on this proposal, which showed clear support. I am outraged that there are a small number of residents, who simply cannot accept that they cannot always get everything they want in a democracy and they forced the council to spend time and money on a frivolous lawsuit. Money, which is badly needed for much more important purposes.</p>
Safety	WhollySupport	Traffic on Mill Rd puts pedestrians and cyclist in danger. The width of the road and pavement is not enough to accommodate active and motorised forms of traffic. Actually, Mill Rd soon be fully pedestrianised like in the city centres of many European cities.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme / bus gate because I would appreciate some safer cycling routes and cleaner air, I also think local businesses would profit from that change, it would encourage to sit outdoors and become a really nice area for leisure time.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic,Safety,Access,Environmental	WhollySupport	I live near Mill Road and often need to cross it on cargo bike with my two kids in tow every week and often have an activity in the area. A bus gate only allowing permitted vehicles would be a very welcome change to the Mill Road experience where the road is far too small to safely accommodate vehicles and cyclists. Because of its size. some drivers will overtake cyclists in an unsafe manner and the bridge is particularly bad place to do this where oncoming vehicles may not be visible to drivers.
Access	WhollySupport	<p>I am overwhelmingly in favour of these proposals. As a local resident who walks to Mill Road weekly, I am terrified by how dangerous it is for pedestrians and cyclists. It is only a matter of time before there are more fatalities.</p> <p>I overwhelmingly support any measures that reduce the number of cars on the road, and I think the bus gate will be a very positive step in the right direction. As a local resident, I will spend a lot more time on the road and spending time and money in the local businesses, once it is safer for my family and I to do so.</p> <p>Alongside this, I support any measure that improves access and safety to Mill Road for pedestrians and cyclists.</p>
Safety	WhollySupport	Please do this. It is important for safety and to help me feel safe with my children when using Mill Road. If this goes ahead I will be able to spend more time on Mill Road and go to the shops there more often.
Safety	WhollySupport	This road frightening to use with high speeds from drivers and lorries that are too large .
Safety	WhollySupport	Mill Road is very dangerous for cyclists (especially children) - we desperately need measures to reduce traffic on the road and limiting traffic on the bridge seems a good way to do this. It will also be better for pedestrians, and for public health and air quality.
Safety	WhollySupport	<p>I believe this Traffic Regulation Order proposal will improve safety of Mill Road users, especially pedestrians and cyclists using this route frequently to both commute as well as using the services provided within this area (local shops).</p> <p>In addition, reducing traffic will make bus routes to be more efficient. Currently a bus traversing through Mill Road (e.g. Line 2) requires more time than a pedestrian would traveling from Parker's Piece park to Mill Road bridge. I have experienced this first hand multiple times. This TRO should help reducing traffic congestion in this route and make bus service more efficient.</p>

Safety, Traffic, Environmental	WhollySupport	<p>I am in favour of closing Mill Road Bridge to all but non-essential traffic. It is so dangerous for cyclists to cycle down so I use the Tony Carter cycle bridge instead. But if for some reason I have to cycle down Mill Road and over the bridge, it is treacherous with cars overtaking as they drive up the bridge when they cannot see what is coming up the other side of the bridge. The large lorries and cars parked illegally on the kerbs block the road for cyclists, drivers and the path to pedestrians, wheelchairs, prams etc.</p> <p>The pollution that is created with the noxious fumes of cars as they wait in traffic jams cannot be good for residents or business owners.</p> <p>If closing the bridge reduces traffic to the area then that will be a great result.</p>
Safety	WhollySupport	<p>As a pedestrian or a cyclist, moving through mill road feels very unsafe. On the bridge specifically, motor vehicles regularly neglect the double white lines and overtake cyclists on the ascent. This is so common, the google street view capture for the bridge on Apr 2019 shows this happening. As a confident cyclist in my 20s, I maintain 20mph on this ascent, and yet cars regularly perform this illegal overtake despite it requiring them to exceed the posted speed limits.</p> <p>As a pedestrian, the roadway on mill road feels very busy with relatively aggressive traffic. This exacerbates the overcrowding of footpaths, by making it scary to move past people as the road traffic is passing closely and at speed. I believe the use of mill road as a through road contributes to this aggression from vehicle traffic, and the bridge closure will greatly aid footfall to retail on mill road as it did during the ETRO.</p> <p>During the ETRO, the expansion of seating into the roadway by cafe's on the east end of mill road was delightful, and made that area a significantly more pleasant space to shop and eat. I believe this will only be possible to recreate with the reduction in through traffic that would be effected by the installation of a bus gate.</p> <p>As a car driver, I occasionally drive from Cherry Hinton to the shopping seaters at the grafton and beehive to pick up larger items. I have make this journey via mill road in the past, as it is slightly faster in some situations, but do not feel I would be substantially inconvenienced by any inner-city vehicle restrictions.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I cycle and walk on Mill Road bridge several times a week, and I am tired of being endangered by aggressive drivers. I would also support the installation of permanent speed cameras and much more frequent penalties for pavement parking.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Stop listening to the loud and aggressive minority who is desperate to keep driving and speeding over the bridge.</p> <p>Kind regards,</p> <p>***</p>

Safety	WhollySupport	Mill Rd bridge needs to change - it is dangerous, causes pollution and ruins what could be a beautiful street with independent businesses and restaurants. Cars and taxis regularly speed up the bridge, overtaking cyclists and pedestrians are forced to walk on very narrow pavements. Cars overtake cyclists very dangerously, often on the way up the bridge with no view of what is coming the other way, meaning they close pass cyclists, including children, regularly. Closing the bridge to regular traffic would help to improve this area for residents, but could also encourage more tourists to venture down mill rd to sample restaurants and cafes, and to sit outside but not have to walk alongside traffic. I wholly support the proposal to close the bridge with a bus gate, but I would also welcome a speed camera to ensure those who can still use it do not speed over it, causing unnecessary pollution through aggressive acceleration, and keeping the area as safe as possible. It would also be great if the pavement could be widened, and a bike lane put in place to make it safer for commuters.
Environmental	WhollySupport	Mill Road is essentially a residential area with a strong sense of community which currently is bisected with an increasingly busy traffic-filled road. It is dangerous for cyclists and pedestrians due to the many turnings into and off Mill Road. Fumes from the heavy traffic create an unhealthy environment for those shopping and going to school. When there was a trial of the bus gate over the bridge, the atmosphere changed completely - people enjoying sitting at pavement cafes, easier and safer access for everyone. There was a wonderful feeling of community.
Traffic, Environmental, Safety	WhollySupport	I support the proposal to improve safe cycling in a currently dangerous area where many accidents have occurred and to improve air quality for residents.
Safety	WhollySupport	I wholly support this proposal. It is so unsafe to cycle down Mill road at most times of the day with vehicles dangerously overtaking cyclists on a very narrow and uneven road surface (who do not always do the best job at obeying traffic laws either). As a cyclist I have to weave to avoid the terrible road surface the entirety of Mill road both sides of the bridge. This always feels dangerous and unpredictable for drivers hazard awareness. As a driver I do not drive down Mill Rd unless very early hours of the morning, for the reasons stated above about cyclists!
Traffic	WhollySupport	I cycle over Mill Road bridge every day to get to work. It's a narrow and busy road and I have several near-misses with traffic every year and have observed several accidents when cyclists get knocked off their bike by unobservant and dangerous drivers. I welcome this proposal and would like to see significantly less traffic on Mill Road to make it safer for cyclists and for a nice pedestrian shopping / cafe experience.
Safety	WhollySupport	Mill Road is currently unsafe for pedestrians and cyclists as there are so many cars. A gate would make it a lot safer for pedestrians, cyclists and bus users
Traffic	WhollySupport	I would feel safer cycling down mill road
Safety	WhollySupport	Cycling over the bridge currently is stressful and dangerous because of impatient motorists.
Safety	WhollySupport	This will improve safety, access and quality of life for people visiting mill road on bike and residents.
Safety	WhollySupport	I love the shops on mill Rd, but feel unsafe travelling there, either by bike or just walking with my kids, because the road is so busy and pavements so crowded with parked vehicles. I believe the bus gate will reduce traffic and make it safer for me to visit mill road, as well as open up a cycle route into town - currently I avoid crossing the railway by mill road bridge because it's just so scary.
Disturbance	WhollySupport	Mill Road should be closed to vehicles as it is a dangerous, congested and polluted.
Safety	WhollySupport	The traffic along mill road is currently not safe for pedestrians and cyclists who should be prioritised. A decrease in traffic would be welcomed
Safety	WhollySupport	As a commuter along Mill Road I support the bus gate as it will make my journey much safer and healthier.
Traffic	WhollySupport	Last time I cycled on this bridge with my 2 years old in my cargo-bike I was overtaken by four cars that did not respect the speed limit nor the solid white line on the way up. I think the current road layout is not safe.
Traffic	WhollySupport	I fully support this TRO. Closing Mill Road's bridge to most traffic will greatly improve the safety in the neighbourhood and will make it much more agreeable to shop, walk/cycle through and enjoy the cafes and restaurants in this area. Please do move ahead with it!
Safety, Environmental, Traffic	WhollySupport	I support this proposal as I regularly cycle over the bridge with my young daughter in a cargo bike. It is not a safe route for cyclists as cars regularly overtake on the bridge in an unsafe fashion. The build up of traffic also makes it a polluted and unpleasant environment; it would be a far nicer street for shopping and leisure if the traffic were to be reduced, as per the plans, which also have obvious environmental benefits.
Traffic, Safety, Environmental	WhollySupport	I cycle and walk around Cambridge and work just off Mill Road. I avoid cycling along Mill Road as I feel it is narrow and dangerous, especially with the number of cars. I would also be more inclined to visit shops in Mill Road if it were less busy with cars. This would either be a deliberate choice to go to Mill Road (because it is less busy) or I might come across a shop while happening to use Mill Road. At the moment, I often head away from Mill Road at lunch time and instead head for the much quieter Norfolk Street.

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is too congested and would be much more liveable and safe if traffic was restricted. I say this as a resident who lives off ***, so in spite of any perceived knock on impact to the wider area. The road is too narrow for cars to safely overtake bikes and the times as a cyclist I have felt most vulnerable are cycling down Mill Road which I now go out of my way to avoid for safety concerns. All the result of aggressive and careless driving - behaviour which is never challenged, especially on the bridge. The road is a thriving independent hub in Cambridge- the council should be fostering this. Just look at how many people come for the winter fair. Why not have a street market once a month or more regularly? Some coordination with the City Council would be good here.</p> <p>The bus gate scheme is a minimum measure to begin with- I do not agree with the exemption for taxis which will limit the impact and does not address safety concerns.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>The approach would have strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I hope the voices of car owning convenience can be overlooked, and I never know why the Mill Road Traders are against traffic calming measures as it would encourage pedestrians and cyclists to frequent the area.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	I visit Mill Rd about once a month to shop or eat at one of the cafes, restaurants and pubs. I travel by bike or private car. Mill Rd is unsafe and unpleasant because of the amount of traffic. The mix of people on foot, on cycles and in cars in such a narrow space leads to crashes. The TRO will reduce the number of people driving through in cars, and make the area safer and more pleasant.
Traffic	WhollySupport	I support a restricted traffic solution on Mill Road to promote safety, accessibility for cyclists and pedestrians and also to improve the local environment through reducing vehicle emissions.
Safety	WhollySupport	I think it's ridiculous that this hasn't been implemented yet. It's unsafe to cycle down mill road and certainly not safe to drive there either. I live within 1 mile yet can't access the shops and restaurants that are on the street due to the traffic issues. This especially affects me visiting the GP surgery which is on mill road. I'd really like the bus gate implemented as soon as possible I think it's unfair that a minority of people are causing so much disruption for the rest of the residents in the city. Especially as bus gate implementation would see an increase in the use of people cycling down mill road and therefore an increase in business to the local shops.
Safety	WhollySupport	The closure of Mill Road bridge for cars has unfortunately been delayed several times due to legal objections. This is a pity. Mill Road is extremely dangerous for cyclists and pedestrians. The road is too narrow for all the traffic and cars park everywhere on the pavements, so people need to step into the road. Closing the bridge to traffic is a good step towards making Mill Road a better area where not everything is centered around cars.
Traffic	WhollySupport	The whole of Mill Rd would be safer for cyclists & pedestrians with the bus gate over the bridge. It would make shopping/dining on Mill Rd a much more enjoyable experience, and we'd spend more time there. There are alternative routes into town. (would also be safer for everyone with potholes/road surface fixed...)
Environmental,Traffic,Safety,Access	WhollySupport	Please make Cambridge a good place for cyclists and pedestrians. At the moment I cannot access Mill Road with my family on bicycles- too dangerous for the children.

Safety	WhollySupport	As a cyclist commuting everyday on Mill road, I would feel safer knowing there are fewer cars. Traffic is always crazy and cars drive too fast, overtaking cyclists with no consideration for their safety. I also think this would benefit small shops along the road as people would be more likely to wander around in a quieter environment. To be honest, to me, this is one of the most negative points of urban planning in Cambridge and I would LOVE for Mill road to become a pedestrian/cyclist way. All major cities in the world are going through this transition and people of Cambridge need to see this change too. From an environmental and Human point of view, this seems like a logic decision to make. The city centre is already packed as the population is growing and more and more tourists are coming to visit. Mill road could be a second major pole where people can meet and enjoy themselves without the constant fear of crossing the road or traffic noise. I wholly support this proposal!!!
Traffic	WhollySupport	I commute daily along Mill Road by bicycle and believe the closure would make me safer. Additionally I would use the cafes and shops more if there were less traffic, which the closure should achieve.
Safety	WhollySupport	It is so much safer with the bridge restricted. At least weekly on my bike I feel in serious danger from a driver (when the bridge was open). . The road is so narrow in places that it can be very dangerous to cycle there. The busy traffic also leaves lots of congestion and pollution around what would be a lovely shipping and residential area.
Safety	WhollySupport	<p>I am a resident of Cambridge who makes regular trips to Mill Road by bike or on foot. I fully support the addition of a modal filter to Mill Road bridge. When cycling, I have had numerous near-misses with cars on Mill Road bridge. The regular presence of parked cars and delivery vehicles near the bridge means that cars driving over the bridge are often speeding and failing to pay attention to cyclists, as they are frustrated at having been stuck behind a static vehicle. Reducing the throughput of cars on the bridge will certainly reduce road accidents on Mill Road.</p> <p>Also, I often see lots of less confident cyclists (adults and children) dismount their bikes and use the pavement when approaching the bridge. Cars are scary for any and all cyclists; but, for a cyclist who doesn't have much experience with steep slopes, the fear of annoying a car user by riding slowly will be sufficient to make them avoid the bridge altogether. Bikes occupying the pavement has the effect of crowding out pedestrians, often causing spill-over onto the road - not very safe. Cycling ability does not spring out from nowhere. More local residents will be encouraged to cycle more often (and improve their cycling ability) if there is an urban environment that makes cycling appear safe and convenient. Introducing a modal filter onto the bridge will go one step to making the roads become more bike-friendly for residents of the area.</p> <p>As a lover of the restaurants and shops on Mill Road, I would absolutely welcome a modal filter. More often than not, my outings to cafes and restaurants are disturbed by cars and motorbikes making a huge noise. Any measure that restricts vehicle use on Mill Road will reduce noise and increase pedestrian footfall, as a quieter road is more pleasant to walk on than one with a constant screech of car engines. A greater number of pedestrians using the road will only help the road's local and independent businesses, which are of immense importance to the entire city. In a city (and country) where independent businesses are being forced to shut down and make way for transnational franchises, Mill Road is a cultural gem which should be treated as such.</p>
Environmental,Traffic,Safety	WhollySupport	Improved and safer route for cyclists and pedestrians. Avoid pollution from many cars queuing. Encourage motorists to consider alternative means of transport.
Safety	WhollySupport	I entirely support this proposal. Closing the bridge to through traffic would improve safety for cyclists and the general environment of Mill Road. At the moment, Mill Road is extremely overloaded with traffic and this makes it a dangerous and unpleasant route for cycling. I cycle to and from work in the centre of Cambridge via Mill Road and it was wonderful when the bridge was closed - for the first time I felt the road was safe enough for my 8 year old to cycle on. Cambridge city centre is not suitable for large volumes of private vehicle traffic and sustainable ways of travel should be prioritised and encouraged. Closing the bridge will cut traffic and therefore allow buses to travel more swiftly and smoothly through the city.
Safety	WhollySupport	I believe this TRO will make Mill Road a safer and more attractive place to cycle. It will make it easier and safer for my family to access the town centre, thus promoting active travel and improving health.
Safety	WhollySupport	I wholeheartedly support this proposal, mainly on safety and environmental grounds. I am a local resident who is a car owner/driver, cyclist, walker and parent to teenage children. My family used to live on***, and one of the reasons we moved further out to *** was that Mill Rd is so busy with car traffic as to make it unfriendly for cyclists and pedestrians. I still cycle on Mill Rd several times a week and use it for leisure/shopping. The best Mill Rd has ever been was during lockdown when the bridge was closed to most traffic and the shops on Mill Rd spread accros the st with chairs/tables and it was so much nicer to walk on.
Safety	WhollySupport	<p>Wholly support.</p> <p>Makes a tricky, dangerous road far more accessible to cyclists, pedestrians and those who need access such as emergency vehicles/ disabled etc.</p>
Traffic,Safety,Financial,Environmental	WhollySupport	<p>The number one obstacle to getting to and from my place of work, and the places on Mill road I visit weekly, is the concern for my personal safety and that of my family when using this road. I choose to commute via longer, quieter routes to avoid it. Car traffic drives people away from Mill road and businesses suffer for it.</p> <p>Closing the bridge does not change the ability for car drivers to access every part of Mill Road by car if needed, it only prevents through-traffic using it. Through-traffic by definition brings no value to the businessess of Mill Road and only creates hazards for other road users. To prevent it costs nothing and makes the area better for those who use it.</p>

Safety	WhollySupport	The bridge is dangerous to active travel users. There is no real reason for it to be open to general traffic. Exemptions for mobility requirements and deliveries should be considered but for general traffic it should be closed.
Safety	WhollySupport	It is always busy in Mill Road, pavements are quite small and I don't feel save walking or cycling around every day
Environmental	WhollySupport	I use Mill road daily cycling or walking, alone or with my 77-year old husband. I am very concerned about the level of traffic endangering our safety, and the pollution it creates. I am aware that businesses along Mill Road, which make that street unique in Cambridge, might be worried about losing customers. I am not convinced this would be the case, as most people using them seem to live in walking or cycling distance. As long as workable delivery provisions for them are in place, I think that it would ultimately be beneficial rather than detrimental.
Safety	WhollySupport	Strongly support this. I drive and cycle down this road and find it extremely unsafe so would support limiting the traffic
Safety	WhollySupport	I frequently cycle past mill road bridge to get to work and closing the bridge to most vehicles would make my commute safer. I also would appreciate the environmental/health benefits of fewer cars idling on mill road
Traffic,Disturbance, Safety,Parking,Envir onmental	WhollySupport	Mill Rd during the COVID closure was bliss. The current traffic down Mill Rd has the following consequences (in my experience as a nearby resident and frequent cyclist and pedestrian travelling down and across Mill Rd); - The 20 mph speed limit is frequently disregarded, - Cyclists are seen as an annoyance (this is obviously not unique to this location) and frequently overtaken/cut-up/endangered by drivers, - Crossing Mill Rd on a bicycle (for example to go to the station down Devonshire Rd) is quite dangerous due to the speed of traffic down Mill Rd, the volume of traffic down Mill Rd, and/or drivers disregarding a cyclist's right of way when they are turning onto Mill Rd from a side street, - Vehicles are often parked on the footpath of Mill Rd making walking more difficult on the southern side, - Walking is dangerous due to the narrow footpath on the northern side of the road and the vehicles passing (often at speed) very close, - Walking down and visiting businesses on Mill Rd is generally unpleasant due to the noise and emissions (I would never sit outside a cafe for example for this reason), - Vehicles overtaking cyclists on the blind crest of the railway overpass happens far more often than one would expect given how dangerous this is. I own a car but never actually drive down Mill Rd because it's just so horrible. Making Mill Rd a pleasant place for shoppers to go, a cyclist's primary route into/out of the town centre, and easy bus route for commuters would be a win for residents and businesses in the area. This can only be accomplished through controlling/limiting the traffic using the road. Improved pedestrian facilities can follow.
Traffic	WhollySupport	I wholly approve of mill road bridge traffic restriction to make this busy street of independent shops with narrow pavements safer for pedestrians and cyclists
Environmental,Safet y,Traffic,Disturbanc e	WhollySupport	I walk to school every day across mill road and the traffic there is dangerous when cycling and unpleasant to walk alongside
Traffic,Safety,Enviro nmental	WhollySupport	I am in favour of the proposed Mill Road BridgeTRO. Crossing the bridge on foot is both dangerous and unpleasant; restricting traffic will bring substantial quality of life improvements for residents as well as visitors. The previous consultation showed strong support for the TRO, so I hope further delays can be avoided once the legal issues have been addressed.
Traffic,Safety,Enviro nmental	WhollySupport	I fully support Mill Road bridge being closed except for the proposed vehicles. I am a mother of two children aged 12 and 15 and I have lived on adjacent streets to Mill Road for 23 years. We all cycle daily on Mill Road to commute to school and work. These are necessary journeys. I don't feel it is safe to cycle on Mill Road with the current volume of traffic. There is no cycle lane and it is too narrow for cars to overtake cyclists without crossing the centre line. This is particularly dangerous over Mill Road bridge where cars continue to cross the double solid lines to overtake cyclists, not seeing what is coming over the bridge towards them. When the Mill Road bridge had the previous bus gate, my children and I would feel so much safer cycling on Mill Road with the reduced volume of traffic. Additionally, the amount of air pollution for local residents from the current volume of traffic is not healthy, especially for children growing up ***. We do a lot of our shopping on Mill Road and walk on Mill Road most days. I fully support closing Mill Road bridge.
Traffic,Safety,Distur bance	WhollySupport	The bridge is unsafe to cross as a pedestrian or cyclist, with cars making risky maneuvers to overtake where there are clearly road markings not to, and lots of speeding cars over the bridge. On another note, reducing traffic over the bridge will have a positive impact on the rest of Mill road by making it more pleasant to be a pedestrian which can only boost business in the local area.

Traffic,Safety,Environmental	WhollySupport	<p>I am completely in favour of this proposal.</p> <p>Mill Road as it currently is laid does not work for anyone:</p> <ul style="list-style-type: none"> - as a pedestrian, the pavement is more often than not blocked by cars. Especially when pushing a pram, this becomes more noticeable and makes for an unsafe situation. - as a driver, I don't like driving on Mill Road as the road is often blocked by parked cars, cyclists and pedestrians having the swerve around them. - as a cyclist, I don't like cycling on Mill Road and it does not feel safe at all. Cars have to overtake around you and then brake etc. - Bus 2 is often stopped in traffic. <p>There are often near misses on Mill Road and the current road layout does not work.</p> <p>Closing the bridge to most cars will make the situation better and reduce pollution. The atmosphere on Mill Road during the bridge closure during the pandemic was very nice, there was space to walk, local shops and cafes had space to put their tables out. The bus into town and to Addenbrookes will run more punctual.</p> <p>As a resident with a small child and frequenting lots of the independent shops on Mill Road, Mill Road with less traffic feels like the right thing to do</p>
Environmental	WhollySupport	I wholly support this proposal and any to take cars off the road, making it safer to cycle and improving air quality.
Traffic	WhollySupport	Cars drive over that bridge far too fast. We do not let our daughter cycle over it because we are afraid she will get knocked off. I've been nearly hit on a number of occasions. Even worse is the pollution, if you crouch down to the level of a pram the air on Mill Road is unbreathable. Cars should not be allowed on Mill Road bridge as they just use it as a cut through rather than going to houses off mill road.
Safety	WhollySupport	Mill Road Bridge and the parking on pavements all down the road is deadly. I cycle my daughter to school over the bridge and cycle in the middle of the road to protect her from speeding and aggressive motorists. I have been abused for taking up the lane when clearly acting as a human barrier to keep my child safe. It is outrageous this has taken so long. It is the most dangerous road in town, motorists become so impatient that once they pass you, or any car obtruscting the path/road that causes a build up, they speed so fast down the road. It is terrifying. Get the bus gate installed ASAP!!
Other	WhollySupport	I support the partial closure of Mill Road bridge and traffic restrictions to make the area safe for pedestrians, cyclists and children and to reduce pollution in and around the area.
Safety	WhollySupport	We commute to school and work on bicycle via Mill Rd every day. We also walk along and patronise the businesses on both sides of the bridge on a daily basis. We would like it to be safer for the children and for us on bicycle and this change would do that.
Safety	WhollySupport	<p>Restricting traffic on Mill Road is long overdue. It is a retail and residential street, yet the retail element is impeded due to high traffic volumes. Due to width constrictions, Mill Road cannot be effectively engineered to safely accommodate all of the cycles and e-scotters that use Mill it, so it is an accident hotspot. So many of us have to use Mill Road to cycle our children to school, but it is dangerous to do so, due to the high traffic volumes.</p> <p>Along with Mill Road being one of the city's most dangerous road for active travellers, it also has very bad air quality, due to high unrestricted traffic volumes. Restaurants on Mill Road encourage roadside outdoor dining, with children choking on exhaust fumes whilst eating their dinner.</p> <p>The Number 2 bus service is also extremely unreliable due to it getting caught in congestion on Mill Road.</p> <p>How am I meant to get my children to school in the city centre? It is too dangerous to cycle down Mill Road, it is too far to walk, the bus service is unreliable, so reluctantly. I have to drive them there in my dirty diesel car. The bus gate will change all of that.</p> <p>Please please implement this bus gate.</p> <p>Thank you.</p> <p>Please please</p>
Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	I wholly support this proposal for a safer more pleasant mill road for people

Safety	WhollySupport	I live in Romsey and cycle to the city centre daily, as well as frequenting the resturanunts, shops and pubs on (and just off) Mill Road frequently. My concern is the safety of bridge users, despite the no overtaking lines on the bridge, cars overtake cyclists frequently on the bow of the hill when they can't see what is coming. It is terribly dangerous. I support this proposal as it would reduce traffic over the bridge, additionally it would stop Mill Rd being used as a rat run, meaning less pollution for local residents.
Safety	WhollySupport	The traffic on Mill road is terrible. I regularly use mill road to cycle into town and find myself being overtaken hazardously with little space on Mill road. This is particularly bad when cars disregard the rules going up the mill road bridge and overtake anyways. I believe the proposal will make Mill Road a safer and more desirable area to be around and support the idea to pedestrianise the bridge (except for bicycles, buses and other exempt traffic) wholeheartedly.
Traffic	WhollySupport	<p>As a resident, who most often uses Mill Rd as a pedestrian and cyclist (as well as occasionally in a car) I wholly support this proposal. Since the bus gate was removed, as a pedestrian and cyclist I have felt far less safe when using mill road. This is due to the volume of traffic as well as vehicle based road users, often taxi drivers, using it as a rat run and vastly exceeding the 20 mph speed limit.</p> <p>The proposal should also make specific mention of the illegal escooters / ebikes that plague the road (as well as Cambridge more broadly) - they should not be exempt from the bus gate and policing of these needs to improve more generally.</p> <p>I know of many people who oppose the bus gate because it would cause a minor inconvenience to them - instead of driving their children to school or getting to work, they'd have to walk for 15 minutes. The bus gate may also inventivise greener transport for those living in an area with excellent access to amenities and services.</p> <p>The council does need to consider how to manage where the displaced traffic will be - coldham's Lane is already far busier than it used to be, and would be one of the roads expected to see increased traffic.</p> <p>The council should also note the post codes of all respondents to this consultation and ensure that the views of residents are given the weight they deserve. I've heard that the group against the bus gate know that the locals are largely in favour of the bus gate yet so have been reaching out to communities living up to an hour away to skew the feedback.</p>
Safety	WhollySupport	I regularly walk and cycle to Mill Road to use the shops and businesses, as well as commute by bike over the bridge. The amount of car traffic feels very disruptive for an area and road obviously not designed to be a heavily used through route. It also feels unsafe with all the junctions either side of the bridge, and how many drivers seem to speed in this area. I think Mill Road would be a much nicer and safer area to enjoy without all the traffic. I remember when the bus gate was in place during the COVID lockdowns and how much nicer it was to walk and cycle around Mill Road.
Access,Safety	WhollySupport	The bus gate would make Mill Road much safer for all users of the road and pathways and decrease congestion.
Safety	WhollySupport	Removing the through traffic will make this road a much better living space for residents and people visiting the area. The traffic is causing pollution and also makes the road much more dangerous for bikers. Even though it is the most direct route to the city centre when cycling I try to avoid Mill Road because of its narrow roads and heavy traffic. The bus gate will make this area a much more attractive place.
Safety	WhollySupport	Slow taxis down and away from cyclists especially at devonshire Rd junction
Traffic	WhollySupport	I support the proposal to reduce through-traffic on mill road. It would be safer (I have two small children), pleasanter and cleaner.
Safety	WhollySupport	I support the closure of the bridge to general traffic. Long overdue. It's too narrow for pedestrians and many drivers speed and drive recklessly when overtaking cyclists, which they clearly should not be doing.
Safety	WhollySupport	I support this proposal. Having been a local resident for approx 30 years, I have seen the volume and speed of traffic grow over time. Personally I have had a number of close calls on the bridge. For example once my handlebars were snared by a passing pedestrian, throwing me off the bike into the side of a car which was illegally overtaking me. The car (and subsequent traffic didn't even stop although I was sprawled on the road). I think that the Mill Road shops can only benefit from increased footfall from more pedestrians and cyclists who would value a safer, cleaner, quieter environment.
Safety	WhollySupport	I support this improvement. It allows me and my family to more safely use mill Road to cycle.
Traffic	WhollySupport	I support the installation of a new bus gate on Mill Road Bridge. I am a cyclist and have often even dangerously overtaken by cars on the bridge.

Safety	WhollySupport	<p>As a driver, I try to avoid Mill Road bridge as much as I can. Often cars are taking over cyclists on the continuous white line, pedestrian do not have sufficient space on the pavement and step on the road. Putting me at risk of accident. Also if I need to access the city center or shops in Mill Road I can easily park at the park and rides or parkings around the train station.</p> <p>As a cyclist, Mill Road bridge is definitely unsafe, too narrow and I rarely see drivers or cyclists respect the limitations to take over. At pick time, the bridge is full of cars that are stopped.</p> <p>At this stage it makes no sense for individual cars to use this bridge. I can drive 5 more minutes and use a different road. City center or narrow old streets should not be used with such quantity of personal cars. Let's reserve it to individuals who are willing to take the bus or cycle efficiently and safely.</p> <p>Cambridge needs to move forward with strategic road improvements. Mill road which is a street full of shops does not offer the best experience and value to customers. There would be more customers if the street was safer. Time for Cambridge to align with worldwide city's.</p>
Safety	WhollySupport	Mill Road is unsafe as it stands
Environmental	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors. The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road. The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. Five areas of Mill Road are marked on the county council's map of collision cluster sites.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme. With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>The scheme will improve 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. 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. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic. Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor 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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p>

Environmental	WhollySupport	<p>The reason for my support for closing the Mill Road bridge to all but authorised traffic is for both safety and environmental reasons. I use Mill Road regularly (2-3 times a week) for shopping, meetings, visiting friends. I cycle over the bridge and often find it threatening as it is a narrow carriageway where bikes are squeezed between motor vehicles - which don't always seem to be very mindfully driven - and pedestrians who sometimes veer onto the road. When the bridge was closed, it was a much safer road to cycle on, and a much more pleasant road to walk along. There are a number of cafes either side of the bridge which benefited from reduced road use, particularly being able to create social spaces to eat/drink. Mill Road is already too narrow for the volume of traffic that it currently takes, and the bridge should not be used as a short cut from one part of town to another - there are already viable alternatives. Pedestrians, cyclists, bus and taxi users, and disabled drivers/blue badge holders - many of whom are amongst the most disadvantaged city users - will be the main beneficiaries. Many short journeys currently made by car can be made by walking or cycling, and other journeys by bus, and people should be encouraged to use these, where they can. Making driving the less easy option is the only way in which we can reduce the overly high car use in the city, and thereby improve the physical environment and health and well being of residents and visitors.</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I just wanted to drop you a quick note to thank you for pushing ahead with the revised TRO for the bus gate on Mill Road Bridge. We are incredibly grateful that this plan appears to be proceeding, as it will substantially improve our safety and access to the Mill Road area, which we cycle through frequently. We transport our daughter, who has a mobility disability, there by cargo trike and tandem, including to the ***. Mill Road is the most dangerous part of that trip, which is otherwise largely on dedicated cycle lanes/paths on quiet streets. We are frequently concerned by the high speeds and aggressive driving experienced from vehicles along the road, and have felt endangered on multiple occasions travelling there. We are extremely pleased that the new TRO will enable access for active travellers who have disabilities, as well as their carers.</p> <p>Thank you again,</p> <p>***</p>
Traffic	WhollySupport	I strongly support this proposal to remove traffic from Mill Road, which currently often feels tight and congested. With its many independent shops and restaurants it has a lot of potential if the public space becomes safer and more pleasant. I also support any measures that give priority to buses since reliability of services is a big problem in Cambridge.
Safety	WhollySupport	I support this proposal to reduce the traffic on Mill Road which is a C road and should not be used as a through route. The proposal will make the road safer and reduce the particulate pollution in the area.
Access	WhollySupport	I support this application for making access to the shops, GP's surgery, Pharmacy, and friends living in Mill Road area easier. I support it for increasing safety, especially cycling, with improved air quality and reduced noise pollution. I regularly access Mill Road by foot and by bike. I would use the shops more frequently with fewer cars on the road. Cycling along Mill Road feels unsafe with cars overtaking too close, and often too fast.
Safety, Environmental	WhollySupport	Mill Road is very dangerous for pedestrians and cyclists, cars parked on the pavement and reckless drivers cause too much danger
Safety, Environmental, Disturbance	WhollySupport	<p>I support restricting traffic on the Mill Road due to road safety issues.</p> <p>As someone who cycles regularly over the bridge, I feel very unsafe competing for space with cars, lorry's and heavy vehicles. I have a lot of sympathy for mothers, families etc trying to cycle on this narrow bridge alone due to safety concerns.</p> <p>Mill Road is a very vibrant place with lots of lovely places to socialize. All this could be enhanced if the safety of the pedestrians and cyclists is put above the car drivers.</p> <p>If needed, alternate routes should be marked clearly for heavy traffic to be diverted.</p> <p>Of course the needs of the elderly and disabled residents need to be taken into consideration and this could be by means of better public transport links and cabs.</p>

Safety	WhollySupport	<p>On the grounds of safety, public health, environment, and built environment I strongly support restricting/closing Mill Road Bridge to private traffic.</p> <p>Above all, children stand to benefit from this proposal. Given children will not be responding to this proposal, trust you have included measures to take into account their voices which otherwise are drowned by very loud car lobby groups.</p> <p>The bridge is currently unnecessarily dangerous for younger and more vulnerable cyclists and far too narrow for pedestrians. There is a repeated problem of speeding and anti-social driving (including anti-social parking) along the whole length of Mill Road (which is far too narrow for private traffic) which this proposal should in part seek to address.</p> <p>Please take the bold step to complete this proposal and do not be deterred by people without outside interests.</p>
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		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I often cycle in that area. Particularly, I cycle up Devonshire Road and have to try and get across Mill Road to continue my journey down Kingston Street. It is almost impossible and highly dangerous. Even as a pedestrian trying to cross Mill Road is really dangerous.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p>
	WhollySupport	Kind regards,
Safety,Traffic	WhollySupport	It would improve safety greatly. Thank you so much for all your work on this project.
Safety,Traffic	WhollySupport	I do cycle through Mill road every day and I believe that limiting the traffic on that street will greatly improve the safety.
Safety	WhollySupport	We shop frequently in Mill Road and use Petersfield Medical Practice and the pharmacy. Cycling is difficult and dangerous because of traffic .
Safety	WhollySupport	<p>I fully support the bus gate. As a cyclist and pedestrian I do not feel safe using Mill Road currently, in particular the Devonshire Road junction. I am an experienced cyclist with over 20 years experience of riding around Cambridge but I avoid the area as it is dangerous, congested and polluted. When the bridge was shut previously Mill Road was more accessible and safer for all forms of active travel, with less pollution and noise. I was much happier visiting the area and shops and cafes then and would welcome the re-introduction of a road closure on Mill Road bridge.</p>

Safety	WhollySupport	<p>I live in *** and frequently cross Mill Road by bike at Devonshire Road. This is an awful junction, by far the place I feel the least safe on my regular cycling routes around town. I note that it is one the county council's collision cluster sites, where high numbers of collisions result in injury or death. I must admit I find this terrifying and am often put off from travelling to the area at times when I know there will be high levels of traffic (which does seem to be most of time), especially if it's raining or getting dark. I feel this way despite being a healthy and reasonably proficient cyclist in my 30s. As things stand, I could not imagine wanting to take my young nephew anywhere near Mill Road by bike. The proposed bus gate will make the sort of journeys I so much safer, and most importantly enable people who are currently not willing to accept the high risks to travel to and around Mill Road via active travel means.</p> <p>A bus gate would also massively improve the environment along Mill Road. This is a vibrant street to which nothing else really compares in Cambridge, and it was never designed to take the amount of vehicular through traffic that now travel down it every day. The pavements are really narrow and just walking down the road can be thoroughly unpleasant - even with moderate numbers of pedestrians, one is often forced to step into the road, risking a collision with the cars. The bus gate would make Mill Road a much more pleasant place to be, improving the quality of life of local residents and visitors alike. Indeed as shown in previous consultations, there is strong local support for the bus gate.</p>
Safety	WhollySupport	<p>I very much support the setting up of a bus gate on Mill road bridge as well as other measures to improve the safety and environmental conditions around Mill Road. I'm incredibly frustrated and saddened that such a simple and obvious measure to stop rat running through a crowded urban centre has taken so long to enact.</p> <p>Mill road is dangerous to cycle and walk down, I find it difficult to cross and use when walking and cycling because of the sheer amount of traffic using it as a through route into town.</p> <p>Please please hurry up and do what was promised, fit a bus gate and improve the streetscape on Mill Road.</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>As a 30-year resident of Cambridge, I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I very much want to visit the shops on Mill Road, but the car traffic makes shopping there dangerous and unpleasant. I'd love to be able to cycle over from Trumpington to one of Cambridge's best streets for independent shops, but the noise, chaos, pollution and danger caused by all the cars and vans puts me off.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>This street, more than any other in Cambridge, has the potential to become a destination in itself, if we can make it safer and more pleasant for pedestrians and cyclists. There are examples all over the world of this sort of transformation. There is always reluctance, sometimes passionate reluctance, to reduce or remove cars, but once the cars are gone these streets become magnets for people looking for a pleasant and vibrant place to shop, eat, meet friends, etc.</p> <p>I look forward to the approval and implementation of the bus gate, and to my first visit to a transformed Mill Road!</p> <p>Kind regards, ***</p>

Safety	WhollySupport	Mill road bridge is very dangerous to cycle over, with cars overtaking despite the solid white lines, and this has happened on multiple occasions irrespective of whether I cycle further out into the center of the lane or not. We would also be more inclined to visit mill road cafes/ restaurants without outside seating if the traffic was reduced.
Environmental	WhollySupport	Please close mill road, it is dangerous, and completely ridiculous for the environment to have so much traffic on such a highly populated central street. When the road was closed if anything there was more business in the local shops since so many people walked along the road rather than drive past.
Environmental	WhollySupport	I commute through this area and restrictions on traffic crossing the bridge will greatly improve the safety and environmental conditions for my commute through the area as well as others on bicycles, walking or similar modes.
Safety	WhollySupport	Mill road has fab businesses that are primarily accessed by walking and cycling, there is nowhere to park so no need to drive. Reducing the traffic will improve safety for pedestrians and create a much nicer, less polluted atmosphere and hopefully increase outside dining and business trade too!
Traffic	WhollySupport	I wholeheartedly support this proposal. Mill Road is one of the more dangerous roads for my young kids to cycle on and I believe that the bus gate will be a significant improvement. Moreover, as a regular visitor to the Mill Road area, the congestion and noise are the main reasons I will avoid the area if possible. I believe that with the new bus gate, the area can continue to thrive, with a pickup in economic activity.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>As someone who regularly cycles and shops in Mill Road, I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because:</p> <p>I have personally experienced a number of dangerous near misses when cycling on Mill Road. Parked cars and speeding cars are a particular problem, but more generally I am rarely given sufficient room by overtaking vehicles given the narrow nature of the street. As cars have got bigger, this problem has only got worse.</p> <p>I often cross Mill Road from Devonshire Road to Kingston Street by bike. At busy times this means taking unnecessary chances.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	Dangerous bridge and road to circulate bi bike. Alternative option via train station bridge is too long and bypass shops.
Environmental,Safety	WhollySupport	<p>I wholly support the implementation of a bus gate on Mill Road bridge. Having lived in Romsey for 10 years and still use the route regularly the bridge has always been a potential problem on journeys both into and out of the city by bicycle - close passes from cars whilst ascending the bridge, cars in the wrong carriageway during overtaking manoeuvres when apexing the bridge and pedestrians stepping off the narrow pavements. I believe this scheme would improve safety, promoting more active travel along Mill Road whilst balancing the needs of groups who require access.</p> <p>Mill Road was a far more pleasant route during the 2020-21 bus gate trial.</p>
Traffic	WhollySupport	Mill Road is much improved with the restriction on traffic across the bridge and I whole support the reinstatement of this restriction
Safety,Environmental	WhollySupport	This will make the road safer for vulnerable road users and if car drivers feel a few minutes of extra driving is too much driving, then maybe they should rethink their transport choices and pop on a bus or a bike. As disabled badge holders are exempt there are no equity issues here.
Safety	WhollySupport	As a regular cycle commuter and pedestrian across this bridge and Devonshire avenue i am supporting on safety grounds and general reduction in through car traffic on mill road.
Safety	WhollySupport	I live in an adjacent village to Cambridge on the South-East side of the city and I frequently drive or cycle into Cambridge. I support closure of the Mill Rd bridge to through-traffic as I believe it considerably improved the general safety and experience using the road, not only immediately around the bridge but for the entire stretch from Coleridge Rd to East Rd, and I believe it would contribute overall to reducing vehicular journeys and general congestion around Parkers Piece and the Grafton Centre.
Environmental,Safety,Traffic,Parking,Access	WhollySupport	It would enable me to visit my disabled niece in*** much more safely by bike. I would be much more inclined to venture to the shops and cafes on foot whilst in the area if cars were prevented from travelling down Mill Road. I want to see a safer, pleasanter and less polluted environment.

Parking,Traffic,Safety,Access,Environmental	WhollySupport	<p>Mill Road is a street where I sometimes shop, having normally travelled by cycle. I would shop there more often if it were safe and pleasant and it were easy to find a place to secure my bike.</p> <p>I visited more often when the bridge was closed to motors during the reconstruction of one arch. Currently, just attempting to cross the road from one side to the other can be difficult unless you walk to a pedestrian crossing. If the other shop you want is 'just the other side of the road' the distance walked can be a pain or a deterrent to shop.</p> <p>Nationally and internationally it is proven that shops (except for a few odd ones) will thrive when there is easy safe and pleasant access for those on foot. For those in cars there are few places to legally park, so such motor traffic just inhibits the activities and safety of local people. It is good that the road will be open for buses, as in the past I've waited 25mins for a bus delayed or cancelled due to congestion. I'm pleased that a solution appears to have been reached for those disabled where access might otherwise have been restricted.</p>
Safety	WhollySupport	I need to cycle down mill road and with current traffic this is frequently dangerous. Further pollution levels in central Cambridge including Mill road are damaging to health.
	WhollySupport	<p>Dear Sir/Madam,</p> <p>I am writing to express my support for the implementation of the Mill Road bus gate scheme. To my mind, the current prevarication and delay is lamentable. Closing Mill Road to private cars and vans will result in a calmer, safer and healthier environment for all the many users of this precious and critical residential and commercial street. The closure during covid proved as such. I urge the implementation of the scheme as proposed on a permanent basis.</p> <p>Yours faithfully,</p> <p>***</p>
Safety	WhollySupport	I used to live on mill road for (5 years plus) I'm still a frequent visitor and I would like to safely cycle up and down the road
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge because I regularly cycle along Mill Road and can honestly say it doesn't feel that safe. The road is both busy and narrow - and I understand it is one of the county council's collision black spots.</p> <p>In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Best regards,</p> <p>***</p>
Parking	WhollySupport	I fully support this proposal which I consider to be reasonable and fair, and which will greatly enhance safety. I regularly cycle up Mill Road on my way to work at *** and it is very dangerous, with vehicles not giving me enough room and cutting me up. I also walk from the station into town along it. Cars and vans are often parked on the pavements and don't ever seem to be ticketed or told to move by traffic wardens. There is a huge amount of traffic on Mill Road and the overall experience is extremely unpleasant. It always feels like I am taking my life in my hands when cycling over the bridge. It was amazing when the road was semi closed before, I used it much more and made much more use of the shops. I think the proposals will result in a much safer and more pleasant shopping and travel experience which will benefit the businesses and public alike.
Environmental	WhollySupport	I would visit Mill Road more often if it were a safe and enjoyable road to cycle, walk and shop. I would spend longer in shops and buy more of my shopping there. I feel car traffic is too fast, noisy and polluting currently. I feel more people would go there for a pleasant environment to sit outside cafes, wander the shops and enjoy all Mill Road has to offer if this plan was put into action.
Traffic	WhollySupport	I visit the area regularly (and travel to the area by bicycle). Traffic on Mill Road seems to be very undisciplined and many drivers can not stick to the 20 mph limit. This, in combination with the pedestrian and cycling traffic density, makes Mill Road a dangerous and not very welcoming place to be for non-motorised people. Please implement the bus gate to deter some of the High-revving, speeding, loud, obnoxious traffic.

Safety	WhollySupport	The footpaths are too narrow for the amount of people that visit mill road, often having to step into the street with cars
Safety	WhollySupport	Please close the bridge. Mill Road is very dangerous
		As someone who commutes by both car and bicycle to and from the Mill Road area, I fully support this proposal. The current situation on Mill Road with traffic (including large good vehicles) has become dangerous and unsustainable. I have been involved in many near-accidents and witnessed many, and I see one almost every week. I know many people who live and work in the area whose lives would certainly be improved by this proposal.
Traffic	WhollySupport	
Traffic	WhollySupport	Increase safety of pedestrians and cyclists by reducing traffic
Safety	WhollySupport	I fully support the the bus gate proposed on Mill Road. I work on Mill Road and commute along it every day either by bike or on foot and there are frequent incidents of unsafe driving above the 20mph, unsafe overtaking on the bridge itself and pavement parking in areas that restrict pedestrian use on the pavement or blocking visibility at junctions. The street is too narrow for the volume of traffic along and the pollution levels are high. There would be opportunities to improve the street for the benefit of residents and commuters if the vehicles were restricted.
Safety, Environmental	WhollySupport	<p>I support the bus gate.</p> <p>I cycle across or through Mill Road each time I commute to work, and it is a dangerous and polluted section of the journey.</p> <p>It could be such a nice part of town but the traffic levels are too much.</p> <p>I have a friend who was cycling down mill road and was hit when an oncoming taxi turned right and hit him. He needed stitches in his face.</p> <p>I am generally a confident cyclist but I do not feel safe on Mill road</p>
Traffic	WhollySupport	I support this proposal. There is just not enough space for everyone (pedestrian, cycle and motor traffic) to use Mill Road safely and without conflict at current. I use Mill Road as part of my cycle commute and I feel that a bus gate on Mill Road will reduce traffic congestion and make Mill Road safer and more efficient for those that live, work and travel on it. If Mill Road through traffic were lighter I would be more inclined to stop and use businesses there.
Safety	WhollySupport	Currently Mill Road is a horrible road to use for all types of users including pedestrians, cyclists, motorists and public transport users as there is just not enough space to support all these different user types. This makes the road dangerous and unpleasant. The installation of the bus gate will at a stroke reduce significantly the use by private motor vehicles and will therefore benefit people waking and cycling along the road in terms of safety and enjoyment. In addition it will improve access and punctuality for public transport.
Traffic	WhollySupport	I support this proposal. Mill Road at the minute is horrible to access and feels dangerous whether on foot, bike, or if you need car access, particularly on the town side of the bridge. Removing non-essential vehicular traffic will make it more pleasant and a place people actively want to go.
Safety	WhollySupport	Dangerous road with irresponsible drivers
Safety	WhollySupport	I think it would be an excellent idea to help improve the safety of visitors to Mill Rd and improve the visitor experience, so improving the number of visitors and for the businesses.
Traffic	WhollySupport	As a regular commuter through the area I chose to use a bike when travelling this route, this is due to the high levels of traffic and congestion which cause unacceptable delays to any journey across the city, unfortunately, the narrow bridge is a considerable danger as many vehicles and HGV's show no patience or consideration while crossing the bridge, they often overtake before the crest on the double white lines and then cut in dangerously when they meet oncoming traffic. It is a very unpleasant section and I feel that as there is insufficient room for all road users it should be prioritised for those that cause the least congestion, danger and environmental impact and not those that wish to drive the shortest route from one traffic jam to the next.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I want to feel safe and enjoy using Mill Road as a pedestrian and cyclist.</p> <p>The bus gate scheme follows local authority policies on transport, health, air quality, planning and environment. It will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors. I support the scheme because I have direct experience of how dangerous Mill Road is currently for cyclists. I personally have had to find alternative routes to bypass Mill Road as the risk of cycling on Mill Road is currently too high, mostly due to commuter traffic using the route to travel to Cambridge city centre by car.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate as soon as possible.</p> <p>Kind regards, ***</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors .I support the scheme because it will make a huge difference to the city of cambirdge in terms of sustainability and safety and quality of life for residents.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	<p>I cycle with children on Mill Road and it's scary. Pavement parking and cycle lane parking are particular problems.</p> <p>Mill Road would be better with fewer cars</p>
Safety	WhollySupport	I wholly support this proposal, it would make it so much safer to cycle along mill road to visit friends, eat at the wonderful restaurants or get to various community centres that I often go to.
Safety	WhollySupport	<p>Mill Road is dangerous for pedestrians and cyclists as it is so narrow and clogged with traffic. Fewer cars would make it safer and much more pleasant, encouraging people to spend time using the facilities and socialising.</p> <p>I don't really understand why taxis will be allowed to use the road though? (of course agree with buses and blue badge holders, carers etc)</p>
Environmental	WhollySupport	<p>I fully support this TRO with the objective of implementing a bus gate on Mill Road bridge.</p> <p>The scheme is in line with local policies and will hugely benefit to the quality of life of the people who live on, work on, and visit Mill Road. Benefits accrue from lower noise levels, reduced air pollution and the ease of movement.</p> <p>There is an important safety aspect. The reputation of roads local to Mill Road is that they are dangerous, something compounded by pavement parking. The perception of danger diminishes the take up of active travel - while there is a real threat of injury.</p> <p>The scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, I offered my own support and I understand that altogether 72% of respondents supported vehicle restrictions on the bridge. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments.</p> <p>Closing the bridge to through traffic will significantly diminish air pollution. For IC engine vehicles, the bridge requires a high engine loads with their consequent high emissions. Air quality remains a threat to health particularly amongst children. Reducing unnecessary through traffic represents a large and tangible gain for this group.</p>

Traffic,Safety,Environmental,Financial	WhollySupport	<p>I regularly commute to my place of work - located near Mill Road - from ***. Aside from the commute itself, I often come to this particular area to shop, get food from a local restaurant or cafe during my lunch break, or get coffee with friends.</p> <p>In order to get to work by bicycle, which I do frequently, my route takes me over Mill Road directly west of this bridge. This is by far the most unpleasant, unsafe, and frankly scary part of my commute: getting over Mill Road as a cyclist, with the current flow of traffic in the area, simply does not feel safe. In addition, the terrain and geometry of this particular area makes it difficult to stop/start, and to see properly when one is trying to find the right moment to cross. As such, I think controlling the volume and type of traffic in the area would make it a lot safer and more pleasant for cyclists, encouraging semi-regular cycle commuters like myself to do so more often and reducing the risk of accident.</p> <p>On a separate note, the area has a great number of wonderful small businesses that I like to frequent, but I am often put off by the loud traffic, the air pollution it generates, and the general unpleasantness of a busy road. This proposal would absolutely make this area a healthier and more pleasant place to go, and would make me frequent the establishments along the road more often. Making it easier to navigate as a pedestrian, due to the reduced and improved type of traffic, would make it much more attractive as a destination. I can imagine a great social and economic benefit coming from this proposal.</p>
Traffic	WhollySupport	I commute to work by bicycle via Mill Road. The bridge is by far the most dangerous part of my 8 mile+ journey. The current levels of traffic are not suitable for this type of road and it leads to conflict with active travel users when some drivers make unsafe manoeuvres to try to get past cyclists, while often traffic is so backed up that it blocks the progress of active travel users. I actively avoid visiting businesses along the road as I know it will be a miserable journey with the levels of traffic using the road as a short cut. If the bridge was closed (or motor traffic was significantly reduced in some other way) I would be far more likely to go out of my way to visit the shops on this road.
Traffic	WhollySupport	Close the bridge to private traffic please... is unsafe and car drivers are too entitled to allow them to keep terrorising pedestrian and bikes.
Traffic	WhollySupport	I wholly support the proposal as this will make Mill road much safer for pedestrians and cyclists, it will make the bus services through this road much more efficient since they do not have to wait for traffic and stopping or turning cars, and it will make Mill Road a much more attractive area to visit.
Safety	WhollySupport	The Mill Rd bridge is too narrow to safely carry the numbers of vehicles, pedestrians and people on bikes that it currently caters for. Cambs County Council has signed up to Vision Zero and says that it takes safety on roads very seriously. It is very important that if the Council is serious about Vision Zero and takes it's responsibility to reduce collisions between vehicles and pedestrians or people on bikes that the proposal is taken forward and the bus gate implemented.
Traffic	WhollySupport	This is a long overdue initiative which will benefit Mill Road and the wider area making the streets more attractive and safer for pedestrians and cyclists of all ages and I fully support it.
Safety,Access,Environmental,Disturbance	WhollySupport	I think this would make the area safer and encourage green modes of transport
Traffic,Disturbance	WhollySupport	Closing the bridge to vehicles would address the pollution and over-crowding which is dangerous to cyclists and pedestrians

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because :</p> <p>Currently Mill Road is a dangerous nightmare for cyclists and the lack of safety a positive disincentive to cycle to use shops and other facilities in Mill Road. Anything that reduces motor vehicle traffic will enhance safety, reduce pollution and encourage active use of Mill Road.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	I cycle to work down Mill Road Rd to ***. There is no cycle lane, congestion during rush hour and there are always cars and delivery vans parked on yellow lines which makes cycling dangerous. The driving restrictions during covid made the bridge much safer and there was much less traffic in general which was great. A lot of local traffic now uses mill rd to get to the station. This is not ideal and would not be resolved with the bridge restrictions unfortunately.
Access	WhollySupport	The proposed TRO would make the road much safer for vulnerable road users.
Safety, Traffic, Environmental	WhollySupport	I believe this proposal will make Mill Road and the bridge much safer and more pleasant for pedestrians and cyclists. I believe this outweighs inconvenience caused to drivers.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it is currently too dangerous for anyone but the most confident adult to cycle on. Mill Road is a diverse and important street in Cambridge. Not just a centre full of the same shops and high end tourist areas but a true independent street that everyone should be able to use, children and more vulnerable cyclists included. People in cars can still go to every area on the road, just not using it as a through road which should make it better for walkers, shoppers and cyclists.</p> <p>I used to cycle there with my children when the bus gate was in place, but since its removal it's too dangerous and we have stopped.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	A major safety improvement. I have had numerous close passes on the Mill Road bridge as have my 4 kids and this should improve safety overall.
Safety	WhollySupport	I support this measure for the safety of all local users, and prevent short-cutting for those not actually shopping or visiting the area. Implementing this measure would enhance the visitors' experience and create a much more pleasant atmosphere, to the benefit of local residents and businesses.
Safety	WhollySupport	As a daily cyclist in Cambridge and often on Mill Road, the Mill Road bridge is the least safe of any of the bridges crossing the main railway line through town. Its narrow and steep nature, with a blind summit, means that cars and bikes are often tangled, with motorists attempting to guess whether there is another car coming in the other direction whilst trying to overtake cyclists mid-span, resulting in a concentration of dangerous interactions unlikely to occur elsewhere in the city. I support the proposal, which will also improve the incentive for passengers to use public transport through removal of a major bottleneck.
Environmental	WhollySupport	As Carbon Neutral Cambridge, we thoroughly support this proposal, because it will make Mill Road safer and more pleasant for cyclists and pedestrians, which is an important part of the transformation towards Net Zero. Although a few businesses may be disadvantaged, we believe this could be mitigated by providing space on Mill Road for vehicles to park for a few minutes while loading and unloading, thus also reducing the current unsafe practice where vehicles park on the pavement.
Safety, Environmental, Traffic	WhollySupport	I support the proposal as I find it difficult and dangerous to cycle both over the bridge and along Mill Road due to the volumes of traffic.
Environmental	WhollySupport	I regularly shop in Mill Road. I thoroughly support the proposal, because it will make it easier, safer and more pleasant to shop, to patronise the restaurants and cafes, to visit friends and relatives who live in the area, and generally to cycle along Mill Road.
Safety	WhollySupport	Increase safety for small children. Boost business through pedestrian use.
Safety	WhollySupport	This would be much safer for children and reduce pollution in this family area, and boost business through increased pedestrian use.
Environmental	WhollySupport	I work in *** where I have my office and it is just off Mill Road. The traffic is unbearable and because I cycle most days, it is outright dangerous with so many cars using the road. This busgate has an important environmental impact as well. I am strongly in favour as we need to use public transport and road spaces much better.
Traffic	WhollySupport	I believe it would be a safer calmer place and would improve footfall for traders. I cycle daily in Mill Road for work and leisure.

Traffic	WhollySupport	The Bus Gate will have a highly positive impact on safety, health of residents of and visitors to the Mill Road area, air quality and amenity. It is supported by a large majority of respondents to surveys and local councillors. Mill Road is currently one of the 10 most dangerous roads in both the city and the county and reducing traffic will undoubtedly reduce collisions and injuries. I do not believe that there will be any net detriment to local businesses, as access to their premises will be improved for all potential customers except those using private motor transport. Disabled people will still have access with their blue badges.
Safety, Environmental, Traffic	WhollySupport	I wholly support the proposal as it will make Mill Road a safer and more refreshing space.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support the TRO for a bus gate on Mill Road bridge. It is essential for making Mill Road safe for cyclists. Aged over 70, I continue to cycle round much of Cambridge but I no longer risk doing so on Mill Road. It will also improve the reliability of the buses using the road, which is currently atrocious, as I well know because I rely on the no. 2 bus at the other end of its route, and also use this bus along Mill Road.</p> <p>The TRO is necessary for public safety both on foot and on cycles. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street, whether living there, shopping there or travelling through. The proposed disability-related exemptions will provide a sensible balance while making the street safer for those with limited mobility.</p> <p>The scheme is well designed and has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Yours</p>
Traffic, Safety, Environmental	WhollySupport	I support this proposal as it will make cycling much safer and easier along Mill Road and the roads off Mill Road. The quieter Mill Road is also likely to attract many more shoppers and other clientele for the businesses along Mill Road.

Safety	WhollySupport	<p>I fully agree with this proposal. I think the situation along that road is currently unsafe for many road users, mainly cyclists and pedestrians - there is hardly enough room for road users who are not in a car which makes no sense. The traffic moves through there either too heavily for it to be safe for anyone, or so slowly there's zero benefit to having it how it is because it obviously isn't an effective road for cars. I think this scheme would massively reduce noise and pollution in the area and improve well-being.</p> <p>There is no parking in this area so I don't see this impacting business, at all. If anything this new measure would increase safety of use for pedestrians which would increase foot traffic for local businesses.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I fully support this TRO for a bus gate on Mill Road bridge. As well as the points below, from a personal point of view, I frequently cycle along or across Mill Road, and my experience of interacting with motor vehicles driving over the bridge is often unpleasant with dangerously close passing and difficulty crossing the road near to the bridge.</p> <p>The bus gate scheme supports the transport, health, air quality, planning and environmental policies of local authorities and will I believe provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. My experience as well as statistics back this up.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I very much hope that you will approve and implement the bus gate as soon as practical.</p> <p>Best wishes, ***</p>
Environmental	WhollySupport	I fully support this proposal, in the interests of safety, climate concerns, and for boosting the community of the Mill Road residents and traders.
Environmental	WhollySupport	I think Mill Road is dangerous and polluted as it is, particularly the bridge where drivers often overtake dangerously. Fewer vehicles going over the bridge would be safer. I also think it would encourage people to walk or cycle more along mill road, and to visit more often and use the businesses there (I often avoid going there if I can help it because of the traffic). This would lead to economic, health and environmental benefits. I think it would be good to allow some cars through e.g. blue badge holders or something - haven't thought through the exact requirements, but some people really do need to drive.
Safety, Environmental	WhollySupport	<p>I fully support the TRO for a bus gate on Mill Road bridge.</p> <p>Mill Road's motorised through traffic makes it dangerous and unpleasant, and I avoid it when possible when on foot or cycling.</p> <p>This selective closure to some motor traffic would improve bus reliability, safety, air quality, and how easy and pleasant it is to visit the shops, especially with the future street-scape-improvements it would enable.</p> <p>The 2022 GCP consultation shows it has wide public support. It's time.</p>
Safety	WhollySupport	As a Cambridge resident I love the variety of shops and restaurants on Mill Road, but I hardly ever go there because of how dangerous the road is for cyclists. Almost every time I've visited I've had a close call with a vehicle, more so than in any other area of town. I'd appreciate any measures to reduce car traffic on Mill Road and make the area safer and more accessible for cyclists.

		<p>Although I understand there is no legal framework for consideration of positive responses I have been looking forward to the implementation of the TRO ever since the 2021-21 trial period ended and I hope it helps to understand the reasons why.</p> <p>I used to live just off Mill Road and still go there at least monthly to shop. It is one of the best shopping streets in Cambridge yet it is hard to cross the road because of the traffic! I also travel across Mill Road every week and this has again become difficult, slow and dangerous. During the trial closure it was so much better in these respects and actually a nice environment for shopping, meeting people, etc. - sadly it has not been so since the bus gate was removed.</p> <p>Mill Road was never built as a main road yet has become one. Air and noise pollution affect both residents on the street and visitors. The traffic also impacts active transport, both walking and cycling.</p>
Traffic	WhollySupport	I look forward to the bus gate's return!
		<p>Hi</p> <p>I support the proposed traffic regulation order PR1058 on Mill Road. This change will improve the safety of vulnerable road users on Mill Road.</p> <p>I would in particular like to note the benefit for cyclists crossing Mill Road at the foot of Mill Road bridge between Kingston Street and Devonshire Road. This is a particularly busy route for cyclists that I use on a regular basis between dropping my child off at *** before travelling on to ***. This crossing is particular difficult due to the heavy volume of traffic, but was much easier and safer when restrictions on Mill Road bridge were previously in place.</p> <p>I hope that the regulation order can proceed swiftly without any further delays.</p> <p>Thank you</p> <p>***</p>
Traffic	WhollySupport	Mill Road has the worst safety record of any street in Cambridgeshire. I want everyone to be able to cycle and walk there in safety, and that includes journeys from where I live in central Cambridge to the railway station. It's ridiculous for 14,000 vehicles a day to be travelling down a "C" Road, causing pollution and damaging this historic area. Something needs to be done to protect this colourful, inclusive and vibrant part of Cambridge and make it accessible and safe for everyone.
Safety, Environmental, Traffic	WhollySupport	Proposal is necessary to improve quality of street, air and safety.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I am sure it will be much safer for cyclists. I use several times a week.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>***</p>
Parking,Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	Yes please! This is long overdue. Let's make Mill Road a safe and pleasant street for everyone.
Safety	WhollySupport	<p>The proposed Bus Gate would help the majority of the residents,in particular the most vulnerable,to enjoy safer and cleaner environment.</p> <p>Yes, some local businesses on Mill Road may suffer a little,but healthy and safer environment would always bring more prosperity in the long term.</p>
Traffic,Safety,Environmental	WhollySupport	The traffic regulation will make Mill Road safer and improve the environment. I found the road to be much safer and encouraging of active travel during the previous temporary closure of the bridge.
Safety	WhollySupport	<p>As a long term resident of cambridge, I approve of this scheme.</p> <p>I believe it will improve the safety of cyclist and pedestrians using the bridge itself, and also one the rest of Mill Road bu reducing the traffic using it a 'short cut'.</p> <p>It may impact a small number of drivers, but Mill Road is not really suitable as a major connection route, as it is already has a low speed limit and is rather narrow.</p>
Traffic	WhollySupport	I think the bus gate is a good idea. I never drive the length of Mill Road and it would be much nicer and safer to cycle with fewer cars. It would also be much more pleasant and attractive to sit outside at the cafes and restaurants with significantly less traffic going past. I am also disabled and don't think this would negatively impact my ability to get to where I need in the area.

	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it will make Mill Road a safer and more pleasant place to be. I believe that a large proportion of the motor vehicle traffic on mill road is rat running and will not be missed by businesses or residents. Reducing motor vehicle traffic will bring back many more walkers, wheelers and cyclists.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
WhollySupport	

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will make Milk Road a safer place to walk and cycle, and reduce pollution for those living, working, and travelling in the area.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. We have a climate emergency on our hands and this is one step to tackle it in Cambridge.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. A safer Mill Road will encourage more active travel, which has knock-on health benefits for individuals and therefore for the NHS.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I strongly support the scheme - as an enthusiastic cyclist and frequent pedestrian down Mill Road, I have frequently encountered the dangers of excessive car usage along the road. These changes are essential to promote the safety of vulnerable road users, improve the quality of the public realm, reduce the journey time of local bus services, and increase footfall past the nearby businesses.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	Mill Road is dangerous and difficult to use as a pedestrian or cyclist. Having experienced it with the bridge closed previously, I know this would make it safer and easier to use, and ultimately encourage more people to use and enjoy Mill Road as a destination
Environmental,Traffic,Safety,Access	WhollySupport	I am a Cambridge resident, and a regular user of Mill Road: both as a visitor to its shops and restaurants, and as a cyclist crossing Mill Road to access other parts of the City. The closure to Mill Road to unnecessary motorised traffic would greatly improve the quality (and safety!) of my life, and that of many others. It is high time it was implemented.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I feel unsafe cycling and even walking along mill road, and cycling over the bridge is especially dangerous with cars not wanting to wait to safely pass cyclists.</p> <p>When I moved to Cambridge I used to enjoy shopping and dining on mill road, but after many unpleasant encounters with car traffic I now completely avoid cycling along mill road and even avoid crossing it as much as possible. I visit mill road shops and restaurants about once per year.</p> <p>The street and especially the bridge isn't wide enough to support the amount of pedestrian, cycle, and car traffic it receives. Limiting through traffic across the bridge will make it much safer to navigate as a pedestrian or cyclist.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Mill Road, as it is today, is far too busy to be shared by cars and pedestrians. The pavements are busy and narrow and I do not feel safe walking around the area with my four year old son.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. And, it has strong support with over 72% of respondents supporting vehicle restrictions in the bridge the last time this survey was carried out. I feel quite angry that a small minority are dragging out a process that is clearly favored by most people living in Cambridge.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>

Traffic	WhollySupport	I cross Mill Road on my cycle to work every day. I think having fewer cars on Mill Road will make it safer and more pleasant.
Traffic,Safety,Access,Environmental	WhollySupport	Mill Road could be lovely, but it is ruined by dangerous, noisy, polluting traffic. It is too narrow for all the cars that go along it. Restricting the bridge to just buses and disabled drivers will make it work better for everybody.
Safety	WhollySupport	This has been a good idea from the start and will make milk road much safer and easy more pleasant to visit. I am incredibly frustrated that this still hasn't happened and think it's a travesty that do much money had been spent with no bus gate yet installed. 72% of residents are in favour, GET ON WITH IT!
Safety	WhollySupport	My work is on *** and commute their daily (by bike). I often feel very unsafe and have had many near misses. As a mother, I would never walk or cycle with my child on Mill road - at current pavement widths and the amount of traffic present (and the associated air pollution) it is simply too dangerous for my child. As a result, my baby is barred from accessing one of the most diverse areas of the city. I strongly urge the council to keep the bus gate vision in place, rather than bend to the wishes of commuters.
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I cross Mill Road near the bridge every day into work, and the traffic is really unpleasant and dangerous. I would love to spend more time supporting local businesses on the road at lunchtime but the traffic and narrow pavements are very off-putting.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Other	WhollySupport	I support the Bus Gate wholeheartedly. It will make a large difference to safety, to the ambience of the street , to air quality and to sound pollution levels. Ill be more inclined to use businesses there-
Safety	WhollySupport	I don't go to Mill Road as much as I maybe should as the traffic makes it unpleasant and unwelcoming.
	WhollySupport	I don't go to Mill Road that much because it's really busy. It would be better if there were less cars so I could go to ***safely! That means I could cross the bridge easily.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>Given these factors, I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>I support this proposal as I spend a lot of time on Mill Road passing through and supporting local business. I usually cycle through and can confirm the increased traffic is often unsafe around this area. This is usually due to cars stopping/slowing down unexpectedly/ turning in the road once they have leave the area where they have stopped. This clashes with the many cyclists and pedestrians using this street. For safety and environmental reasons, I support the closing of the bridge which I believe would reduce car traffic on both sides.</p>
Safety	WhollySupport	<p>I fully support the TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because of the improved safety it will bring to people walking to visit each of the shops, restaurants and properties on the road. There are significant amounts of research, including that which supports the iRAP (irap.org) assessment programme, which demonstrates the importance of protecting vulnerable road users from the harm which motor vehicles pose. Unfortunately there have been a number collisions along Mill Road which have resulted in people being injured. In fact, countywide, it rates as one of the places with one of the highest densities of these incidents.</p> <p>Installing a bus gate, which will still enable vehicles to access every property on the street, will encourage people to walk. This is essential because every business along the street relies on people walking some, if not all, of their journey. People are more likely to walk if the street feels safe. Reduced through motor traffic brings that improved safety as well as the additional benefits of reduced pollution from noise and airborne contaminates. It also means more activity, and therefore increased health benefits. This means that installing a bus gate meets targets for a number of the local authorities' policies on transport, health, air quality, planning and the environment.</p> <p>I ask that the council recognises the significant improvements that the implementation of the bus gate would bring and makes the change.</p>
Safety, Traffic, Environmental, Disturbance	WhollySupport	<p>I wholly support the proposal to close the bridge to cars and personal travel. It's very dangerous and I have had many near incidents with impatient and dangerous drivers while on my bike.</p>
Safety	WhollySupport	<p>Mill Road is narrow and with heavy traffic, making it unpleasant and dangerous to cycle. Cars insist on overtaking when there isn't space. Reduction in traffic is much needed.</p>
Traffic	WhollySupport	<p>I support the proposal to install a traffic filter as I find cycling in mill road dangerous. It is not even safe on the pavements, I have been nearly hit by cars driving onto the pavement at moderate speed.</p>

Traffic	WhollySupport	Cambridge badly needs safer roads for all and a much better approach to high density destinations that need to prioritise access for all not, continuing to prioritise tired private car-centric infrastructure.
Traffic	WhollySupport	I support this proposal. The narrowness of the Mill Road bridge makes it dangerous to use. The whole area was much more pleasant during the trial closure.
Safety	WhollySupport	I completely support this TRO for a bus gate on Mill Road bridge. Mill Road is a dangerous and unpleasant road to use as a cyclist or pedestrian and the temporary bridge closure during covid made it a much nicer place to visit. I live and work in Cambridge and often cycle (and occasionally bus) around it. I go out of my way to avoid Mill Road because it is cramped, busy, polluted, and I do not feel safe using it. The bus gate will make it a safer, cleaner, and much more pleasant street to use or live on, and I will certainly be much more willing to visit it and its shops. It will also greatly improve the reliability of bus services using it.
Environmental	WhollySupport	This permanent closure of the bridge will vastly improve the air quality and safety of mill road. The reduced traffic volumes will make it a more pleasant place to spend time and money.
Safety	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>On two days a week during term time I work on *** and I cycle over the bridge to get to work. Currently cycling on Mill Road and over the bridge is unpleasant and feels very dangerous, and the levels of congestion are clearly unsatisfactory for all road users. The local authority should be working to improve the transport, health, air quality and environment for local people and the bus gate scheme is in line with this.</p> <p>The scheme is likely to increase active travel, with many benefits for public health and the environment. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme. With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p>
Traffic	WhollySupport	This will make the road safer, cleaner, quieter and basically better. It's quite pathetic that we've delayed doing this for so long. The route will be better for buses, better for pedestrians, better for cyclists, and better for businesses. Surveys show the scheme is overwhelmingly popular and this whole sorry process has needlessly dragged on for years. Get. On. With. It.
Safety	WhollySupport	<p>I wholly support the proposed TRO on Mill Road bridge, due to the benefits we see to safety, air quality, climate change and our community.</p> <p>Our roads should provide a public good, but the congestion caused by private motor vehicles passing along Mill road undermines the value of the road to our community. The narrow pavements compound this issue, making it an unsafe place to visit with families and restricting the ability for neighbours to make connections. This in turn undermines those who may wish to cycle, walk or wheel, but are deterred by the dirty air and danger from motor vehicles.</p> <p>The collision data alone makes a compelling case for restriction of traffic on Mill road with five of the County Council's collision cluster sites occurring along the road.</p> <p>I also believe there will be wider benefits to bus users, and those reliant on taxis, who suffer unduly from congested roads. This is therefore an important step to improving the accessibility of our City to those who are unable to access the privileges of private motor vehicles through cost or other barriers. The proposed exemptions for blue badge holders aligns with this. The registration process for blue badge holders must be simple and accessible.</p> <p>The proposal is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of our members and others who live on, travel through and visit Mill Road. I welcome it and hope it will be implemented swiftly.</p>
Traffic,Safety,Access	WhollySupport	As a cyclist I would visit mill road a lot more if it was safer.

Traffic	WhollySupport	<p>I strongly support the introduction of traffic restrictions to Mill Road in some form. I have within the last few months travelled on Mill Road as a pedestrian, a cyclist and a driver, and am of the view that there is not enough room for all three forms of transport as they currently exist. When cycling, it can be really quite worrying as cars overtake. When driving, it is clear that there is not enough room to do so, and yet drivers have no choice but to do so in order to make meaningful progress. As a pedestrian, the pavements are so narrow that you sometimes need to step out into the road to pass buggies and wheelchair users, and this is dangerous given the quantity of traffic.</p> <p>The quantity of traffic is also problematic for cyclists when attempting to travel across Mill Road, especially when attempting to cross from Kingston street to Devonshire road or vice versa such as when travelling to/from the station. The lack of any traffic control at this junction means that cyclists have to wait a long time for a suitable gap to cross, and this is not helped by the speed at which some vehicles come down the bridge.</p> <p>I travelled on Mill Road during the period that a similar TRO was in effect, and it was considerably more pleasant as a place to be, and a road to travel on as a cyclist.</p> <p>If the decision is taken post consultation not to proceed with the TRO, I would encourage the council to look at other traffic regulation methods, such as making the road one way, and widening pavements/providing cycle lanes in the space saved.</p>
Parking, Traffic, Safety, Access, Disturbance, Financial, Environmental	WhollySupport	<p>Mill Road is a terrible road for cycling or walking - dangerous and polluted.</p> <p>Heavy and fast traffic ruins the amenity of the street and neighbourhood.</p> <p>Most locals do not own a car. For sure, many more with cycle if the road were safer.</p> <p>The closure is good for locals, and amenity - that is self-evident.</p> <p>Mill Road has very little parking therefore much of the current heavy traffic is either passing through as a short-cut or intending to illegally park, which has been major problem for years.</p> <p>Business Case</p> <p>I co-founded ***. A local business with three shops in the city centre, we employ 50 staff, turnover £8 million, have been voted many times the best independent merchants in the UK. I grew up close to Mill Road, and lived on Mill Road for years. I know the area, and I know retail business very well.</p> <p>Closure is good for business. A little bit of the splendid traffic-free amenity and boost to business as we see at the Winter Fair, all year.</p> <p>This is an inevitable change, as with the city centre, Bridge St, Kings Parade etc - these were all traffic jams once and now they are thriving business locations (I know I own shops in both locations). There are endless examples of road closures, pedestrianisation etc bringing great benefits to business, as I'm sure you are aware. London, Brighton, etc. I remember many years ago being able to drive around Covent Garden in London, and when traffic restrictions were proposed some local traders objected on the basis that it would be "bad for business" - but look at the place now, it's one of the busiest most profitable commercial retail zones in Europe.</p> <p>Most of what is on sale in the shops of Mill Rd can be carried on a bike or whilst walking - very little needs a car, and these days everyone delivers - such small retail businesses these days almost never own a delivery van, they can easily use a cargo bike delivery service it only costs £5 per large box. Mill rd, in common with many other such streets, is moving towards more restaurant/cafe business: these clearly benefit from lower traffic, nobody wants to sit outside enjoying a street-side meal next to a fuming traffic jam; very few people want to or expect to be able to drive to a café or restaurant in busy central business area such as Mill Road.</p>
Safety	WhollySupport	This feels like a significant improvement for everyone's safety as a pedestrian visitor to Mill Road, as well as a cyclist in the city concerned about air pollution and traffic.
Safety	WhollySupport	Would make an unsafe road much safer and a more inviting environment for dining and visiting shops
Other	WhollySupport	I fully support this. It will make mill road a much safer nice place for residents and visitors alike. It will encourage me to spend more time on the road.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because congestion on Mill Road has made it an unsafe and unattractive place to spend time on.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	There are far too many cars in Mill Road, which make it congested, unhealthy and unsafe. I am in favour of reasonable measures such as this to discourage people from using their cars so liberally.
Safety	WhollySupport	<p>I support this proposal. It is long overdue. I have been involved in a traffic collision while riding my bike on Mill Road. The new traffic order will reduce car traffic, make the street safer for pedestrians and cyclists, and will allow the street to flourish as it did at times when the bridge was closed previously.</p> <p>I run a business on *** and use Mill Road bridge when going shopping at the end of the day. As a cyclist I spend money locally and appreciate the choice of shops there. But every time there will be an entitled car driver who is going to overtake me dangerously, and unnecessarily. As a slower street Mill Road will flourish.</p> <p>Because of the scarcity of parking, most cars use Mill Road merely as a cut through option.</p> <p>Thank you for getting this finally done! For the planet, for our health, for our street, for our community that for too long has been dominated by cars</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because as a frequent cyclist shopper on millroad I don't feel safe from the motorised traffic. I tend to avoid the road. I would like to see an increase in the cafe culture and shopping on the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	<p>I haven't read all the consultation documents but I agree in principle with the proposal. We also need to actively enforce illegal pavement parking on Mill Road - it's horrendous. The volume of near misses by the bridge is quite astounding - bicycles and cars are at great conflict with each other. I would like to see more planting and trees where possible, to reduce air pollution, promote biodiversity and improve the local ambience. Hanging baskets would do - bring back a sense of community pride. The sooner the bridge restrictions are implemented the better - it's gone on for too long.</p>
Safety	WhollySupport	<p>The volume and speed of vehicle traffic on Mill Road has greatly affected the quality of life of the residents (my parents live in Romsey and I often cycle and drive to visit them, and I grew up there). Cycling (and even walking) along Mill Road is like running a gauntlet against the cars. Closing the bridge would discourage the traffic that uses it as a rat run, which is the traffic most likely to speed. The bridge closure for structural work a couple of years was like a breath of fresh air. Pedestrians flourished, as well as Romsey businesses. I feel the only people who could oppose to this are commuters, who do not care about the Mill Rd community. Mosque users can walk or take the bus.</p> <p>I feel strongly upset at the idea that that foreign money was used to fund the legal battle to get it reopened the first time.</p>
Safety	WhollySupport	<p>This should improve my safety cycling as a family all along Mill road and have a bigger impact than just the bridge.</p> <p>Routinely get overtaken dangerously on the bridge.</p>
Safety	WhollySupport	<p>This proposal looks excellent and will greatly improve Mill Road. There generally seems to be an increase in car traffic in the city and increased car sizes which makes me feel less safe as a pedestrian and cyclist. This change would help reverse that.</p> <p>When Mill Road bridge was closed before it became a joy to cycle down there to visit friends and go to the shops.</p> <p>I believe this change will greatly improve the area.</p>
Safety	WhollySupport	<p>I was disheartened to see the councils time wasted by pointless legal challenges. Having a bus gate on mill road bridge is a great idea. As it stands, the road feels unsafe for pedestrians and cyclists, and a bus gate would also potentially improve public transport reliability. It would be a great improvement to the area, I say as someone who often uses the road.</p>
Safety	WhollySupport	<p>Reducing traffic going over the bridge will greatly improve the safety of cyclists using mill road generally. The majority of drivers do not observe the solid white line on the bridge, and the narrow road results in many unsafe overtakes happening on a daily basis.</p> <p>The reduced traffic in 2019 (work for the railway station) and 2020 (covid restrictions) greatly improved the walking and cycling experience in the mill road area and I hope that the needs of local residents are met with this closure</p>

		I cycle along mill road not infrequently, and find this bridge a horrible one to traverse - cars fly over the blind hump from both sides recklessly. I have even had cars overtake me right at the peak of the bridge!
Safety	WhollySupport	I would massively support this becoming bus gated for the safety of cyclists and car users alike.
Safety	WhollySupport	I fully support this proposal because it makes the area safer and cleaner for all members of the public and for residents of the area.
Safety	WhollySupport	Please, please close this bridge. Cycling, walking along this street, which is a destination in it's own right, is so much safer and more pleasant with the lack of private cars. It is a huge source of noise and pollution, and this measure should have been implements a long time ago!
Safety	WhollySupport	I find the card truck and HGVs s over ththe bridge drive aggressively and are a danger to locals. There are significant bus links, but it's just seems to be people wo Ho want to park in the over crowded. City center because they don't think about any alternative.
Traffic,Safety,Enviro nmental	WhollySupport	I am a bicicle rider and going through that bridge in a push bike it's dangerous, also a less busy Mill Road its very good for bike riders and pedestrians.
Safety	WhollySupport	Very in favour of closing the bridge. Mill rd is currently very unsafe to cycle along and the pavements are so narrow you don't even have the option of bottling out and pushing your bike along the pavement without forcing people coming the opposite way into the road. I'd do a lot more shopping there if it was less stressful to navigate and everyone I know thinks the same
Traffic,Safety,Enviro nmental	WhollySupport	A bus gate would be in line with the local authorities' policies to encourage walking, cycling and use of public transport to support the economy, health and the environment. Bus services in Cambridge are highly unpunctual and unreliable. A bus gate on Mill Rd would help services to run on time. I avoid cycling along Mill Rd as it feels unsafe (especially with my children). A bus gate would reduce motor traffic, making cycling much easier and safer. Encouraging more cycling is essential to make traffic flow more freely in Cambridge. The air quality is poor along Mill Road. A bus gate would improve air quality, which would improve the health of all those who live and work there.
		Closing mill road bridge for a majority of vehicles will make mill road a safer and more pleasant street. As it is, it is very uncomfortable cycling down the whole length and even walking is unpleasant on the northern end.
Traffic	WhollySupport	I shop in mill road shops and this will not stop me doing it. I might even do it more if mill road had less traffic on it!
Safety	WhollySupport	I wholly support the introduction of the new bus gate to make Mill Road safer for pedestrian and cyclists and allow the buses to be on time.
Safety	WhollySupport	I cycle and walk in Milton road. When cycling I feel unsafe because the road is quite narrow. Additionally there are oftern cars overataking and parking on the pavemenet. Cycling on the bridge feels particularly dangerous.
		I am a Cambridge resident and I frequently go to, or travel down Mill Road for a number of reasons. It is a very dangerous narrow busy road for cyclists and pedestrians. The air pollution is also high and must be very unhealthy for nearby residents.
		When the road was closed previously it was a much more pleasant end safe environment and also allowed people to sit outside restaurants and cafes without the noise and pollution.
		I think only allowing buses, taxis and blue badge holders to drive down there would make it a safer and more pleasant environment for all.
		I fully support the idea. The sooner the better!
Environmental	WhollySupport	Thank you.
Safety	WhollySupport	I support fully the TRO as I am a frequent visitor to Mill Road and I find it extremely dangerous as a place to travel by cycle: it is practically a no-go area for cyclists unless they are prepared to take very serious risks. It is hard to believe just how pleasant an area it was for pedestrians just 20 years ago and again during the recent experimental bridge closure. The area still has excellent shops (that could receive supplies overnight or early in the morning via the bridge) but at the moment it is hard to reach them safely.
Safety	WhollySupport	The restrictions would make Mill Rd much safer and more pleasant for a broader array of users.
Safety	WhollySupport	This portion of Mill Road is particularly unsafe for people on bikes, including many children. The bus gate would make it a lot safer. Also, it would greatly increase the attractivity of the area, with a much more pleasant walking and shopping experience.

Safety	WhollySupport	From Oct 2022-May 2024, I lived on ***. My primary mode of transport was my bike, and I cycled into the town center fairly frequently over the Mill Road Bridge. I would have felt far safer had the Bus Gate been in place, as cars consistently try to overtake bikes while unable to see any traffic that may be coming in the opposite direction. I am frustrated by the attempts to overturn this TRO, and welcome the chance for it to be reinstated without further legal challenges on technicalities.
Safety	WhollySupport	I really support this proposal. I cycle over the mill road bridge every day and the amount of traffic makes it feel very unsafe.
Safety	WhollySupport	I regularly cycle with my son from *** to the train station. Mill road is the most dangerous and congested road on our route that we have to cross. Due to the level of traffic it is very hard to cross safely. The number of pedestrians on the narrow pavements and cars passing is very dangerous. Reducing the traffic on Mill Road would benefit the people and the environment of Cambridge, and enhance the independent business along the street that is such an asset to the city.
Safety	WhollySupport	I entirely support this proposal. Crossing Mill Road by bike at the Devonshire Road - Kingston St junction is so dangerous due to the volume of motorised vehicles, even as a confident and able-bodied cyclist. In addition, the street environment will be so greatly improved by the bus gate due to the reduction in noise and pollution.
Safety	WhollySupport	I wholly support the bus gate being employed at Mill Road Bridge. I have stopped using Mill Road as a pedestrian and a driver as it is unsafe and I either almost get hit as a cyclist every time I cycle down this road, or I fear hitting a cyclist as there are so many cars and lorries blocking the roads that it is unsafe to use. Taxis turn into the station before the bridge at high speeds. I cross Mill Road between Devonshire Rd and Kingston Street each day to get to work and I have to wait several minutes to cross as the road has very few safe crossing points for cyclists. I would ask, if the bus gate is not put in place, that there should be zebra crossings added to several more points of Mill Road so that it is more friendly to pedestrians. In addition, traffic regulations should give tickets to cars parked illegally along Mill Road that cause bikes to need to swerve into the middle of the road, as cars are currently parked everywhere with no fear of ticketing. Although apparently businesses are worried about the bus gate, I personally stopped using businesses on Mill Rd as it is too busy to access them as the pavements are full of pedestrians narrowly avoiding the road. I would visit Mill Rd regularly and eat outside by the shops if there was less road pollution and traffic.
Traffic	WhollySupport	Please reinstate the mill road bus gate. This made mill road a much safer place for local residents.
Safety	WhollySupport	I cycle around the area but try to avoid mill road as it's dangerous and too busy.
Safety	WhollySupport	I encourage the Council to approve the installation of the bus gate on Mill Road. I regularly cycle on Mill Road and often use the bridge. Even as an experienced cyclist and cycle safety trainer (Bikeability), I approach cycling on Mill Road with some trepidation because of the very high traffic levels in a narrow street and the bad behaviour of many drivers, particularly on the bridge. Mill Road is one of the most dangerous roads in Cambridge because of the high levels of traffic in a narrow road. The bus gate will do much to solve this problem. An extensive consultation and years of requests by the local community should be heeded in the interests of democratic accountability.
Safety	WhollySupport	Wholly support this proposal on safety and environmental grounds. Reduced traffic flow will greatly enhance quality of life for local residents. Traders on Mill Road who at present may object should be assured that actually more people are likely to visit the area, particularly pedestrians and cyclists who will feel safer.
Safety	WhollySupport	This will make my use of Mill Road safer by reducing the flow of through traffic.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because</p> <p>I CYCLE ALONG MILL ROAD THREE TIMES A WEEK AND HAVE ALMOST BEEN THROWN OFF MY BIKE BY CAR DRIVERS - the road is too narrow for all road users. A CYCLIST HAS TO BE EXTRA VIGILANT AT ALL COSTS ON THIS STRETCH OF ROAD - its total length. The site of the Mosque is also a major HAZARD on their 'event' days as car drivers are parking haphazardly and pedestrians crossing the road- some without looking.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>I feel very unsafe on my bike on mill road as well as a pedestrian. I did have to go down it in a car once, and that was so stressful as well with the amount of traffic.</p> <p>The Mill rd bridge is quite narrow and I think that it is more unsafe for cyclists to keep it running as it is now.</p> <p>I wouldn't mind closing down Mill road completely in the future.</p>

Safety	WhollySupport	<p>I had several near misses on Mill Road as a pedestrian, cyclist and driver.</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme.</p> <p>With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>The scheme will improve 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>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.</p> <p>There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic.</p> <p>Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor traffic.</p> <p>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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p> <p>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.</p>
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		<p>Dear Sir or Madam,</p> <p>I would like to express my support for this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because one of the main reasons I choose to drive my son to school rather than cycle is due to safety fears on Mill Road itself. Many cars use this as a throughfare to other parts of the city and with how narrow the road is we were often met with close overtaking, overtaking at very high speed due to impatience or driving very close behind us, which is intimidating, especially for young children.</p>
	WhollySupport	On top of this, often there can be long queues of traffic that do not leave enough space to undertake on a bike and create significant levels of localised air pollution.
Safety	WhollySupport	The proposed TRO on Mill Road will make it a much safer and more pleasant environment for walking, cycling, going out for dinner or shopping.
Safety	WhollySupport	I strongly support this change as I have regular reason to be in the Mill Road area and yet generally avoid cycling or walking on the road itself to the greatest extent possible as it does not feel like a safe environment. This often means lengthy detours. This situation was greatly improved during the trial closure.
Traffic	WhollySupport	<p>I support the closure of the mill road bridge. Having previously lived on mill road at 198A Mill Road and frequently commuted/driven down mill road, I think there are a host of clear benefits that would come from closing the bridge.</p> <p>The road in it's current state is dangerous to pedestrians and cyclists and the road has the opportunity to be a brilliant pedestrian orientated high street.</p> <p>I lived on mill road when the bridge was previously closed and it created a beautiful atmosphere on the road and did very little to effect our driving in and around Cambridge.</p> <p>I look forward to this step towards mill road realising it's city high street potential</p>
Safety	WhollySupport	Please close mill road bridge for normal traffic. It will make cambridge much safer to walk and cycle and is an excellent step in the road right direction for the future of the city.
	WhollySupport	<p>Hey there,</p> <p>I year you're still going back-and-forth on this whole TRO bus gate on Mill Road. I'm writing to tell that there's lots of people in this city who support this and want it to happen. We're the kind of people who love politicians with conviction when it comes to doing what we know is needed for safer, cleaner, quieter, and happier streets. So please, stop with this painfully slow process of inching up to the edge and then backing off. We need action and we need it 3 years ago. Now is the next best option.</p> <p>Thanks for your support, ***</p>
Traffic,Safety	WhollySupport	I currently do not visit mill road shops and cafes with my children as although I have a safe cycle route to get there it's not safe for my children to cycle along the road with the amount of traffic. If the traffic was reduced I would take my children there to use the cafes after swimming at parkside or using the park.

Safety	WhollySupport	<p>I am grateful that my regular journeys by bike do not require me to travel far along Mill Road - I cross it from ***and back around once per week, travelling between Abbey and Queen Edith's via the Chisholm trail.</p> <p>On the occasions that I do need to cycle the length of Mill Road, I usually find it a deeply unpleasant experience with the level of traffic not suitable for the width of the road, and it does not feel very safe. Using it as a pedestrian, when occasionally visiting shops and restaurants there, it is also generally unpleasant - noisy, polluted and overcrowded with vehicles often blocking the pavement.</p> <p>If this is my experience as a fit, able-bodied man, how much more the need to improve things for e.g. children cycling, or wheelchair and mobility scooter users?</p> <p>My memory of the pandemic-era traffic filter is that this made the whole street a lot more pleasant to travel down. I fully support this traffic regulation order as I believe it will improve the safety and quality of life of everyone using Mill Road, especially those living in the area but also those like myself who visit occasionally. Yes, it will lengthen some car journeys but will open up the road to many other kinds of journeys for people who would not have been confident enough to use it with current traffic levels.</p>
Safety	WhollySupport	I cycle down Mill Road every week day to get to work. My daughter also has to regularly cycle down it. It feels quite unsafe to do so at the moment due to sheer amount of traffic and cars are generally unable to pass bikes safely. There is also a persistent issue with pavement parking that needs to be addressed. I Wholly support the proposed RTO
Other	WhollySupport	<p>As long as you (the council) can get this right, by allowing those who must use the bridge to use it, this has to be a good thing to make lives safer.</p> <p>I live nearby and commute using Mill Road, and it's the most dangerous part of the trip - for near misses, road rage, terrible on-pavement view-blocking parking, potholes that I have to avoid to not fall off my bike, the list goes on. Please though, make this a part of a well-thought-out plan. And for the traders' association: if there's less traffic, I'll travel to Mill Road to shop more often. I used to, especially during and just after Covid, and it was lovely. Everywhere else in the world fewer cars means more footfall and more business: what makes Mill Road different? Oh, right, nothing. Bring it on.</p>
Traffic,Safety	WhollySupport	I fully support this proposal. This spot is an accident hotspot. In the 21st century, cities should be made walkable, cycleable and pedestrian friendly. Research also shows that restricting traffic have no negative impact on businesses whatsoever - if anything it has an opposite, positive effect since pedestrians spend much more.
Traffic,Safety	WhollySupport	I wholly approve of the proposed restrictions as I believe they will improve safety and traffic levels along Mill Road as well as on the bridge itself. Mill Road was not designed to handle the level of traffic that it currently experiences and this currently makes it a very undesirable place to shop, meet, or travel through. I currently walk or cycle along Mill Road when I must but prefer to cut through quieter side streets when I can to avoid the often dangerous traffic and pavement parking on Mill Road itself. If it had lower congestion and/or a better layout then I would be much more inclined to see it as a destination or a desirable route and I would be more likely to visit shops, restaurants, or cafes in the area.
Safety	WhollySupport	Mill Road as it is today is a massive danger for bicycles and pedestrians. Too much var, too small pavements difficult to use with pushchairs and wheelchairs. This make that road pretty unpleasant while being attractive and dynamic. We urge to restrict the access to vehicle and make it more friendly for bikes, pedestrians, families, disabled people,and safer for kids and for all. Air pollution and noise pollution is massive there. Please think to our children. Please act NOW.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am writing to express strong support for the TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because as someone who does not live in Cambridge but travels to the city by train, it would make a huge difference to the safety of journeys from the station to the city centre.</p> <p>This is a fantastic opportunity for councillors to show leadership and take a decision they will be really proud of in years to come.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	I am a motorist, cyclist and pedestrian. I frequently travel into Cambridge by various means, for work, business (pub musician) and social reasons. The mix of motorised through traffic with cycles and pedestrians in a small space has long made the area treacherous and unpleasant to navigate. Both sides of Mill Road are accessible from the ring road, and car journey times would not be much affected by this modal filter. Already during the trial closure of the road, it was a much more enjoyable space. I support the proposal and look forward to enjoying a quieter Mill Road community.
Traffic	WhollySupport	<p>I definitely support this. It will make it much easier and safer to use the cycle route parallel with the railway line (using the Chisholm Trail, and then crossing Mill Road at the junction of Kingston St & Devonshire Road) which I often do. When there is lots of traffic using Mill Road it is very difficult and dangerous to cross at present.</p> <p>It's also good that buses are able to still use the bridge. Coupled with the reduction in motor traffic, this should make buses more reliable. Hopefully Mill Road will be a more pleasant place to live and shop as a result, with much lower levels of traffic fumes.</p>
Safety	WhollySupport	I cycle regularly and work at a local school where there have been several accidents between students and cars on Mill Rd. I welcome the change as I believe it will make the road safer for our most vulnerable users.
Environmental	WhollySupport	Mill road is a dangerous place to drive, cycle and walk. A modal filter will improve safety for everyone, improve air quality and encourage use of greener transport
Traffic	WhollySupport	<p>It'll do much safer to cycle down mill road, and the health benefits for the young and elderly residents will be huge.</p> <p>I get the impression the reported feedback is being dominated by a vocal minority who wish to force their views on the rest of us.</p>
Safety,Traffic,Environmental	WhollySupport	I work on ***, just off Mill Road. I wholeheartedly agree with the proposal. Currently, Mill Road is quite dangerous. It can be very difficult for pedestrians to cross the road safely and cars frequently veer up onto the pavement.

Safety	WhollySupport	<p>We are grandparents of two primary school age children who cycle from Cromwell Road via Mill Lane to school every day. The traffic along Mill Lane is a health and safety issue for all cyclists. Motorised vehicles, particularly van drivers who I appreciate have delivery deadlines travel at speed and in close proximity to cyclists increasing the risk to children and pedestrians .</p> <p>The traffic on Mill Lane decreases air quality for all and is particular health compromising for those with asthma. During Summer and Winter the traffic pollution is particularly detrimental to the air quality and impacts on the health of all other road users and residents.</p> <p>Mill Road is a thriving social community and that can only be enhanced by reducing traffic, allowing the cafe culture to thrive thus facilitating the growth of a socially inclusive sustainable community safer for all residents and visitors to Mill Lane.</p> <p>Closing the bridge can only enhance the living environment of all and make it a safer and healthier community for all.</p>
Safety	WhollySupport	<p>My son's family live on ***, so Mill Road is their local centre for social activities, shopping and eating out, which we do with them regularly. The two young boys would cycle to school and activities along and across Mill Road with their parents, if it was safe to do so. At present the mix of local and through traffic along this road makes it too dangerous for young cyclists, and disrupts any initiatives to make the road a true social centre.</p> <p>Many towns including our local towns Nuneaton and Atherstone have seen objections to proposals to constrain traffic through their community centre streets: once the restrictions are in place these centres become a real social asset and no-one would support return to their former chaotic state. The objections of traders who naively think that they will lose 'passing trade' should not be used to prevent the creation of a safe vibrant community centre, such as Mill Road could become.</p>
Safety	WhollySupport	I used to live in ***, closing the bridge to private traffic would do wonders to make Mill Road safer and more enjoyable to walk along.
Safety	WhollySupport	<p>I formerly lived on ***, very close to the Mill Road bridge, where I was a regular cyclist.</p> <p>I now live in Oxford, where comparable bus gates have been installed. They have proven effective road safety measures.</p> <p>I urge the Council to implement a bus gate on Mill Road. Road safety is the essential priority for enabling walking and cycling, which will reduce congestion overall.</p> <p>I look forward to my next visit to Cambridge and cycling in safety!</p>
Safety	WhollySupport	I am a frequent user of this street both as a driver and a cyclist, as I work nearby. This street is extensively used as a shortcut or 'rat-run' by large SUVs. During most of the day and early evening this street has more pedestrians walking along the (fairly narrow) pavements either side than vehicles, and despite this the maximum speed the road tends to be is 10mph, maybe 15mph. I regularly witness near misses where cycles and delivery riders haven't noticed a vehicle. Due to the volume of traffic it can be very difficult to cross the road at some locations e.g. Tenison Road. For the safety of those walking and cycling, this road should not be open to through traffic i.e. those trying to get in and out of the city, there are viable alternate routes more suited for this sort of motor traffic. I think it's disgraceful that a vocal minority, many of which do not spend time in this area, can campaign to make the area less safe.
Safety	WhollySupport	I used to live and commute in the area and now visit off and on. I've always felt unsafe in the area particularly as a pedestrian and cyclist but also as a motorist given how busy it is. This seems long overdue.
Traffic	WhollySupport	As a regular user of Mill Road as both a pedestrian and cyclist this work is desperately needed to improve safety and encourage active travel.
Environmental,Safety,Traffic	WhollySupport	As a cyclist that uses the guided busway path onto the Chisolm trail before being forced to use the roads between Cromwell Road, Mill Road and the Central Railway station the Mill road section is often the most crowded and dangerous section of this commute with many people using it as a cut through. I believe reducing the traffic to essential use (buses, disabled users who are Mill road adjacent residents) is appropriate but the area is spoiled by often stationary cars spewing fumes while they sit on a road never intended to cater for the weight of traffic that uses it.
Environmental	WhollySupport	<p>The closure of the Bridge opens up a whole range of other possibilities including a safe and accessible cycle route, a much needed walking route but critically significantly enhancing the overall feel and quality of Mill Road. Cafes in the street, trees, an urban and european vibe.</p> <p>The road currently is awful, difficult to navigate, poor air quality, impossible for cyclists. Just chaos.</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme. The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	I support for safety reasons particularly children and cyclists, reduced pollution and increased footfall for businesses on Mill Road resulting from nicer environment for customers of shops and cafes etc. This should also encourage more people to walk or cycle, which brings health benefits.
Environmental,Safety,Traffic	WhollySupport	<p>I commute through Cambridge and often use Mill Road on my bicycle. The road is far too narrow to carry the volume of vehicular traffic using it today. The present situation causes many hazards to road users (especially those on foot and bicycle) and at rush hour the traffic is at a standstill, belching out large quantities of pollution.</p> <p>This very narrow road would serve much better as a thoroughfare to allow buses and bicycles a clear way in and out of the city, while allowing the street itself to be much more successful as a thriving local shopping area.</p> <p>Cambridge is desperately in need of improved traffic management and this bus gate should help to form part of a larger-scale strategy to reduce traffic congestion across the city. This is the tried and tested approach used successfully, for example, in most Dutch cities.</p>
Safety Traffic,Safety,Access	WhollySupport	<p>This is a detailed and well thought out proposal which I wholly support. While I now live in a village to the south of Cambridge, I have formally lived on *** and continue to visit frequently. Cycling on Mill Road has always been a challenge and Mill Road bridge the worst pinch point. Mill Road Bridge itself also needs much wider pavements to cope with the pedestrian footfall safely.</p> <p>While the relief foot and cycle bridge on Coldhams Lane has worked well, it doesn't seem there is enough space or free land to install something similar on Mill Lane so other options need to be looked at.</p> <p>Installing a Bus Gate and restricting the through traffic seems the best of the options available. The only obvious alternative is to make the bridge single lane with traffic lights but this will create long queues on Mill Road in both directions so while improving pedestrian safety on the bridge it will worsen cycle safety on either side as well as affecting air quality with idling engines making this option undesirable.</p> <p>We need to move away from the mindset where cars are prioritised over and above pedestrian safety and more sustainable forms of transport, especially in densely urban areas.</p> <p>I fully support this scheme.</p>
	WhollySupport	I regularly visit family who live off Mill Road and I wholly support this initiative to make it safer for pedestrians, and cyclists. It is ridiculously dangerous at the moment.

	WhollySupport	<p>To whom it may concern,</p> <p>I know that there is no formal means of expressing support in the TRO process, but as a local resident living off of Mill Rd I would just like to share why I think it is important for this measure to be enacted.</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p> <p>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.</p> <p>With best wishes, ***</p>
	WhollySupport	<p>To whom it may concern,</p> <p>I would like to express my full support for the proposal to restrict traffic down the Mill Road, Cambridge.</p> <p>I find the cycling experience on that road highly dangerous and extremely stressful.</p> <p>I have daily close calls with motor vehicles and have to inhale, apparently high pollution levels, particularly peddling hard to ascend the bridge.</p> <p>The road has several, poorly apparent, unavoidable pinch points, where cars pull in too close to bikes without warning.</p> <p>It is a common experience of cars speeding and using the road to cut through the area, rather than using local shops and services.</p> <p>Thank you for considering these comments.</p> <p>***</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I fully support the introduction of a bus gate on Mill Road bridge. I am a Cambridge resident who grew up in the city, and I regularly travel around the Mill Road area by bike. I believe the introduction of a bus gate would make the area much more pleasant and safe on my daily journeys, and would do so for many people who walk, wheel, cycle, and travel by bus along Mill Road. Reducing motor vehicle traffic would reduce harmful noise and air pollution, and road danger in an area that is currently one of the most dangerous in the city. It is also likely to increase levels of active travel, which is beneficial for people's mental and physical health.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Hi team,</p> <p>I'm writing in support of the new TRO. As a local resident (***) and local employee (***) this would make a big positive impact on me and my family. It will make it easier, safer and healthier to get around with my little ones, and commute to work. It will make me more likely to spend money in Mill Road businesses.</p> <p>I know there's no formal process for considering positive comments but please know that the community is behind you.</p> <p>Thanks, ***</p>
	WhollySupport	<p>Please accept this as my formal response to the current consultation regards the closure of Mill Road Bridge.</p> <p>The closure will make the use of Mill Road safer for pedestrians, and will improve bus journey times.</p> <p>The reduction in traffic will not only increase safety but significantly reduce pollution in the local area and encourage the use of street seating at the many cafes and restaurants in the area. This will likely increase community feel and cohesion. It would also increase trade given the increase in seating and possible revenue.</p> <p>For your reference only and not to be shared: ***</p> <p>Many thanks</p> <p>***</p>

	WhollySupport	<p>Mill Road TRO consultation response</p> <p>*** strongly supports the Traffic Regulation Order (TRO) for Mill Road.</p> <p>It is a vital step towards making Mill Road safer and more vibrant, and a more pleasant place for everyone. We must act to reduce traffic levels, prioritising safety and the needs of people walking, wheeling and cycling, along with access to local businesses.</p> <p>*** is a volunteer-led charity with over 1,700 members working for more, better and safer cycling for all ages and abilities. We work with partners across the Cambridgeshire & Peterborough region with a focus on cycling as a mode of sustainable transport for everyday trips such as accessing work or school, shopping, attending medical appointments, visiting friends and family, and leisure. We are aware that the statutory requirements do not require the County Council to consider positive comments; however, we urge the officers and elected representatives to be cognisant of the path that has been taken to arrive at this moment of decision. The community has made its voice clear through many local elections and in the previous Mill Road consultation in which 72% of respondents supported vehicle restrictions on Mill Road bridge. Furthermore, In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. The benefits of the scheme in terms of health, safety, community and environment are clearer than ever. Put simply, Mill Road cannot cater for the current levels of through-traffic while also being a safe place to walk, cycle and spend time. We urge the council to act now on this long-standing issue and start to build a better future for all who use the street.</p> <p>Reasons to approve the TRO</p> <p>Traffic reduction and safety</p> <p>The TRO is essential for addressing the severe safety risks on Mill Road. Currently, up to 12,000 vehicles use the road each day, creating dangerous conditions for pedestrians and cyclists. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features in five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. By reducing through-traffic, the TRO will significantly decrease the risk of collisions, making the street safer for all users and enabling more people to walk and cycle. It will also ease pressure on critical junctions, such as the currently treacherous one where Devonshire Road meets Kingston Road.</p> <p>Charity Number *** www.***.org.uk @***</p> <p>National cycling standards (LTN 1/20) emphasise that safe cycling environments can only be created with either segregated cycle infrastructure or by ensuring a low traffic environment. Given Mill Road's narrowness, segregated infrastructure isn't feasible here. Traffic reduction is the only solution to achieve a safer street for people walking, wheeling and cycling.</p> <p>Air and noise pollution</p> <p>There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic.</p> <p>Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor traffic.</p> <p>Environmental impact</p> <p>With transport contributing almost 40% of Cambridge's carbon emissions, enabling more people to choose to travel by walking, cycling or public transport is a crucial part of reducing the city's carbon footprint.</p> <p>In the Cambridgeshire & Peterborough Independent Commission on climate 2021 report, a key priority in the transport sector was the need for measures to reduce car miles driven and improve public transport and infrastructure for walking and cycling. A bus gate on Mill Road bridge supports this goal, along with climate goals and targets from the city and county councils and the Cambridgeshire & Peterborough Combined Authority.</p> <p>Economic and community benefits</p>
	WhollySupport	<p>Dear Cambridge County Council,</p> <p>I support the Mill Road TRO. Everyday day I need to cycle either along or through mill road. Everyday that journey feels dangerous and I try my best to avoid the area. Please make Mill Road a safe place I would like to visit.</p> <p>Kind regards,</p> <p>***</p>

	WhollySupport	<p>Hello</p> <p>I couldn't get the consultation portal to open.</p> <p>My comments are:</p> <p>Please get on with implementing this closure.</p> <p>Mill Road will be safer.</p> <p>Mill Road will be cleaner.</p> <p>Mill Road will be quieter and more pleasant.</p> <p>Thanks</p>
	WhollySupport	<p>Dear Sirs</p> <p>I would like have my say on the use of Mill Road bridge for vehicles.</p> <p>I live off *** and use Mill Road on foot most days. I also regularly frequent the shops and businesses there. I am strongly in favour of the bridge being closed to most traffic. The road feels much safer for someone like me pushing a buggy with fewer cars. It is also a much more pleasant experience, both walking up and down the footpath but also when dining or drinking outside on the pavement at one of the various eateries/bars on Mill Road.</p> <p>Yours faithfully</p> <p>***</p>
	WhollySupport	<p>Dear Colleagues,</p> <p>It is such a shame that your well supported action to restrict traffic over the railway bridge on mill road got caught up in well financed criticism. I confess the content of that criticism was not easy to follow. However delighted to hear that a more robust action is to be driven forward hopefully resulting in sensible restriction of traffic over the bridge. It is such a safe first step that begins to realise what Mill Road could become for the residents and ironically the Road's traders. It's the latter who'll do so very well as Mill Road improves with every increased footfall. We do need to recognise required access to the beautiful mosque recently built on three eastern side of the bridge. No groups should feel isolated.</p> <p>Atop all of this the road, currently one of the most dangerous in Cambridge will attract less casualties making this action both attractive and safer than the current model. Left alone the risk to life will increase as the new development adds to the recently opened ironworks 280 dwellings fed only by mill road. Let's see timely, sensible, safe planning realised.</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because the road is too dangerous for cyclists and pedestrians at the moment. Cars regularly speed along the road and park on the pavement. I regularly have to cycle along the road to take my children to swimming lessons but it feels very dangerous. my 5 and 7 year old children get confused by the bad behaviour of drivers parked on the pavements and weaving around cyclists. It simply doesn't feel safe, so we cycle down the side streets along mill road instead. This carries its own risks as there are lines of parked cars along the side streets and my youngest child is too small to be easily spotted.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Dear officer,</p> <p>Given the new consultation, please reconsider my comment, below.</p> <p>Best regards, ***</p> <p>On Wed, 4 Jan 2023, 16:58 ***> wrote: Dear Officers,</p> <p>For me and my family, closing the bridge for through traffic for private cars (with exceptions) would be a very welcome change. We use the bridge regularly, and Mill Road, on our bicycles, but it feels very dangerous at the moment, given the amount of close passes (especially when drivers don't respect the solid white line, attempt a blind overtake before reaching the top of the bridge, then realize there is an oncoming car and then pull back in, squeezing me to the curb). I also hope this would calm down the rest of Mill Road, making it safe for walking and cycling.</p> <p>I hope that there will be physically separated cycle lanes on the bridge, because I think that drivers allowed to use the bridge would still pass dangerously close.</p> <p>Best regards, ***</p>

		<p>Dear Sir/Madam</p> <p>I wholeheartedly support the above proposed order.</p> <p>The reasons for proposing the order are entirely sound. Safety and air quality are significant issues on Mill Road and it is clear that both would be significantly improved if the order is imposed.</p> <p>Please don't hesitate to contact me if you require any further information to register my support for the proposal.</p> <p>Yours faithfully</p>
	WhollySupport	***
		<p>Hello,</p> <p>We would like to express our support for the proposed restrictions on Mill Road Bridge as local residents.</p> <p>We believe the benefits of the scheme will be an overall net positive to the community and we look forward to being able to cross the bridge safely on foot and by bicycle.</p> <p>We would also be happy with a compromise whereby local residents of MR and adjoining roads retained access via number plate recognition.</p> <p>One important safety measure we believe must be implemented - whatever the outcome of this consultation - is to physically prevent overtaking of cyclists on the Bridge. Currently many vehicles pass too closely and veer into the opposite lane, even without being able to see what's coming from the other side of the bridge. Unfortunately taxis are often the worst offenders for this. It makes crossing the bridge a hair-raising experience.</p> <p>Improvements to the crossing from Devonshire Road (traffic lights?) are also urgently required, and will only become more vital once the new housing estate opens.</p> <p>We would also be very grateful if pavement parking on Mill Road can be addressed.</p> <p>Kind regards</p>
	WhollySupport	***

	WhollySupport	<p>Hello,</p> <p>I support Mill Road bridge being closed to traffic. I have MS and can't walk very well but can still cycle. I live on Mill Road and go across the bridge most days. It is frightening when there is so much traffic, I'm not so steady and confident on my bike as I used to be. I don't have a car because I can't afford it and it's better for my health to keep cycling and walking when I can. Please put the bus gate back in.</p> <p>Best wishes,</p> <p>***</p>
	WhollySupport	We support TRO for safety and environmental reasons.
	WhollySupport	<p>Hi,</p> <p>I am writing on behalf of the Cambridge branch of *** in relation to the proposed TRO on Mill Road Bridge. *** are a community union of working-class and low-income people organising and taking action on the issues that matter to us, including the improvement of public transport and city environments.</p> <p>We support the proposed TRO on Mill Road bridge, due to the benefits we see to safety, air quality, climate change and community cohesion. However, we do not feel it goes far enough in terms of improving the accessibility of Mill Road and should be seen as a first step towards that effort.</p> <p>Kind regards,</p> <p>***</p>

		<p>We are writing in relation to the proposed TRO to close Mill Road Bridge to private traffic, on behalf of ***, a grassroots organisation representing families across Cambridgeshire who wish to see safer, greener transport for their children and our wider community.</p> <p>We wholly support the proposed TRO. This is because of the clear benefits it stands to make across safety, health, the environment and our communities. It aligns with both the City and County Councils' policies on transport, health, air quality, planning and the environment, as well as aligning with national policy on health, climate and transport.</p> <p>Before outlining our reasons for supporting the proposal more fully, we wanted to begin with some quotes from children in our community. These people will be impacted by the benefits of this TRO, or the failure to adopt it for years to come, yet their voices are often missing from our political processes.</p> <p>*** said: "Mill Road scares me when it's too busy. I want to see fewer cars and bigger pavements so that I feel safe to walk and cycle there."</p> <p>*** said: "The cars here are so fast and scary. They get really close to me and my mum. I would feel safe if only buses were allowed because they wait for you. If there was a bus gate there would also be more room for us".</p> <p>*** said: "Mill Road is really busy, and I don't want to get run over when I go to school and the park. If there weren't so many cars, I could cycle over the bridge."</p> <p>*** said: "I love cycling, and going to school would be easier if Mill Road were safer and I could easily cycle along it."</p> <p>*** said: "I like going to the pizza shop for pizza and ice cream, but I feel scared now. I want to feel safe going to that shop."</p> <p>The impact on safety from this proposal is obvious. Five of the county council's collision cluster sites occur along Mill Road. All five are likely to be made safer by reduced traffic volumes if the TRO is adopted, as the TRO will reduce through traffic considerably, as well as introducing improvements to the two junctions either side of the bridge, which are both collision hotspots.</p> <p>The shape of the bridge means that visibility is poor, yet dangerous overtaking of cyclists, including children, is commonplace. This practice is exacerbated by the large volumes of traffic. In particular, there is poor visibility between cars coming down the bridge heading westbound into Cambridge and those wishing to cross the road between Kingston Street and Devonshire road. This crossing is a key cycle route, connecting families across the city to the station, Addenbrookes hospital, leisure activities around Clifton road and much more. The improvements to the bridge and the reduction in traffic made in this proposal will therefore make a significant improvement to the safety of those cycling both along and across Mill Road.</p>
	WhollySupport	The dangers of this route deters parents from choosing active travel with their families and this will have a lifelong impact on the travel habits of those children. By making Mill Road safer for families

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because at whatever time. of the day/week that I cycle over the bridge, I feel threatened by the vehicular traffic and in danger.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>[YOUR NAME HERE] [ADDRESS] [POSTCODE]</p>
Environmental	WhollySupport	I support the bus gate. A move towards internal travel in the city only being through public transport is very important. If people need to leave for work, Mill Road should not be a through road. It is currently far too busy.

		<p>I fully support this consultation. With this new statutory consultation process, the Council is providing a valuable opportunity for all voices to be heard. This renewed approach reflects a dedication to ensuring that any decision made about Mill Road is fair, well-informed, and inclusive of the diverse perspectives within our community. I am encouraged by the Council's plans to improve the public realm and enhance walking and cycling infrastructure along Mill Road. These improvements are essential for fostering a safer, more accessible environment for everyone, and I am pleased to see that these efforts will continue in collaboration with key partners. Most of the shopping on Mill Rd is done by foot or bike, so these plans will give a boost to local businesses. Specifically:</p> <ol style="list-style-type: none"> 1. Reduces Traffic Congestion <ul style="list-style-type: none"> - Prioritizes Public Transport: A bus gate restricts access to certain vehicles, allowing buses and other authorized vehicles to pass through more quickly. This reduces congestion, particularly during peak hours, by discouraging through traffic from using the road as a shortcut. - Improves Traffic Flow: By reducing the number of vehicles, the bus gate can improve the overall flow of traffic in the surrounding areas, leading to less congestion and fewer traffic jams. 2. Encourages Sustainable Transportation <ul style="list-style-type: none"> - Promotes Public Transport: By giving priority to buses, a bus gate encourages the use of public transportation, which is more efficient and environmentally friendly than private car use. - Supports Cycling and Walking: With fewer cars on the road, a bus gate creates a safer environment for cyclists and pedestrians, encouraging more people to walk or cycle rather than drive. 3. Environmental Benefits <ul style="list-style-type: none"> - Reduces Emissions: By reducing the number of vehicles passing through an area, a bus gate helps lower air pollution and carbon emissions, contributing to cleaner air and a healthier environment. - Noise Reduction: With less traffic, there's also a reduction in noise pollution, making the area more pleasant for residents, shoppers, and visitors. 4. Enhances Safety <ul style="list-style-type: none"> - Reduces Accident Risk: Fewer vehicles on the road mean a lower risk of accidents, particularly for vulnerable road users like pedestrians and cyclists. - Improves Pedestrian Experience: A bus gate can make the area more pedestrian-friendly, allowing people to move around more freely and safely. 5. Supports Local Businesses <ul style="list-style-type: none"> - Creates a More Attractive Area: A bus gate can make the surrounding area more attractive to shoppers and visitors, as it often leads to quieter, more pleasant streets with better air quality. - Encourages Foot Traffic: By improving the pedestrian environment, a bus gate can encourage more foot traffic, which benefits local businesses that rely on customers being able to walk around easily. 6. Improves Public Health <ul style="list-style-type: none"> - Encourages Active Travel: With safer conditions for walking and cycling, more people are likely to engage in these forms of active travel, which has significant public health benefits. - Reduces Air Pollution: By cutting down on car traffic, a bus gate contributes to lower levels of air pollution, which is linked to various health issues. 7. Aligns with Urban Planning Goals <ul style="list-style-type: none"> - Sustainable Urban Development: Many cities, incl. Cambridge, are moving towards sustainable urban planning, where the focus is on reducing car dependency and promoting public transport, cycling, and walking. A bus gate aligns with these goals by managing traffic in a way that prioritizes sustainability. <p>In summary, this bus gate at Mill Rd can significantly improve the quality of life in a community by reducing traffic congestion, promoting sustainable transportation, enhancing safety, and supporting local businesses, all while contributing to a cleaner and healthier environment.</p>
Traffic	WhollySupport	
Traffic	WhollySupport	<p>Mill Road traffic is unacceptable and largely seems to be made up of cars leaving the city centre to travel to areas outside the city, rather than visiting the businesses of Mill Road. Better public transport would greatly help the city but we also need to deter and prevent traffic. I liked it during previous bridge closures when one half of Mill Road was entirely pedestrianised and restaurants had seating on the road itself.</p>
Traffic	WhollySupport	<p>Road impassable at peak times due to delivery vehicles. Buses unreliable due to congestion. Pollution issues etc.</p>
Environmental	WhollySupport	<p>I am a frequent user of Mill Road for shopping and recreation , usually as a cyclist, and occasionally as a pedestrian, and I very much support the TRO for a bus gate. I do not drive and rely on cycling or the use of buses for transport and am fed up with motorised traffic always being given precedence. The bus gate supports the local authority's policies for transport, air quality and the environment and is essential if the safety of vulnerable road users and pedestrians is to be improved. The proposed scheme seems to be well considered and would make a big improvement to the neighbourhood if implemented.</p>
Traffic	WhollySupport	<p>This is a bold but necessary change. It encourages public transport and active travel, as well as the local economy. It is hard to ween ourselves off our addiction to cars, but this is a step in the right direction.</p>

Traffic,Safety,Access,Environmental	WhollySupport	<p>I am a resident of*** and mother to three children, ***. I have three key reasons for strongly supporting the TRO. First, the current traffic levels are having a huge impact on buses and public transportation. My daughter's school bus is regularly stuck in traffic on Mill Road making her (and her peers) late for school. As a regular user of the number 2 bus, it is also frequently ground to a halt by Mill Road traffic from 4-6pm making it useless for school run pick-ups etc. I think it is essential that there is a 'quick' way in and out of the city for users of public services. Second, I have safety concerns walking on Mill Road, particularly with a buggy. The pavement is too narrow and cyclists are now increasingly mounting the pavement, rather than sitting at the back of traffic. The path opposite Cutlacks and approaching Donkey's Common is a particular issue. Finally, this road was not designed to handle the volume of traffic it does. The road itself is in serious disrepair. As an additional measure, I would like to see speed control cameras or other measures on the street. I witness dangerous and illegal driving on Mill Road almost daily as well as accidents and incidents of road rage (again, particularly around Dutch's corner).</p>
Traffic	WhollySupport	<p>Closing the rail bridge to general traffic would be a great improvement for mill road. It would improve the public transport experience for buses along mill road and make cycling much safer. It would also make access to cafes and restaurants easier and more pleasant.</p>
Safety	WhollySupport	<p>Wholly in support of closing the bridge to all private motor traffic. This will improve public transport times considerably (reducing operational costs and increasing ridership), increase safety for pedestrians and cyclists, increase foot-fall traffic to businesses, and improve air quality and reduce carbon emissions.</p> <p>72% of respondents from the council's survey were in support of closing the bridge, and it is ridiculous that it has taken this long, only to restart yet again.</p>
Traffic	WhollySupport	<p>I am disappointed how long we have had to wait for this, though I realise it is largely not the fault of the County Council. Please now just get on and do it. You have the evidence of how much support there is for it. The C2 bus is constantly delayed, and has been drastically cut back, because of congestion, and much of that is on Mill Road. The opportunity for improving this terrible traffic situation can only be realised by removing the through traffic. It is currently objectively one of the least safe places to cycle in the County, and one of the more unpleasant to walk. It is surprising how some of the shopkeepers seem to think the current abysmal environment attracts people to their shops. Perhaps they have in mind only the people who abuse the waiting restrictions, which aren't really enforced enough. Experience elsewhere suggests they will benefit overall, even though they seem unaware of the evidence.</p>
Safety	WhollySupport	<p>This proposal provides a benefit to many who travel through this area, for public transport, air quality etc.</p> <p>I regularly cycle along this road with my toddler when going from Hauxton to Milton and would feel much safer with less through-traffic: it's an area with many collisions, so implementing this should increase safety.</p> <p>Implementing this would help encourage active transport too.</p>

Safety	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme.</p> <p>With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p> <p>The scheme will improve 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>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.</p> <p>There is no safe level of air pollution; the Greater Cambridge Air Quality Strategy 2024-2029 encourages a focus on reducing exposure wherever possible. All improvements in air quality will benefit health as well as enabling more people to choose walking and cycling. Vehicle traffic is the main contributor to NO2 emissions within the city and also generates particulates. Mill Road is a narrow street with many residential properties, restaurants, places of worship and shops close to the road: people in all locations along the street will benefit from the lower air pollution enabled by reducing traffic. It will particularly improve the experience for pedestrians who</p> <p>Noise pollution has an adverse effect on health, particularly for children. The biggest source of noise pollution in cities is vehicle traffic. Health issues caused by noise pollution include hearing loss, high blood pressure, chronic headaches and poor sleep. Noise pollution will be reduced on Mill Road with lower levels of through motor traffic.</p> <p>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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses.</p> <p>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.</p> <p>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.</p>
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		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I want to live in a city with streets that encourage walking, cycling and the use of public transport. With our young family it is important to us that they grow up in a place that is less intimidating to use if you are not in a metal box.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Traffic	WhollySupport	I fully support this project, The traffic slows down the buses considerably which stops people from wanting to use them but if buses are faster or as fast as cars it will create a great incentive for their use. It will produce a much nicer area to go to, to eat and shop than there currently is as well with all the traffic causing noise and disruption along the road. There isn't any parking along the road at the moment anyway so it would not harm the businesses operating either.
Environmental	WhollySupport	Regular visitor to the area and looking to move to the community. Keen to support cycle routes amd public transport.

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it will speed up buses and encourage their greater use and hugely reduce vehicular traffic on Mill Road making the road significantly safer for walking and cycling.</p> <p>It will also bring air quality benefits which as I am sure you are aware will translate to health benefits.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	***
		<p>I am totally in favour with restricting traffic on Mill Road bridge for the following reasons:-</p> <p>It will allow buses to travel without getting into traffic jams.</p> <p>It will reduce the volume of traffic on Mill Road which is dangerous as the residential side of the road has an extremely narrow pavement only 84cm in width in some places. Pedestrians have been seriously injured.</p> <p>***</p>
	WhollySupport	***

	WhollySupport	<p>As a long-standing local resident (***) I am writing to fully support the TRO for the closure of Mill Rd bridge to motor traffic, except for exempted vehicles. In particular, the No 2 bus is continually held up by excess traffic, unauthorised parked cars and heavy lorries using the route. A more reliable service which ensures that local people can access Addenbrokes hospital and the city centre etc. in a timely way would encourage greater usage and perhaps in time restore the ten-minute frequency once enjoyed.</p> <p>I had direct experience of the bridge closure during the COVID pandemic and the shift of residents' opinion as to the benefits, such that in the later consultation survey 72% of people agreed with the proposed closure. I was aware of the arguments put forward against closure, including some traders' claims that shops and restaurants would suffer if cars could not access them - no tangible evidence forthcoming then or since on this but lots of ongoing evidence of pedestrians and cyclists accessing these amenities. Claims that Mill Rd is an 'arterial route' are still being made despite the fact that it has long been a Class C road, very narrow in places and not able to cope with the volume of traffic currently using it.</p> <p>Living in Emery St just off Mill Rd I experience first-hand the noise and pollution from the road at busy times as well as the difficulty of walking safely on uneven and very narrow pavements in Petersfield and, at times, problems in crossing the road now I need to use a stick. Less confident cyclists are wary of using the road and walkers with disabilities fear speeding traffic will not stop to let them cross. There are several 'desire lines' along the road where crossings are needed (eg Kingston St to Devonshire Rd) but at present the road/traffic lights are geared to keeping traffic moving more than to supporting pedestrians as top of the transport hierarchy. All this can begin to change when the volume of through traffic is dealt with.</p> <p>I have read that many objections will be submitted by motorists living well outside Cambridge - and using the road as a short cut into/out of town. I hope these objections are put aside as it is local residents who suffer the health and access disbenefits of this high-volume motor traffic and who have clearly supported closure in the consultation.</p> <p>***</p>
Traffic	PartlyObject	<p>This is a very complicated issue and therefore I do not have a straight agree or disagree.</p> <p>For environmental, safety and looking to the future I believe that the proposed closure is good. I liked Mill Rd when it was closed before.</p> <p>But closing the bridge will not stop pavement parking, quality and safety of Mill rd Romsey end. My main concern of closing the bridge is the knock on effect to surrounding roads, particularly those cutting through from Coldhams Lane particularly along Cromwell Road. Traffic already goes too fast, the wrong direction and being unaware of safety needed in a residential area. An increase in traffic flow would increase pollution, noise, disturbance, road rage, poor parking choices and more illegal parking for shorter periods ie. Stopping on double lines or blocking drives to drop off commuters shoppers etc. This will then push the need for residential parking, which give further added costs to residents.</p> <p>However, if more money and development is going to be put into Mill Rd as a second High Street, the bridge will need to be closed to through traffic for a time whilst road and pavements are made safe.</p> <p>I agree that for a more environmentally friendly city for the future of Cambridge, we need to reduce car use and that is going to upset those businesses that rely on customers in cars. It is a whole mind shift that a lot of people will not be willing to make.</p> <p>I agree that making the road open to blue badge holders is good but there are so many people that do not have a blue badge who still rely on their car for access. It is very difficult to be awarded a blue badge even with certain disabilities or mobility struggles.</p> <p>Sorry this is not a straightforward answer but I hope you will take my concerns about increased traffic cut through on Cromwell rd, making a busier environment, affecting pollution and creating danger to residents but also wildlife.</p> <p>We have a large hedgehog population that is trapped in the Romsey area due to roads and railways. Residents to their best to provide hedgehog highways through gardens but Increased traffic will only increase risk to hedgehogs on the roads. Plus the area has already lost so much bird life due to noise, traffic and so much building in the area.</p> <p>I hope these concerns will be taken seriously.</p>
Safety	PartlySupport	<p>I strongly support the TRO , and am very disappointed that it has taken this long to get the new consultation in place. Two years of disturbance , poor air quality , noise and numerous traffic incidents and near misses have occurred during this delay.</p> <p>In addition the County council needs to provide additional street furniture to encourage bike users, to stop pavement parking which is rife along Mill Road , enforcement of the no right turn into Devonshire Road from Mill Road (Another APNR camera?) and general reclaim the pavements for non car/van users. I do have access to car and will have to find alternative routes when leaving the city; however this is price for a better quality of life for residents , rather than casual users as a rat ru.n</p>
Access	PartlySupport	<p>I am extremely supportive of restrictions on mill Road bridge because they would improve safety, environment and quality of life. I would be happy if the TRO was implemented as proposed here but I would urge the council to consider going further and restricting taxis from crossing the bridge.</p>
Environmental,Traffic,Safety,Parking	PartlySupport	<p>Limiting through traffic on Mill Road will aid individuals and the environment by reducing air pollution. Additionally, it should mean that fewer vehicles drive onto &/or park on the pavement, which helps with the safety of both pedestrians (particularly those with impaired sight and mobility) and cyclists.</p>

		I whole heartedly support this proposal. Mill Road is too narrow to support the traffic trying to go down it and I think this will both increase the safety in the area as well as the reduction in pollution.
Safety	PartlySupport	I would like the council to further consider clamping down on illegal pavement parking in Mill Road.
		<p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate will improve safety for cyclists as well as improving the bus service which is frequently held up by traffic. So in addition to improving safety and air quality, and reducing noise pollution on and around Mill Road, it will encourage cycling and use of public transportation citywide by improving the experience for cyclists and bus passengers. Personally it will improve my health and quality of life as a frequent cyclist -- I cannot always avoid cycling on Mill Road but when I do, I find it to be a very unsafe and unpleasant experience due to the amount of motor traffic.</p>
Traffic	WhollySupport	The exceptions for blue badge holders and the fact that both sides of the bridge will still be accessible by road mean that adequate access will still be there for all who need it.
		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Mill Road is very narrow and frequently has vans and cars parked, blocking the pavement. As someone who walks along this road regularly I think the air quality and safety aspects of healthy travel need improving. The closure of the bridge would achieve that.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	I am very concerned by the levels of traffic present on mill rd. I am a resident living in very close proximity to the busiest section of Mill rd, near the parkers piece end, and I worry about air pollution and safety for children and pedestrians. I regularly witness unsafe driving on the road. I believe a bus gate is the ideal solution to these issues and thus wholly support the proposal.

Traffic	WhollySupport	<p>Closing the bridge to private cars, but maintaining access for buses, taxis and cycles, will greatly increase air quality for residents in housing nearby by decreasing the amount of traffic using Mill Road. When traffic becomes congested cars keep their engines running creating damaging pollution which directly affects the health of cyclists, pedestrians and particularly young children in buggies at exhaust height as well as residents. It will also make the road much safer for pedestrians as at the moment the pavements are frequently obstructed by parked cars without any consideration for pedestrians. When the bridge was closed for repairs we all had a taste of clean air, quiet roads and a busy convivial space where people could shop, meet and eat with friends - Mill Road was transformed. It would greatly benefit the area to have this as a permanent change.</p>
Traffic	WhollySupport	<p>I understand that you are only actively soliciting objections to the TRO, but I am aware via social media of vigorous campaigns and petitions being organised to drum up objections, and urging people to respond from multiple email addresses. I realise that this is not a referendum, but I doubt whether supporters of the TRO will be so aggressive in communicating with you. It is therefore important to note that those of us who live and work in Mill Road and its adjoining streets, who are therefore most affected by the volume, noise and pollution of the present traffic levels, are from my own observations and discussions, overwhelmingly in favour of the scheme.</p> <p>There was a similar backlash from traders and motorists many years ago when Kings Parade was closed to traffic. Yet clearly the traders there have benefited enormously from the extra pedestrian footfall. Similarly in the case of Mill Road now, it is hard to see why traders are so fearful of losing business as a result of the TRO as there is almost nowhere that motorists could stop legally to do their shopping. Closing the bridge to all but essential traffic would encourage shoppers rather than the reverse.</p> <p>Because of the very high levels of traffic at most times of day, Mill Road is a street that local residents visit because they have to, not because there is any pleasure in doing so. What was formerly a bustling but relaxed and welcoming area of shops and cafes is now simply a noisy and unpleasant thoroughfare for cars. Cycling into town is a slow and sometimes dangerous business because of queues of slow-moving cars, often backed up from East Road to Tenison Road, as well as because of the aggressive behaviour of some drivers.</p> <p>As I understand it, the previous TRO failed as the result of a challenge made on purely technical grounds. Now that these have been dealt with, the scheme, which is supported by a large majority, should be implemented without further delay.</p>
Traffic	WhollySupport	<p>My reasons for supporting this TRO are around safety, air pollution, climate change, supporting local shops, and just to improve the pleasantness of the area.</p> <p>Currently it feels unsafe to cycle, or even to walk at times with my children given how narrow the pavements are in places. I'm really worried about the impact that the air pollution from so many cars is having on their development (they are 6 and 2) and also admit the risk of them being hit by a car.</p> <p>I also worry a lot about climate change and was very disappointed that the STZ didn't happen. In order to reduce carbon emissions from vehicles we need many more restrictions on private car use, and to improve the reliability of buses. If there's fewer private cars using Mill Road there will be less congestion and waking, cycling, or taking the bus will all be much easier.</p> <p>The evidence suggests that reducing vehicles in shopping areas increases footfall and therefore Sally's for local businesses.</p>
Traffic	WhollySupport	<p>Mill Road is a residential area with lots of lovely shops and cafes. But currently it's also very very busy with cars. It would be so much more pleasant if traffic were restricted.</p>
Traffic	WhollySupport	<p>I have selected option 1 ("I wholly support this proposal") because I am well aware that the overall response results will often be cited without the context of accompanying comments, and I want to be counted among the strongest supporters.</p> <p>The proposed bus gate represents good progress and will likely improve the Mill Road environment, reducing congestion and pollution, and increasing usability for most modes of transport. It is long overdue. That a selfish and vocal minority has managed to delay the bridge closure only makes me support it all the more.</p> <p>Indeed, my only concern is that "closing" only the bridge does not go far enough. I would like to see traffic on Mill Road -- and quite a few other roads and streets -- restricted to the same classes of vehicle that will be eligible to cross the Mill Road bridge when the TRO is established at long last.</p>

	WhollySupport	<p>As a local resident who walks along Mill Road on a daily basis, I am writing in support of the proposed plan to restrict traffic across Mill Road bridge on both environmental and safety grounds. The current situation with constant heavy traffic, hold ups and resulting pollution makes movement along the road hazardous and detrimental to one's health and wellbeing. The proposed changes would make movement across the bridge and along Mill Road much safer especially for pedestrians and cyclist and would create a pleasanter environment for shopping and recreation along Mill Road.</p> <p>Best wishes ***</p>
Parking,Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	<p>As a resident close to Mill Rd for over 40 years I have seen how the traffic has blighted the local environment for pedestrians and cyclists. It was wonderful when it was shut. This is a real community street sadly affected by endless traffic and cars parked on the pavement.</p>
Traffic	WhollySupport	<p>Support attempt to reduce traffic on Mill Road and reduce pollution, improve safety for cyclists and pedestrians, and improve environment</p>
Traffic	WhollySupport	<p>I have lived in a road adjoining Mill Road for many years and regularly witness the very long queues of traffic aiming to get into and across the city. I would welcome curtailing the use of this narrow road as a through road for individual vehicles in this densely residential area. I therefore support the new traffic regulation order and the ensuing improvement in air quality and safety for Mill Road residents.</p>
Environmental	WhollySupport	<p>For environmental reasons I believe it is essential that steps like the Mill Road bridge closure take place. Concerns that led to the previous failure to close the bridge, regarding acces for disabled users, have been addressed. All research and recent success in elections for candidates who support the closure show the strong support in the local community for the closure - to fail to do so would represent a huge democratic deficit. The traffic levels on Mill Road grow, on a street that is built for residential use - this is unsustainable. Previous closures show the city transport infrastructure works well with the bridge closed. While there is opposition from some local businesses, they should see this as an opportunity to create a thriving environment as visitors will flock to the improved quality environment. This is a win-win for those who embrace the opportunity.</p>
Safety	WhollySupport	<p>Thank you for considering this intervention, I consider it an important improvement both as an environmental concern and in terms of safety. As a parent of a child who cycles to school, I am particularly concerned about the cyclist safety. Should the intervention generally reduce the traffic in the whole area around Mill Road, that would be even more beneficial.</p>
Environmental	WhollySupport	<p>Mostly I go to Mill Road for shopping and as a route to the river and city centre. The pollution has become worse and worse over the 40 years I have lived here. Something needs to be done sooner than later.</p>
Traffic	WhollySupport	<p>Mill Road is a very narrow road with a lot of traffic and resulting poor air quality. At the same time, it is heavily frequented by pedestrians and cyclists, and the road plays a pivotal role in the life of a very diverse resident community. The volume of traffic needs to be reduced radically, for environmental just as much as safety reasons (cars often park on the kerb or pavement, leading to tailbacks and great danger for cyclists and other vulnerable road users), and in order to enhance community cohesion. The potential for a traffic-calmed Mill Road to make the entire area more pleasant and liveable (as was demonstrated when it was closed to most traffic in 2021) is huge.</p>
Environmental	WhollySupport	<p>I fully support the proposal on the following grounds</p> <ol style="list-style-type: none"> 1. CLIMATE Reducing CO2 emissions is crucial for the health and safety of life on earth. Traffic/transport is a major contributor to those emissions 2. POLLUTION The negative health impacts from pollution caused by vehicles that burn petrol or diesel is well documented and widely recognised. Traffic on Mill Road is a threat to the health of all who live or work nearby, especially children, older people and those with health vulnerabilities 3. URGENCY The above two reasons mean that the use of diesel and petrol vehicles should be reduced across the whole of Cambridge City as a matter of urgency. The argument about displacement of traffic elsewhere if one road is tackled has long been used to stall any action. We cannot stall any longer as we wait for a whole-Cambridge plan to emerge. Its time to make a start

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I want to improve cycling safety and air quality.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Environmental,Traffic,Safety	WhollySupport	<p>I support the closure of Mill Road bridge, either 24/7 or at selected peak times. I am a local resident and live in Ironworks right next to Mill Road bridge, and I use Mill Road frequently, but always by bike or walking. I take my two small children to nursery along Mill Road on my bike and the level of pollution and traffic is dangerous, both from the air quality aspect and the traffic increasing the chance of a bike being bit. The closure would not effect my personal use of the shops and restaurants on mill road. I own a car, but use it infrequently and would not mind at all the rare and slight inconvenience of not being able to drive over the bridge. It's a very small price to pay. The traffic and pollution is of course much worse during morning and later afternoon peak times, but it's also much worse when it rains. It is not right that people who are afraid of getting a bit wet by cycling or walking should clog up the road for cyclists and pedestrians.</p>
Traffic,Environmental,Safety	WhollySupport	<p>I agree primarily for environmental and safely reasons. The air quality is poor in the area and will have long-term health consequences for those exposed to it. I'd also like access to be restricted with a congestion zone in the longer term. People drive inappropriately fast down Covent Garden so it would be great to have extra measure to counter this too.</p>

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it will greatly improve air quality, will be much safer for pedestrians and cyclists and will hugely better the atmosphere (literal and metaphorical) of the whole area. I have seen similar measures taken with wonderful results in London where my family live - making a safer friendlier neighbourhood and putting an end to my grand daughter's debilitating asthma.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	
Traffic	WhollySupport	Restricting motor traffic crossing the bridge would contribute to reducing air pollution along Mill Road as well as creating a calmer traffic environment. Coupled with a ban on pavement parking this progressive idea would make Mill Road much calmer for pedestrians especially those with small children.
Safety	WhollySupport	Banning dangerous and polluting traffic on Mill Road bridge will make the road much safer for cyclists like me, and my daughter, and it will help improve the neighbourhood and air quality.
Traffic	WhollySupport	I am desperate for the traffic gate to be implemented. We desperately need traffic to be restricted on environmental, air quality, health and social grounds. The current levels of traffic make life impossible for everyone who lives, shops and works in the Mill Rd area. We need this measure to go through and to be implemented as soon as possible.
Environmental	WhollySupport	Closure of the Mill Road bridge to most traffic will greatly improve air quality and the general environment of Mill Road. Hopefully businesses will not suffer, as the road will be a much peasanter place to go to shop or eat. My only concern is that traffic is not displaced to Cherry Hinton Rd and Coldham's Lane. If the earlier closure had been continued after COVID we would have much more evidence about both these issues. I think the exceptions proposed are fair, and the overall plan is a good compromise between complete closure and the current status quo.
Environmental	WhollySupport	Apart from air pollution concerns, I am concerned about the safety of cyclists and pedestrians on Mill Road..
Environmental	WhollySupport	Measures to reduce through traffic and air pollution on Mill Rd are long overdue. Concerns from businesses about loss of custom are unfounded as the vast majority of shoppers come on foot or bike and there is car parking for those who don't/ can't.
Safety, Traffic, Environmental	WhollySupport	I support this proposal as Mill Rd is so polluted and difficult to cross as a pedestrian and the pavement on the bridge is so narrow to walk over.

Parking,Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	<p>I am 100% in support of the Mill Rd bridge bus gate and this proposed traffic calming,pollution reducing public safety measure.</p> <p>I cannot believe we are still wrangling over this essential measure that is long overdue and which the overwhelming majority of local residents and our government representatives have made clear we are in favour of for so many years now, It feels like Groundhog Day having to fill in such a form again!</p> <p>I've brought 3 children up here in *** over the last 30 years and I've had serious problems using my local 'high' street,Mill Rd, throughout due to the appalling traffic congestion and consequent toxic fumes and air pollution on this narrow street which is unusual in being both residential and densely populated along the road both in houses and flats above businesses and full of shops,cafes and other eateries etc.</p> <p>I have bronchitis and asthma plus mobility issues, both problems making Mill Rd pretty much a no go area for me due to the polluted air from motor traffic,often at a stand still in jams, plus because of the lack of pavement space due to the narrowness of the road and parked cars and other vehicles.It is not a safe place for pedestrians,especially not for those with young children who are the perfect height to breathe in the toxic fumes from cars and Lorrie's etc even more directly or for the elderly or those with asthma or any other conditions eg COPD etc. When my children were small,I avoided Mill Rd when possible because it felt both unsafe in terms of traffic and congestion etc combined with narrow,cluttered pavements plus unsafe for their developing heart and lungs etc</p> <p>The air pollution presents not just an immediate problem for people like me but is also harmful to the health of all local residents in the dense housing on and near Mill Rd-particularly to babies and young children growing up,their lungs and brains developing in a polluted environment which has been proven in studies over years to damage the human heart,lungs and brain development in children who live on or near such congested roads.</p> <p>Then there are the road accidents-far too many cyclists have had accidents with careless drivers on Mill Rd, especially on or near the bridge, including my own son.The Road is simply too narrow to safely accommodate both cyclists and so many car and van etc drivers. As a pedestrian it also feels unsafe for me, particularly if crossing the narrow bridge where you feel terrified a car or van might veer onto the pavement and avoid pushing your baby over by taking another route if possible.</p> <p>Then the buses- they end up stuck in traffic instead of getting people where they need to go,whether work or the hospital etc.Sustainable, much needed local public transport (and non motor traffic ie bikes etc) must be prioritised over the private pollution producing vehicle.</p> <p>These traffic reducing measures have to start somewhere and Mill Rd is the ideal place to do it -as it is a very dense housing area with houses and flats directly onto the street,not set back from the road and us also unusually narrow unlike eg Coldhams Lane or Newmarket Rd-+ it is the area's local high street with both lots of shops and so on and also lots of cafes and restaurants so it is a leisure street,a place for socialising as well as shopping or to get somewhere.But to be that for everyone,eg those like me with breathing issues and mobility problems,those with young children etc. who feel excluded from lingering on Mill Rd because of the pollution and congestion etc. as explained elsewhere.</p> <p>This road was never intended as a main arterial road for motor traffic,to use as a through road for motor vehicles coming from elsewhere and using it to get somewhere else.It was created and built before the motor car! It is not fit for such a purpose due to its narrowness and its residential character. I trust that this time,finally,democracy can prevail and the clearly previously expressed will of the local people, we who live here,bring children up here,want to be able to use our local high street as a safe place to live on and off,a safe, unpolluted place to walk along and cycle on, and a place where children can safely cycle to local schools,and the elderly can go to freely,without fearing their safety or deleterious effects on their health or mobility.</p> <p>It is time,indeed now long overdue, to prioritise the safety and health of local citizens here in this part of Cambridge, to prioritise sustainable non polluting travel, a cleaner,safer environment for ourselves and our children and our well being also- over the convenience of the private car driver or van coming from elsewhere and so often using the road (and the bridge) as a through road rather than a destination. The very loud voice of the pro car lobby,which represents a group most of which is not resident on or off Mill Rd,must not be allowed to hold sway over the clearly proclaimed will of the majority of those of us local residents who fully support the traffic reduction measures and the bus gate.</p>
Safety	WhollySupport	<p>I agree with the proposed bus gate. It is coherent with policy on pollution, traffic and pedestrian safety and residents quality of life. The amount of vehicular traffic on Mill Road constitutes a real safety hazard to cyclists and pedestrians - I transit up and down the road frequently and see constant near-accidents and minor collisions. Traffic density must be reduced or someone will be seriously hurt or killed. I first moved to the area when the bridge was previously temporarily restricted to buses - the rise in fumes and pollution along Mill Road since this was lifted are palpable, this alongside noise pollution severely impact the quality of life of all Mill Road users</p>
Parking,Safety,Access,Environmental,Disturbance,Traffic	WhollySupport	<p>I wholly support the proposal as an excellent way to reduce pollution, noise pollution, and traffic congestion in the Mill Road area. Having recently moved to ***from another part of Cambridge, I am struck by how dangerous it feels to cycle here compared to other places in the city - the pavements on the Mill Road bridge are so narrow that pedestrians are spilling over onto the street even as it is impossible to see what's coming towards you from the other side of the bridge because of its steep slope (which also means that many cyclists slow down or stop halfway up). The TRO would make the bridge and surrounding streets more accessible and inviting to cyclists, pedestrians, children, elderly and disabled persons - locals who are now all having to suffer a suboptimal environment so as to facilitate through traffic, often by car drivers who have no link to the area other than as a passage to wherever they are headed.</p>
Traffic	WhollySupport	<p>Totally support the proposed scheme both environmentally and from traffic management. Rush hour traffic both morning and afternoon is heavy . car drivers are still going too fast as they approach the bridge from Romsey, as a car driver I would estimate speeds of around 50mph. Drivers do not always allow enough space for cyclists. Motorcyclists are particularly noticeable for speeding and at weekends late evening they use it as a race track.</p>

	WhollySupport	<p>Hi,</p> <p>I really hope that the bus gate can be implemented as soon as possible. I find it unconscionable that a very small group of people have held up the democratic process for so long, given the large majority of public support for the bus gate in the consultation.</p> <p>I have done the school run across the bridge for more than a decade. The number of near misses I have seen over that time is shocking. It is only a matter of time before someone is killed (I find the anti bus gate lobby's use of a coffin particularly ironic). My three children now all travel independently to school and I worry about them daily having to use such a dangerous route.</p> <p>Beyond the danger, Mill rd is also polluted, noisy and unpleasant. It is simply not fit for the volume of traffic that travels down it. Local businesses and residents alike would benefit from the increased footfall that would result from it being a more pleasant place to be.</p> <p>I also hope that only comments with a name and address attached will be considered, given the outrageous encouragement by anti-bus gate activists such as *** for opponents of the scheme to email multiple times from multiple different accounts.</p> <p>Best wishes, ***</p>
Environmental	WhollySupport	I wholly support this proposal on all grounds: enviromental, safety , traffic
Traffic	WhollySupport	I support the traffic restrictions on Mill Road Bridge in the strongest terms. For environmental, social, traffic and safety reasons the arguments in favour are overwhelming. When the scheme was last implemented the quality of life in Romsey was vastly improved.
Safety	WhollySupport	<p>I wholly support the restriction of traffic to buses on this section of Mill Road.</p> <p>This will significantly reduce noise and pollution, improve safety in the area and permit local businesses to utilise outdoor space more effectively, creating a more lively community feel to the area. I fondly recall the time in 2020/2021 when the temporary bus gate was installed and think about how much more peaceful the street was while still increasing the interaction pedestrians had with their surroundings. People were much more likely to stop in at the local cafes, bars and restaurants as they were invited to navigate Mill Road at a more leisurely pace in the absence of motor vehicles. There truly was a livelier feel to the area akin to some of the popular tourist destinations of Europe known for their late night cafe and bar culture.</p> <p>The support for this proposal among resident is, in my anecdotal experience, overwhelming. I wholeheartedly believe that the city should serve local residents and not the market interests of a handful of business owners. It is us residents who have to bear the burden of high noise and air pollution and the risks of motor traffic day in and day out.</p> <p>Installing this bus gate is an investment in the future of Mill Road and the Romsey area and would enable our children to live here more safely and healthily in the long term.</p>
Environmental	WhollySupport	<p>We're in a climate emergency and we need to do everything to move towards non-polluting methods of transport. So, better air quality, less noise, and a move away from private vehicles to green public transport.</p> <p>Mill road should not be a congested, unsafe and polluting place. It should be a place for pedestrians, bikes and sustainable public transport. Limiting what traffic can use the bridge will massively improve the negative environmental impact that cars have, and I wholly support restricting the vehicle access across the bridge.</p>
Traffic,Safety,Environmental,Disturbance	WhollySupport	<p>I'm in favour for this proposal.</p> <p>This would benefit residents and the environment : adding value and quality of life to the area</p>

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I live just off Mill Road and worry about the air pollution, dangerous traffic levels and will contribute to a more pleasant and healthy city environment.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>Moreover, Cambridge needs to live up to its reputation as a forward-thinking city and lead the way by making the every day more live-able, and encouraging environmentally responsible transport and helping residents enjoy the every day. At the moment, the road is so busy that cycling has become dangerous and unpleasant.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

		<p>It's a great shame that only one option was available in the drop-down menu offering reasons for supporting the TRO on Mill Road; I've nominated 'Environmental' as the primary reason for my support , but could just as easily have indicated 'Traffic' or 'Safety' as being of equal importance.</p> <p>I've lived on a side street of ***. That in itself is no reason for suggesting that I have more right to give an opinion than , say, someone who has 'only' resided here for three years: there isn't a 'cut-off' point for the length of residency of this vibrant part of the city that permits one resident to have a say, whilst a 'newer' arrival's opinion carries less weight. That said, in the time I've lived here, Mill Road itself has become more of an arterial route without ever having arterial road status. It's classed as a shopping and residential street, although that's something which is increasingly difficult to appreciate- or believe. Congestion, illegal pavement parking and anti-social driver behaviour(s) have all made it a particularly challenging environment and one which is, to my certain knowledge, hostile to residents, customers and visitors who have a wide range of disabilities. A fully implemented TRO would, I know, make the street a much more practicable environment for disabled users such as those people who are living with reduced mobility or sight loss. Whilst the subject of the TRO has been a sometimes fraught, and often controversial, affair, the disability issue has, to my mind, been 'weaponised' by opponents of the TRO in order to support their point of view whilst having little (or no) genuine interest in the positive impact the TRO would have on the experience of disabled Mill Road residents and users. As a disabled resident myself, I know from first-hand experience that, in its current incarnation (i.e. with no TRO in place) , Mill Road is unsafe for disabled residents and users, it's unhealthy (breathing difficulties caused by toxic vehicle emissions) and excessively challenging for people who, as a direct result of their disability, have no choice but to rely on public transport to help them to navigate around the area.</p> <p>So, 'Environment' was the reason I chose in supporting the TRO. Mill Road is not, in the widest sense of the word, an acceptable, safe or pleasant environment. I know from the very positive experience of the ETRO, that it can be so much better. We have a great deal to learn from the much more advanced, positive and enlightened thinking of areas elsewhere in the UK who have successfully implemented differing but successful traffic-restricting schemes- Oxford, Bath, some of the London boroughs amongst others.</p>
Environmental	WhollySupport	Thank you for your time.
Environmental	WhollySupport	Discouraging driving into Cambridge's city centre is good for the environment and good for the community. There is an increasingly good public transport network which can be used as an alternative.
Traffic	WhollySupport	Mill Road bridge is too narrow for cars, cyclists and pedestrians. We also want the area to be quieter and less polluted, while encouraging locals to be healthier, so please enforce the TRO and stop delaying it.
Other	WhollySupport	<p>I wholly support the implementation of this TRO, which will provide broad benefits across environment, safety, traffic reduction, useability, active travel and accessibility.</p> <p>This TRO is supported by vision led transport planning in a bid to reduce the use of the private motor vehicle in areas where viable sustainable options are available.</p> <p>After implementation of this TRO I encourage further streetscape improvements to increase the uptake of active travel.</p>
Safety	WhollySupport	Environment, disturbance, safety, health, local economy are all reasons to support closing the bridge asap!
Environmental	WhollySupport	Mill Road cannot support the amount of traffic which has increased over the years contributing to more air pollution and more accidents as well as damaging the actual road surface itself. Less traffic would enhance the area and be better for businesses.
Traffic	WhollySupport	Reduced air and noise pollution will make for a healthier neighbourhood. Business will benefit too as outdoor seating will be much more pleasant
Safety	WhollySupport	Improvement to Mill Rd environment

Safety,Traffic	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme</p>
Safety	WhollySupport	As a resident of Romsey for over 23 years and a mother of 4 teenagers who cycle regularly I fully support the proposal to put the TRO in place as I believe that as well as being significantly better for the environment it will also be safer for cyclists and improve quality of life for residents. One of my *** and it would be good for her to be able to shop on Mill Road independently without the worry of so much traffic.
Environmental	WhollySupport	I fully support the TRO. We need to improve our environment by reducing our dependency on cars. In addition I have four young children who go to local school and colleges and are constantly cycling in Mill Road - I believe the TRO will make them safer - so again I fully support this initiative.
Environmental	WhollySupport	I support the closure for environmental and safety reasons: vehicle pollution, a narrow highway and reckless pavement parking are major issues. A less congested road will likely bring more local business to retailers, but much improved cycle parking is desperately needed to encourage visitors from other parts of town.
Traffic,Safety,Disturbance,Environmental,Financial	WhollySupport	As a resident, cyclist and walker I strongly support the proposals and regret that a few self interested people have delayed the implementation of the previous version. This one is excellent. We need to reduce pollution, make Mill Road safer for all, encourage greater footfall in our businesses and discourage unnecessary use of cars. As someone who owns a car I do not agree with those who carp about the restrictions. There are lots of alternative routes available and there is much to be said for anything that makes us think hard about whether a car journey is really necessary.
Safety	WhollySupport	I completely support this proposal. It will ensure greater safety for pedestrians and cyclists, especially for children travelling to and from school. It will also very much improve air quality, which again helps to safeguard children's health. We have found that there has been a huge benefit, in terms of safety and air quality on Vinery Road, thanks to the partial road closure near the school. So I anticipate that similar benefits would result from the mill road bus gate. Please make these changes as soon as possible, they are already very long overdue.
Environmental	WhollySupport	I support this proposal as I believe it will reduce pollution, encourage active travel, create a safer and more pleasant environment for cyclists and pedestrians, and encourage a more vibrant and active use of the outdoor spaces in front of the shops and cafes.
Safety,Environmental,Disturbance	WhollySupport	<p>As a family with a small child, we find the traffic on the bridge really disturbing (especially the pollution from the cars going up the hill), and we don't feel safe cycling over the bridge and in Mill rd overall.</p> <p>I feel that the bridge closure would make it more accessible to the wider community, esp cyclists and pedestrians</p>
Environmental	WhollySupport	I fully support this proposal: for environmental reasons, for safety reasons, and for the health of my child. I would also use the shops more if Mill Road would have less polluted air and be not as unpleasent as it currently is with all the traffic. Thank you for your hard work!!
Environmental	WhollySupport	Finally, long awaited. Thank you and I am looking to better air, less noise and a safer environment for everyone.
Environmental	WhollySupport	<p>I completely support this measure of closing Mill Road bridge. I have lived and worked around Mill Road for over 20 years.</p> <p>Despite the fact that it will cause inconvenience for myself and others I believe it is necessary to take serious action on climate change and reduce car use.</p> <p>I have health and mobility issues myself so there is not something I take lightly, but I still completely support the reduction of traffic.</p> <p>I think Mill Road will greatly benefit in its social economic and safety as well.</p> <p>Having raised children in this area it would be much more safe and pleasant to be able to walk along Mill Road with a reduced traffic load.</p> <p>I also believe that the businesses are long Mill Road which are mostly restaurants and small shops will have increased business through the increased foot traffic.</p>
Environmental	WhollySupport	I support the closure of the bridge to reduce traffic on Mill Road. It is important to encourage more people to use environmentally friendly modes of transport such as bikes or buses and discourage driving short distances in cars, unless necessary for mobility reasons. I believe that closing the bridge should help reduce air pollution in the area too, which is important for the health of local residents.

Environmental	WhollySupport	Support on the basis of reducing air pollution and congestion for public health
Traffic	WhollySupport	<p>I fully support the implementation of a bus gate on Mill Road bridge. There are other options for people travelling to the centre of Cambridge that are specifically designed for moving large volumes of traffic, which Mill Road is not. Mill Road is a primarily residential and small-scale commercial area and it's always sad to be on Mill Road and see local residents crammed onto small pavements whilst the road clogged up with loud and polluting through-traffic.</p> <p>As a side note, I've seen it claimed by some local businesses that a reduction in car traffic will hurt their businesses but I find it hard to believe; as a Mill Road resident who has had many friends and family visit by car, I know that there is extremely little street parking available in the area, people are not driving to Mill Road and then spending twenty minutes searching for parking so they can shop.</p>
Safety, Environmental, Traffic	WhollySupport	<p>I support the request to close down Mill Road to traffic. The engines of the vehicles on this road run inefficiently, consuming more fuel and releasing greater amounts of carbon dioxide and other harmful pollutants. Furthermore, they pose a danger to pedestrians, particularly vulnerable groups such as the elderly, children, disabled individuals, and those with visual or hearing impairments. I agree to allow access for residents, business deliveries, buses, and taxis.</p> <p>Alleluia!</p>
	WhollySupport	<p>Dear Sir / Madam,</p> <p>As a local resident who voted with the other 72% of residents who would like to see Mill Road bridge closed, I would like to register my support for the Mill Road bridge closure in line with the new TRO Consultation (Friday 9 August to midnight on Friday 13 September).</p> <p>I support the bridge closure for the following reasons:</p> <p>Better quality of life for residents. Mill Road is a busy dirty street - when it was previously closed during the pandemic, it was much quieter and pleasant to walk along.</p> <p>Better experience for visitors. Without the incessant traffic, Mill Road is a much more appealing location to grab a coffee and browse the shops.</p> <p>Better air quality. Lower traffic results in lower pollution - the impact of pollution is felt more acutely on Mill Road than on Hills Road, for example, which is a much wider road.</p> <p>Reduction in noise pollution. I avoid Mill Road where possible, as it is too noisy and polluted - the neighbourhood was much quieter during the pandemic without the constant flow of traffic.</p> <p>Safety. Mill Road has always been dangerous for cyclists due to it being a very busy narrow street. During the pandemic it was much safer, especially for my daughter, who cycles down Mill Road to go to school at Parkside every day.</p> <p>I have always been in favour of pedestrianising Mill Road and the bridge closure during the pandemic demonstrated just how much more attractive the neighbourhood is without the heavy traffic.</p> <p>I would also be in favour of the following measures to improve the area:</p> <p>More outdoor space for cafes and restaurants. If there were more space available for these businesses, it would emphasise the lovely cafe culture and would attract many more people to the area, which would benefit local businesses.</p> <p>More parking. There is a distinct lack of parking available in the area, so in order to support the above, more parking should be made available.</p> <p>I would be grateful if you could make sure these views are taken into account as part of the consultation.</p> <p>Many thanks.</p> <p>***</p>

		<p>Dear Sir/Madam,</p> <p>I am writing as a local resident to express my strong support for the City of Cambridge (Mill Road) (Bus Gate) Order 20 consultation. I believe that the installation of a bus gate on Mill Road will have a significantly positive impact on our local environment and community.</p> <p>Firstly, the reduction in motor vehicle traffic will lead to a substantial decrease in air pollution. This is particularly important for the health and well-being of residents, especially those with respiratory conditions. Cleaner air will contribute to a healthier living environment for everyone in the area.</p> <p>Secondly, the bus gate will promote the use of public transportation, cycling, and walking. This shift towards more sustainable modes of transport will not only reduce traffic congestion but also encourage a more active and healthy lifestyle among residents. The improved safety for cyclists and pedestrians will make Mill Road a more pleasant and accessible place for all.</p> <p>Furthermore, the reduction in traffic noise will enhance the overall quality of life for residents. Quieter streets will create a more peaceful and enjoyable environment, allowing people to better appreciate the unique character and charm of our community.</p> <p>In conclusion, I fully support the proposed bus gate on Mill Road and believe it will bring numerous benefits to our local environment and community. I urge the council to proceed with this initiative and look forward to seeing the positive changes it will bring.</p> <p>Thank you for considering my views.</p> <p>All the best,</p> <p>***</p>
Environmental	WhollySupport	
Traffic,Safety,Access,Environmental	WhollySupport	I support the bridge closure for the sake of environmental reasons and cyclist/pedestrian safety.
		<p>I support the scheme because I want to live on a less polluted and more pleasant street. I have travelled extensively in Europe and its quite clear that when a street does not have motor traffic it thrives and becomes a destination. Mill Road could become a destination street in Cambridge where people could linger and enjoy the atomsphere. At the moment it is not somewhere you want to hang about or meet friends as it's too noisy and dirty. Pavement parking is a blight and if we have a bus gate on the bridge then we could have lay-bys where people could park for short periods to do deliveries and pop into shops.</p> <p>I am a driver , a pedestrian and a cyclist. I would not mind driving through other routes in Cambridge if I could not drive over Mill Road bridge to ensure Mill Road is a pleasanter place even if it is slightly more inconvenient. Driving across the bridge is not easy anyway as it is so narrow and you are worried about knocking a cyclist off their bike.</p> <p>There are several examples already in Cambridge of streets which have bus gates which were opposed when they were proposed but are now completely fine and have not caused any harm to trade or businesses.</p>
Environmental	WhollySupport	
		<p>I wholly support this TRO to restrict the vehicles that can cross Mill Road Bridge. I am a resident of ***and I have been very concerned for many years about the health risks from pollution and Road Safety issues from the volume of traffic that uses Mill Road.</p> <p>As a family, we do own a car, but we choose to travel around Cambridge by bike or on foot and occassionally use the bus. But I do not feel safe about cycling along Mill Road and worry about the safety of those who do cycle on Mill Road. Also, I would like to enjoy the shops and cafes on Mill Road, but, for the most part I avoid walking down Mill Road due to the pollution from heavy traffic. I use the side roads instead wherever possible. If the traffic levels on Mill Road were significantly reduced then I would use the shops and cafes on Mill Road more than I do now.</p> <p>I would also like to see the buses able to drive along Mill Road without delays from traffic congestion, to benefit those who need to use the buses.</p> <p>Thank you.</p>
Safety	WhollySupport	
		<p>I've been consistently in favour of this proposed scheme throughout its various iterations. Mill Road, under its current status, is congested, dirty, noisy, unsafe and essentially a rat-run through this part of Cambridge; it is high time this was addressed. Any inconvenience the bus gate may cause can be quite easily surmounted.</p>
Disturbance	WhollySupport	

Traffic, Environmental, Safety, Access	WhollySupport	<p>Mill Road is developing a pavement culture (which I enjoy). Along its length tables and chairs are appearing in front of cafes and other premises. It is unpleasant to use these at peak traffic because of the fumes and noise, but more importantly the restricted pavement space means that wheelchair users and pushchairs are sometimes squeezed into a small gap between the curb and moving traffic.</p> <p>I frequently push my *** along Mill Road to the shops and cafes. The section of pavement closest to the curb (often the the only area available for passage because of tables, chairs, displays of goods, 'A' boards and so on) is usually very bumpy with broken pavements. This damage is created by vehicles mounting the curb, mostly for delivery but often through two wide vehicles having to make space for each other and cyclists in heavy traffic. This is becoming a more frequent occurrence as regular cars get larger, wider and heavier. Broken pavements are a *major* safety hazard for wheelchair users and my daughter has on more than one occasion been pitched out of her chair after hitting a broken pavement at walking pace. This is most likely to happen within centimetres of moving traffic.</p> <p>A bridge closure will obviously not eliminate vehicles mounting the pavement, but it should reduce the number of times that it happens and with it the damage to pavements. If the bus priority results in an increase in the frequency of buses then we will also be very much more likely to use them, particularly if the reduced traffic can result in the provision of another stop at the Petersfield end of the road.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council</p> <p>I very much support the TRO for a bus gate on Mill Road bridge.</p> <p>I dislike the noise, smell, pollution, danger and ugliness of constant traffic. So if traffic on Mill Road were restricted (I live nearby), I would definitely go there and use its businesses more often (like Relevant Records cafe, Hilary's, Limoncello, Life on a Bike, Fratelli and many others).</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	Pollution on mill road is terrible. As a resident I think we should be reducing our carbon footprint & exploring new avenues. We could also create a more cafe society which would enrich the area.
Environmental	WhollySupport	I strongly support this proposal as a resident on a road immediately adjacent to Mill Rd. The modal filter would contribute to improved air quality, reduced traffic and noise nuisance, improved public amenity along the road and help to improve the safety of pedestrians and cyclists. As a regular cyclist along Mill Rd in particular, I frequently experience near misses in the immediate proximity of the bridge due to inappropriate overtaking by motorised vehicles either at the blind summit of the bridge, or in areas where the road is too narrow to allow overtaking when there is another oncoming vehicle. The volume of vehicle traffic also leaves the road surface in poor condition, creating additional hazards for cyclists. Prioritising non motorised and public transport access is also aligned with the city's climate change strategy.

Environmental,Safety,Traffic,Disturbance	WhollySupport	I strongly support the proposal. Its in line with environmental targets, it reduces traffic and disturbance on the road and makes it safer to bike and walk. A more bike and pedestrian friendly area would be a good start to help revitalise the road and make it more people focused.
Environmental	WhollySupport	Good for environment good for business good for me
Safety	WhollySupport	<p>I entirely welcome the proposals to restrict traffic on Mill Road bridge. As a resident of *** I use the bridge almost daily as a pedestrian and occasional bus passenger, and at present through-traffic over the bridge and on Mill Road more generally are a significant source of noise and air pollution and are a major factor in why I rarely choose to cycle into town. Cambridge deservedly already holds a strong reputation as a pedestrian- and cyclist-welcoming city in many areas, and the benefits to safety, health, and local communities of giving precedence to the needs of these users of the streets are numerous, not to mention the environmental benefits of encouraging drivers of private cars to use the many alternative methods of transport available to them in Cambridge, which will be faster, safer, and more appealing if this proposal is adopted. Building safe, pleasant pedestrian-friendly areas will encourage local residents - certainly it will encourage me - to make more use of the area, and will doubtless provide economic benefits for the shops and businesses surrounding what is currently a comparatively underutilised area of Mill Road.</p> <p>I would further suggest that taxis should not be permitted to cross the bridge, as they will continue to represent a large enough volume of traffic to cause some risk to other street users, and a large portion of these will still be through-traffic that could just as easily take other routes. However, I understand the reasoning for allowing them access to the gated area and I still strongly approve of the proposal with their inclusion.</p>
Safety	WhollySupport	Closing the bridge will be excellent. It will reduce pollution and also make the bridge safer. Too many drivers exceed speed limits on mill road and it is dangerous for cyclists. This will reduce the traffic and also increase footfall which will be great for businesses as plenty of studies show that improving pedestrian areas increase economic activity. Cambridge should be for people not cars and I 100% support this measure to help reduce car dependency.

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme, I use this road on my bicycle to access shops, and currently its a bit of a nightmare.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	
Traffic	WhollySupport	I totally support closing Mill Road to all but really necessary traffic.
Environmental	WhollySupport	It would be much better for the environment, for residents , for shoppers, for children, for everyone!
Environmental	WhollySupport	I cycle thorough mill road to get to work. It is a nightmare experience, fumes from cars passing dangerously close by, roads in pathetic conditions and no tree/plants in the road. Surely Cambridge the high tech science superpower can do better and show real leadership here!
Traffic	WhollySupport	Creating more chaos to the residence and more polluted areas
Environmental	WhollySupport	As well as environmental reasons for supporting the proposal, I would also like to add safety being the next most important concern for me. The pavements are too narrow over the bridge and often as a pedestrian, one has to step into the road to get passed other bridge users. Having fewer vehicles using the bridge would feel much easier.
Traffic	WhollySupport	I wholly support the bus gate on Mill Road and think it would be a much nicer environment if the road was closed. However I live on *** which is being used as a cut through by taxis driving too fast. I would also like to see measures taken to close Tenison Road at the station end so that it is safer for my children.
Environmental,Traffic,Disturbance	WhollySupport	Closing this bridge to traffic would reduce emissions and road noise near my neighbourhood. This is a beloved spot for walking around with friends and visitors, however the current traffic detracts greatly from the area.

Environmental	WhollySupport	I have lived at my present property for over 25 years and for the past 20 years or so I have survived well without a car. I walk, cycle and use buses and trains. When there is no other choice, I hire a car. I think it is essential that everyone recognise that burning 80million barrels of oil each and every day has profound consequences for the planet. Everybody should do absolutely everything they can to reduce this disastrous state of affairs. I wholly support the imposition of a bus gate at the Mill Road railway bridge. It is one small way in which we can all contribute to a reduction in the use and over reliance on the car economy.
Environmental	WhollySupport	This is the correct scheme for managing the environmental and health problems created by traffic based pollutants (TRAP) and impacting residents, pedestrians and cyclists. This is also the correct scheme to address the illegal parking and driving offences regularly observed on mill road and the associated safety problems. I believe the net Ben if it to both businesses, users and residents of mill road vastly outweigh the minor inconvenience to road users.
Other	WhollySupport	I didn't want to select only one category above. All are relevant, but I would prioritise environmental, traffic and safety. We can't continue as we are with respect to traffic and a great deal will be learned from establishing the bus gate, along with other improvements to the mill road environment.
Environmental	WhollySupport	The closure is necessary to safeguard the environment and to improve the flow of public transport.
Environmental	WhollySupport	I fully support the introduction of this bus gate on Mill Road. This should reduce air pollution and improve health. It will also make it more likely that I shop on Mill Road.
Environmental	WhollySupport	Closing the bridge to cars would be the best solution to a problem that has bugged Petersfield since the 1970s, as well as being a step forward for improving the environment of Cambridge as a whole. Failing to close the bridge would send such a negative message it should be avoided at all costs. We need to show that change is possible, and that the old motor lobby doesn't have a stranglehold on Cambridge any more.
Environmental	WhollySupport	I support the bus gate proposal at Mill road bridge and less car traffic on Mill Road for both environmental and safety reasons - I commute to work by bike via Mill Road and have my children with me in a cargo bike. We should be reducing car travel in the city where possible.
Environmental	WhollySupport	1 .The democratic will of the resident population (72%) are in favour of this proposal 2. Strong evidence points to clear (environmental, financial and social) benefits to all residents and visitors alike 3. The legal framework and processes have now been fully met
Safety	WhollySupport	As a regular visitor to Mill Rd to look after my 4 grandchildren, who are residents of Romsey, I fully support the proposal to close the bridge to traffic to improve the environment and quality of life of residents of the area, and to make it safer for cyclists and pedestrians.
Environmental	WhollySupport	As a resident for over 30 years (recently moved away but still visiting once a week for shops, cafes and restuarants - by active travel) I fully support the TRO for a number of reasons: environmental, quality of life, enhancing the whole area for business, residents and visitors, including increasing business opportunities via the reduction in through traffic and the opportunity to dramatically improve the streetscape and make it the place to be - not a place to drive through.
Safety	WhollySupport	I support this proposal. I regularly cycle in and out of Cambridge city centre from *** and currently avoid Mill Road, even if it is a more direct route to my destination, because I don't feel safe cycling down there. It is a narrow road and there is no room for bikes alongside cars. At peak times it is impossible to cycle because traffic is nose to tail and there is simply no room to cycle. When the bridge was closed previously, Mill Road became an enjoyable road to use and travel through on a bike. If this bus gate was in operation it would mean that Mill Road was once again a usable route for cyclists and I would be more inclined to visit the shops in the road. It has the potential to be a lovely pedestrian friendly area with so many cafes and independent shops. I also imagine that for people living along Mill Road it would make a huge improvement in air quality and noise.
Environmental	WhollySupport	I am a frequent visitor by foot and bike to shop and visit the cafes in Mill Road. At present the amenity value of the road is seriously diminished by the noise, dirt and emissions generated by high levels of traffic, not to mention the hazard of moving vehicles next to narrow, busy pavements. Delivery vehicles and car drivers often park on the pavement restricting it further, whilst vehicles that stop on the street or half on the pavement cause congestion and make cycling even more hazardous than it is on the clear stretches of road. The cosmopolitan shops and cafes along Mill Road are Cambridge's most under-appreciated and special feature - if the atmosphere for pedestrians could be enhanced by removing traffic then footfall would increase bringing additional trade to these fantastic independent businesses.
Other	WhollySupport	I am fully in favour of a bus gate on Mill Road bridge. I often come to Mill Road and am appalled at the amount of motorised traffic. This generates pollution; destroys the unique community atmosphere of Mill Road; and is a safety hazard, especially for pedestrians and cyclists. Research indicates that prioritising walking and cycling does not harm the local economy; on the contrary retail outlets can thrive in the healthier and more relaxed conditions pertaining with reduced motorised traffic. I understand that the scheme is strongly supported by local people and that a previous plans for a TRO had to be withdrawn because of a technicality. I urge you to try again.

	WhollySupport	<p>Good morning</p> <p>I am not a city resident but I drive into Cambridge periodically and in particular to part of the area close to Mill Road and the bridge. I share the concern about traffic pollution and the need to improve the lived environment and since there are accessible alternative routes to my destination I entirely approve of the plan to restrict use of the bridge and close it to unauthorised vehicles.</p> <p>***</p>
Environmental	WhollySupport	I support this as it will improve the air quality of mill road
Environmental	WhollySupport	<p>PR1058</p> <p>I am in full support of this proposal to instate a bus gate at either end of Mill Road Bridge. Mill road is too narrow to be used as a main road and the amount of toxic fumes in the air is surely putting residents and shop owners at risk of respiratory illness. I welcome to move towards a pedestrian and cycle friendly mill road as I also believe this will increase footfall for local businesses and reduce local pollution levels.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will improve air quality and general amenity for people living, working and chilling in Mill Road, and by extension for people elsewhere in the city where such projects will be more likely to be accepted in the future.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Environmental	WhollySupport	I believe that anything that helps the environmental benefits of reducing traffic and at the same time promotes community use of a space is a very beneficial idea. Promoting active travel is extremely important in all sorts of ways.
Environmental	WhollySupport	I support this proposal for environmental reasons.
Traffic	WhollySupport	I used to regularly drive to see friends in *** from my home in ***. Recently I have started making this journey by bicycle and I would say it has changed my life. I am a *** and I am writing this in response to a letter in yesterday's Cambridge Independent saying that it is only young and fit people who can make use of 'active travel'. This quite simply is not the case; most people are able to cycle or walk but most choose not to do so. The environment in Cambridge would be massively improved if there was less traffic around, people just need to be encouraged to not use their cars unless there is absolutely no alternative. I thoroughly support the closure of Mill Road bridge to motorised traffic.

Other	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge. It is vital to ensure the implementation of the restrictions supported by 72% of respondents in the consultation following which the county council and GCP committed to delivering this change.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>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. It is time to get on with it!</p> <p>Please see all the points mentioned by *** at ***</p> <p>I support all of these points and encourage councillors to take note of the overwhelming evidence that shows this is the right thing to do.</p>
	WhollySupport	<p>Dear All,</p> <p>Please, this is a once in a generation opportunity to make change for the good of our local community, provide an example for the county and the country and support our moral obligations to build a more sustainable future.</p> <p>Based in ***, our little family tries every day to walk, cycle and scoot. You have made some brilliant changes around the city; the TRO for a bus gate on Mill Road bridge would be the best thing you could do to improve our health and environmental goals.</p> <p>Everyone we know with primary aged children (both sides of the river) wants the bus gate to go ahead. We all love Mill Road but at the moment, we avoid cycling anywhere near it with our two children: it's simply not safe. Too many people we knew as students and in the twenty years since have been injured and experienced near-misses with motor traffic on the road. It's too narrow to be a proper arterial route through the city, and the local shops miss out on our custom at least because we simply can't travel there for safety reasons.</p> <p>Out of interest, we recently visited Mallorca and each time we go, the area sees more traffic reduction through restricting car access. The atmosphere and liveability of the area has improved dramatically, and it's simply because the cars have gone. The pace is slower, people can mooch around and shop at leisure, friends can greet each other and chat without competing for space with traffic. These changes aren't the result of lengthy consultations; rather, the learnings are from all over Europe where bold action has followed road re-allocation changes made during the pandemic. Changes are made within a year, and the community is thriving. They say they simply cannot imagine going back to the noise and road safety issues of days gone by.</p> <p>Please, please, make an example of Mill Road: keep it open to people but use the bus gate to restrict motor traffic.</p> <p>Kind regards,</p> <p>***</p>

	WhollySupport	<p>Dear councillors, representatives and officers, I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors. I support the scheme because it will make Mill Road safer and less polluted for residents and shoppers, pedestrians and cyclists. And I would hope that efforts will be made to prevent through traffic using side streets - which should be kept to the widest roads.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge.</p> <p>Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. I look forward to the approval and implementation of the bus gate.</p> <p>***</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this Traffic Regulation Order for a bus gate on Mill Road bridge.</p> <p>Mill Road is at present a traffic rat-run, causing what is a busy and vibrant street of shops, cafés and restaurants to become a polluted and dangerous environment. I understand it is among the most dangerous roads in both the City and County, where there are numerous collisions and injuries.</p> <p>In previous consultations there has been a high level of public support for the restrictions. From my knowledge of the Local Plan the scheme is very much in line with Policy on transport, health, air quality and environment.</p> <p>Fears of harmful effects on the viability of businesses are largely unjustified - particular in the light of other closure schemes in Cambridge and many other cities. The controls in central Cambridge are hugely successful commercially. The City of York also comes to mind, where there has now been strict traffic control for well over 25 years and the centre has thrived, in spite of initial fears and objections.</p> <p>I strongly support the proposal to implement the bus gate, and very much hope it will be approved by the Council.</p> <p>Yours sincerely</p> <p>***</p>
Traffic	WhollySupport	<p>I hugely support this progressive scheme. It will have the effect of a reduction in pollution, shown in studies to prevent childhood deaths and illness by a huge percentage.</p> <p>It is much needed. The area has developed into a vibrant one but families like mine hesitate to go there because of the hazardous dominance of cars. Studies have shown that areas thrive on pedestrianisation and when the car is removed from the environment so many other aspects of community life improve.</p> <p>It is striking what effect other schemes have had on Cambridge life. Let Mill Road be a major area for community activity for residents of the streets around and for citizens of the area. So many examples show this is what the future needs. Examples of pedestrianisation and ULEZ style schemes in Cambridge have been wildly popular. On a wider level Cambridge needs more room and a benign area such as Mill Road allowed to develop into a community space would be a real contribution.</p> <p>Of course it will be tricky for residents. But cycling and walking improve health and studies everywhere show a huge increase in these healthy activities once cars are removed and curtailed. It has a benefit for residents as well as shoppers and community elsewhere in our rather overcrowded city.</p> <p>I do appreciate this will take some nerve and courage on behalf of the Council and the residents have the usual powerful arguments, but for the future of children and young people I urge you to implement the scheme which will benefit everyone's health</p>

Environmental	WhollySupport	I currently try to avoid Mill Road as (for a cyclist or pedestrian), the traffic makes it dirty and dangerous, and I don't want to expose my lungs to all the pollution. But Mill Road has some great shops, and is a good cycle route to the station and hospital, so I'd be thrilled to see it become pedestrian and cyclist-friendly by way of the Bus Gate. It's a scandal that what is basically a shopping and residential area is used as a through route for polluting motor vehicles, and I am frustrated at the delay caused by the court case following the previous, very supportive consultation. Lets get on with it now!!
Environmental	WhollySupport	I support this proposal as it fulfils the sustainability goals set out by the combined authority and will also greatly reduce noise and atmospheric pollution levels in the Mill Road area. I regularly cycle across the bridge in question and it is always the most difficult and stressful part of my journey. The proposal will greatly reduce the accident risk for cyclists on the bridge.
Safety	WhollySupport	I support the closure of Mill Road bridge to traffic except buses, bikes, emergency vehicles, blue badge holders and taxis. This will be environmentally and socially beneficial to the whole area.
Safety	WhollySupport	Mill Road is currently polluted and unsafe - I wholeheartedly support this tro with the bus gate because it will help improve the environment/air quality and make it a safer and way more pleasant experience for those who travel on bike or foot. I would be inclined to shop along Mill Road more frequently if this proposal goes through - currently it's frankly noisy and unpleasant.
Environmental	WhollySupport	The implementation of this proposed TRO is long overdue and the will of the overwhelming majority of previous respondents has been frustrated by a vexatious legal challenge. Let us please be able to experience the undoubted environmental benefits of the scheme as soon as possible.
Traffic,Safety,Access,Environmental,Financial	WhollySupport	<p>As a resident of Cambridge for approximately 15 years, particularly in the Mill Road area, I am writing to express my support for the closure of Mill Road Bridge to most traffic. I believe this decision is beneficial for several key reasons:</p> <ol style="list-style-type: none"> 1.Air Pollution: Air pollution is a significant health concern, causing an estimated 29,000 to 43,000 deaths annually in the UK.¹ Given Cambridge's small size, every effort to reduce air pollution is crucial. The high density of the Mill Road area makes the bridge closure an excellent opportunity to improve air quality. 2.Safety: In 2022, there were 85 cyclist fatalities on British roads, the lowest number in nearly 30 years.² While this is an improvement, more efforts are needed to protect cyclists. The Mill Road Bridge is notoriously narrow for cyclists, as I have experienced many times. 3.Economic Impact and Quality of Life: The economic impact of closing Mill Road Bridge to traffic is complex. While some claim it could harm local businesses, temporary street closures can boost local economies by increasing foot traffic and drawing attention to neighbourhood businesses.³ It can also enhance outdoor dining experiences, making Mill Road a unique and vibrant environment, thereby increasing its overall value. 4.Carbon Impact and Climate Change: Transport is the largest emitting sector in the UK, responsible for 24% of the country's total emissions in 2020, with the majority coming from road vehicles.⁴ Removing traffic from Mill Road Bridge is an excellent way to help reduce carbon emissions and mitigate climate change. 5.Innovation: Cambridge is renowned as a world-class center of innovation, partly due to the rich heritage of the University of Cambridge. Progress and innovation extend beyond research laboratories and into social policy. The closure of Mill Road Bridge is a step towards innovative urban planning that prioritizes sustainability and quality of life. <p>It needs to be noted that the closure to traffic needs to be managed appropriately with important exceptions made to residents with mobility challenges etc.</p> <p>Thank you for considering my views on this important matter.</p> <p>References:</p> <ol style="list-style-type: none"> 1.https://assets.publishing.service.gov.uk/media/6570a68b7469300012488948/HECC-report-2023-chapter-4-outdoor-air-quality.pdf 2.Cyclist fatalities on British roads in 2022 hit lowest number for 30 years Cycling UK 3.Temporary Street Closures National Association of City Transportation Officials (nacto.org) 4.Transport and environment statistics 2022 - GOV.UK (www.gov.uk)
Traffic	WhollySupport	This modal filter will greatly improve the entire environment of mill road, and make active travel safer and more pleasant. Given the council is committed to reducing CO2 emissions and pollution, this must be seen as an essential element of this commitment.

Safety	WhollySupport	<p>I lived in the Mill Road area for several years and now use the road to commute. The road is congested, polluted and very unsafe for cyclists and pedestrians. Closing the bridge to motor traffic will bring huge environmental, economic and safety benefits, while the effect on drivers will be negligible.</p> <p>Safer cycle journeys will encourage more people out of their cars - I know people who won't cycle on Mill Road because of how dangerous it is. Closing the bridge will reduce traffic and improve road safety.</p> <p>Pollution from vehicle emissions is know to cause serious health problems. Reducing traffic in the road will not only have an immediate health benefit, but the improvement in air quality will positively impact local businesses. Sitting outside the cafes is a lot more appealing when there is less traffic!</p> <p>More walking and cycling journeys are also good for businesses - people who walk and cycle are more likely to visit the shops than people who use the road as a rat run.</p> <p>Please shut the bridge! The original consultation showed huge support for the closure and it's very sad that a stubborn minority have delayed it so long.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will improve the environment for all those who live, work and visit Mill Road: it should reduce motorists using the road as a cut through and therefore reduce motorised traffic, making it quieter and healthier. Vehicles should not dominate the area, quality of life of those living and working in the area should be the priority.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>***</p>

Traffic, Safety, Environmental	WhollySupport	<p>1- I wholly support this TRO for a bus gate on Mill Road bridge.</p> <ul style="list-style-type: none"> - The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road. - The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. - A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during L1500the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. - 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. With a reduction in traffic, the street will become a more pleasant place to visit and stay, boosting local businesses. - 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.
Safety, Traffic	WhollySupport	<p>I have regularly cycled and walked along Mill Road. Walking is subject to oppressive vehicle diesel fumes and hazards crossing the street. Cycling is precarious because of speeding vehicles that also do not respect minimum passing distances. Reducing traffic on Mill Road is necessary.</p>
Safety	WhollySupport	<p>My elderly parents live on ***, so I am a regular visitor to the Mill Road area. I wholly support the plans for the bus gate, I believe that reducing the amount of traffic on Mill Road will make it much safer for pedestrians and have cleaner air for those using the area. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope my views will be taken into account by councillors. Having reviewed the proposals, I am content that the bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p>

		<p>Dear colleagues,</p> <p>I am writing in strong support of the proposed TRO for Mill Road Bridge.</p> <p>I do this as a resident of ***, a father of a young child, and a driver who uses the Bridge as I cross the city. I walk along Mill Road every day for work, shopping, and taking my child to nursery.</p> <p>My reasons for supporting the TRO are the following:</p> <p>The pollution on Mill Road is at concerning levels. The road was never intended to handle the volume of traffic that it currently deals with. Due to the number of cars using the road to cut across the city this leads to severe congestion – often stationary traffic, with the congestion not being restricted to rush hours. Cars sit idling, often with single passengers. A single delivery truck for one of the shops turns Mill Road into a single lane, producing further congestion.</p> <p>One knock-on effect of the congestion is frustration on the part of the drivers, with running of red lights common place at the Mill Road-Coleridge Road junction. This is a pedestrian crossing, with the ‘green man’ no longer meaning that it is safe to cross. This is extremely dangerous for young children.</p> <p>It is also necessary to stress the positives that the TRO will bring to the community:</p> <p>It will provide a cleaner, less polluted environment. It will be safer for young children, drivers, and cyclists. Local businesses already use the pavements to support ‘outdoor’ culture, and this will support increased use of an area less choked by car fumes. Improved health through increased walking and use of bikes. Buses will still provide an easy route into the City, with reduced traffic leading to faster more convenient journeys for those unable to walk, or choosing not to.</p>
	WhollySupport	<p>I am a long-term resident of *** and I strongly support the closure of the bridge. Mill Road is frequently (and always on Friday afternoons) one long traffic jam which must lead to some of the worst pollution in Cambridge. Mill Road has the most interesting shops in Cambridge and very few of their customers drive there. Despite the objections of many of the businesses there, I believe that trade would be considerably better for them if Mill Road lost its primary function of being a through road.</p> <p>***</p>

	WhollySupport	<p>Hi I would like to add my voice to those many residents of Mill Road and beyond who support the council's TRO and the restriction of private vehicles using the bridge. The issues of global warming, the traffic congestion of Mill road and the city in general, the increasing dangers associated with traffic and air pollution and the frequent disregard for pedestrians by an increasing number of vehicle owners makes the decision inevitable. I realise that there is opposition to the plan largely by the *** but Mill Road was never designed for the volume of traffic that now flows at peak times and some restriction is the only possible resolution short of demolition of large parts of Mill Rd to widen the road to four lanes which I feel sure the CDA would wholeheartedly approve.</p> <p>It has been shown time and again that improving the environment for pedestrians only helps to increase footfall in local shops and I fear that the opposition to the TRO expressed by some local traders is a mistake in some cases encouraged by political opponents to the sensible policies the council has adopted over recent years. It is clear that the vast majority of private vehicles use Mill Road as a conduit from the east into the city centre and have no interest in shopping in the road; parking restrictions preclude this in many places anyway.</p> <p>Cambridge is right to take a long term view of traffic management in the city. Many cities have adopted far more draconian measures to reduce traffic and this TRO is a small step in helping to preserve the unique nature of this beautiful city before it becomes gridlocked and destroyed by car parks, arterial roads and pollution.</p> <p>King regards</p> <p>***</p>
	WhollySupport	<p>Dear Council,</p> <p>I am writing in support of the Mill road Book Closure scheme. It is extraordinary that's such a vibrant area should be still the thoroughfare for cars which it is.</p> <p>Pollution is a major problem, especially for children. This would be reduced considerably As studies from London schemes have proved. as an authority sensitive to the needs of children and pedestrians safety should really be at the top of the agenda.</p> <p>Community is also a huge issue and a traffic free area would encourage interaction between people and make the space more available and flexible for all users.</p> <p>Examples in Cambridge have demonstrated what a brilliant affect traffic exclusion has on commerce not only in Cambridge but in other centres where traffic exclusion was very much feared for example in York and Leeds, the exact opposite has happened and now every single trader and shopkeeper would never want to go back to the days when they themselves were the main protesters against it.</p> <p>Similarly residents who object to traffic closure today will join the ranks of people all over the country who now very much welcome the fact that they streets are open to every kind of activity and just cars.</p> <p>Mill Road is a singular and important place in Cambridge culture. It should be open to everyone to enjoy , residents have to have their say of course, but surely they should not be preeminent particularly experience in Oxford and London have shown that the very people who won subjected now welcome traffic closure in their area.</p> <p>Perhaps they might reflect on the fact that house prices rise in areas of traffic exclusion, not to mention the pollution levels being reduced.</p> <p>I very much support the closure of Mill Road traffic as to most people who see it is a forward looking if tricky exercise.</p> <p>All over the country areas like Mill Road become traffic free and also magnets for people to collect and enjoy their atmosphere and spend money at shops. Residents generally adjust to the changes and adopt cycling and walking far more in London use of cycles and walking have risen dramatically after traffic exclusion and the opposition to traffic calming and exclusion has been shown to be nothing like as widespread as previously imagined.</p> <p>I urge you to press on with your forward thinking healthy Option and have the courage and foresight to change what is an outdated mode of living</p> <p>Thank you for reading my views, I really hope that the needs of everyone in Cambridge are considered, not just the residents living nearby.</p> <p>Yours sincerely,</p> <p>***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because air pollution is a huge unaddressed health issue and we drastically need to reduce it.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, A local resident</p>
	WhollySupport	<p>Dear councillors,</p> <p>I'm writing to let you know I'm totally on board with the TRO for a bus gate on Mill Road bridge.</p> <p>I've got breathlessness problems, and the pollution from all the traffic on Mill Road really makes it worse. The congestion and the sheer size of modern cars turn the area into a bit of a smog zone, which isn't great for anyone's health. A bus gate would mean less traffic and cleaner air, which would be a huge win for people like me.</p> <p>This plan fits perfectly with our local goals for better transport, health, and air quality. It would make Mill Road a safer and more pleasant place for everyone, which is something we really need.</p> <p>We've been waiting for this improvement for longer than I've been alive and it would be great to finally get it in place!</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because [PERSONALISE YOUR MAIN REASON HERE].</p> <p>[YOU MAY ALSO USE AND EDIT THE FOLLOWING TEXT OR MAKE SIMILAR POINTS]</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>[YOUR NAME HERE] [ADDRESS] [POSTCODE]</p>
	WhollySupport	<p>Hi,</p> <p>I read all the documents OK, but when it came to completing the survey, the screen hung and seems not to realise I ticked the box re GDPR/ privacy, so here is a screenshot. I don't have Windows 11 on this laptop.</p> <p>In relation to the Mill Road closure to private vehicles, I am strongly in favour on environmental grounds. I am a Cambridge resident.</p> <p>Regards, ***</p>
Environmental	PartlySupport	Traffic on Mill Road and the surrounding streets causes health and noise nuisance. There are massive issues with illegal parking. I hope that this measure will go some way to controlling this though the impact on other roads (eg from Hills rd via Station Road and Tenison Road) which will inevitably see an increase in traffic in consequence.
Traffic,Safety,Environmental,Disturbance	PartlySupport	I think this is a great idea for the health and safety of the majority of residents. Could the council consider certain hours that cars and vans are allowed through to help with deliveries etc for businesses?
Traffic	WhollySupport	The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.

Traffic	WhollySupport	<p>I am in favour of restricting car traffic across Mill Road Bridge, for health of all residents: children and people with asthma and people with disabilities need to be able to walk and cycle safely along this road without breathing unsafe levels of exhaust fumes. Also for safety reasons to improve cycling safety for many children cycling to and from school. Parked cars on the pavements are constantly outside shops which make this a dangerous road to walk or cycle on. With fewer cars, buses could pass more frequently and would not be held up by so many cars, some of them illegally parked. Also cars don't observe the 20 mph speed limit, which makes it more dangerous to cross the road and for cyclists. Cars dangerously overtake cyclists including young children going over the bridge, where the road is narrow. Mill Road has very narrow pavements in places , so having cars passing too fast is a danger to pedestrians. Please install a speed camera or help us to spread the word that twenty is plenty. We will support local businesses by buying local more often if Mill Road is easier and more pleasant to walk or cycle along. We want to avoid the terrible traffic congestion , which makes for a noisy polluted environment.</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is also conducive to public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. As secretary of Cambridge Living Streets I look forward to a safer environment for everyday walkers and wheelchair users.</p> <p>I have particular concern about the crossing from Kingston St to Devonshire St which I have observed closely in the past. I hope that the new arrangements for the Mill Rd bridge will provide an opportunity to make this crossing safer for all.</p> <p>The bus gate has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic,Environmental,Safety	WhollySupport	<p>Close the bridge! Everyone will benefit and children's health will improve</p>
Traffic,Safety,Environmental	WhollySupport	<p>I fully support this long overdue proposal on the grounds of health (I am an asthmatic), safety (especially for cyclists and pedestrians) and because the overall environment of Mill Rd would be improved significantly if it was not dominated by through motor traffic.</p>

		<p>I fully support this TRO for a bus gate on Mill Road bridge. The Order clearly shows that all necessary legal steps have been followed, making it ready to move forward with the new plan.</p> <p>The bus gate plan fits well with local goals for transport, health, air quality, planning, and the environment. It will improve the lives of people who live, work, and visit Mill Road.</p> <p>Mill Road is one of the most dangerous roads in the area, often ranking in the top 10 for accidents. It has five spots where crashes happen frequently, causing injuries and deaths. I have personally had too many close calls particularly with cars on or close to the bridge. The bus gate is essential for making the road safer.</p> <p>The plan has strong backing from the public and politicians. In a 2022 survey by the Greater Cambridge Partnership, 72% of people supported limiting vehicles on Mill Road bridge, and 77% were against doing nothing. Earlier surveys also showed a lot of support for keeping or adjusting the restrictions. Local councillors have been pushing for these changes for over 50 years, and in July 2022, all parties on the Highways & Transport committee agreed to move forward with a TRO for a new plan.</p> <p>The bus gate will also make Mill Road a nicer place to be. It will free up space for wider sidewalks, more bike parking, and more greenery. With less traffic, the street will be more pleasant, which will help local businesses. I have myself seen how less cars drive business having leaved in Belgium and London where such carless streets have been implmented to great success.</p> <p>The plan has been carefully designed with input from local councillors and groups, including those representing people with disabilities. All vehicles, including those of residents and visitors, will still have 24/7 access to Mill Road on both sides of the bridge. The bridge is going to be open for the most important modes of transport in the city.</p> <p>Mill Road often suffers from problems like cars parked on sidewalks, dangerous overtaking of cyclists, and speeding. Closing the bridge to through traffic will make the street calmer and safer.</p> <p>In summary, putting a bus gate on Mill Road bridge will make the area safer, healthier, and more enjoyable. I urge councillors to consider these points and go ahead with the plan.</p>
Safety	WhollySupport	Thank you for considering my support.
Traffic	WhollySupport	<p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p>

	WhollySupport	<p>Dear Policy and Regulations Team,</p> <p>I completely support the TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I have just returned from a train journey across Germany and yet again I was struck by the contrast with Cambridge. Streets like Mill Road prioritise public transport, cycling, walking and are safe and easy to use for parents with small children and people using mobility aids. The bus gate plans will make Mill Road healthier and safer for its many users, whether they live nearby (as I do) or travel to shop there. There are so many sections too narrow to walk on the pavement without being forced into the road, that it is not a pleasant place to walk, especially if going out with my elderly parents or my children. This makes us all less likely to walk along Mill Road for a coffee or to go to shops over the bridge.</p> <p>My children don't cycle on Mill Rd because they don't feel safe.</p> <p>Not only will the bus gate lead to greater safety but the street will be less polluted and have better air quality.</p> <p>I travel along or across Mill Road on foot or by bike every single day. It horrified me that Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster hotspot sites.</p> <p>I know that most of my neighbours agree with me as 72% of respondents supported vehicle restrictions on Mill Road bridge.</p> <p>I am so looking forward to the approval and implementation of the bus gate. It will make Mill Road able to grow into such a lovely place to visit.</p> <p>Best wishes ***</p>
Traffic, Safety, Environmental, Access	WhollySupport	<p>I support the scheme because traffic density on the road has increased heavily. Traffic speed is often above the unenforced 20mph limit.</p> <p>As someone with serious health issues I feel increasingly vulnerable cycling on Mill Rd particularly over the bridge where vehicles frequently squeeze past leaving no more than a few inches of clearance. In addition, as elsewhere in Cambridge fumes are very unpleasant at times when humidity is high or winds light.</p> <p>I frequently see vehicles mount the pavement when turning into Devonshire Road from the Bridge, the extensive pavement damage at that point providing strong evidence of how frequently this occurs. The past destruction of the pavement protection fencing on that section by collision of vehicles straying from the roadway also reinforces the substantial danger to vulnerable road and pavement users that continuing heavy vehicle use of the bridge presents.</p>
Traffic, Safety, Access, Environmental	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge, and I look forward to its restoration.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>In the recent Romsey ward byelection, three of the candidates support the TRO (Labour, LibDem and Green).</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because [PERSONALISE YOUR MAIN REASON HERE].</p> <p>[YOU MAY ALSO USE AND EDIT THE FOLLOWING TEXT OR MAKE SIMILAR POINTS]</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Parking,Traffic,Safety,Access,Disturbance,Environmental	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because the road has become difficult to navigate with taxis, cars and lorries parked in the road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because</p> <ol style="list-style-type: none"> 1. The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. 2. It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. 3. It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>

Environmental,Safety,Access	WhollySupport	I live right next to the bridge and it would be so much better for my health due to pollution, way safer for me crossing the bridge, way less loud with traffic. It would just be amazing!!!
Traffic	WhollySupport	Area is very much nicer to breath in, safer to cross the road, cooler in the summer without the cars. Quieter without the cars too. People have more incentive to walk or cycle
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because reducing through traffic on Mill Road makes it a safer and better space for pedestrians and cyclists. Those are the people who are going to stop and use the shops.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>

Traffic	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is a C classified road, which was not designed to support the amount of traffic it carries today. Mill Road was only designed to carry the traffic originating from within that road and connecting streets, not carry through traffic from elsewhere in the city and county.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>The bus gate scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is a C classified road, which was not designed to support the amount of traffic it carries today. Mill Road was only designed to carry the traffic originating from within that road and connecting streets, not carry through traffic from elsewhere in the city and county.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
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		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Cities will only survive in the future without private cars. Paris has done it. Netherlands has done it. Cambridge must do it.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I feel that the bus gate scheme aligns with with the transport, health, air quality, planning and environmental policies of the local authority and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic,Safety,Access,Environmental	WhollySupport	<p>The bus gate is good for health, safety, transport, and the environment. It also will make Mill Road a much more successful community space.</p> <p>Mill Road, at present, is dangerous for pedestrians and cyclists, especially children. This danger is due to excessive traffic for this kind of road.</p> <p>Mill Road is very noisy and unpleasant. This deters visitors, and isn't good for residents.</p> <p>The heavy through traffic using Mill Road as a way to and from the centre even deters people in cars who want to use the Mill Road shops.</p>
Safety	WhollySupport	<p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county.</p> <p>Air pollution, noise pollution, and bus reliability will be improved.</p> <p>The scheme allows for reasonable exceptions, for disabled people for example.</p> <p>It will make walking and cycling more attractive options as they will be safer and local people won't feel they need to drive for a short journey mainly because the roads are so unsafe because of bad driving.</p>
Safety	WhollySupport	<p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death</p>
Environmental	WhollySupport	<p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I commute by bicycle to Addenbrookes via mill road and have had some close calls with careless drivers. It was safer with the gate.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>
Traffic	WhollySupport	<p>Hi,</p> <p>I used to live on*** but have moved out to Fordham. My parents live on ***. I welcome to restriction of traffic on Mill Road Bridge and would support further initiatives to promote walking and cycling in the city. I understand this may make it more difficult for me to drive in to Cambridge but I do believe it is the best option to promote the health, wellbeing and safety of local residents.</p> <p>Thanks,</p> <p>***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because when I visit Cambridge I see cyclists still coping with inadequate provision.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p>
	WhollySupport	***

	<p>Hi,</p> <p>I am writing to express my full support for the proposed bus gate and restriction of vehicles on the Mill Road bridge. I believe this will have great impacts on the local community and the city as a whole.</p> <p>I live in a village 10km away from Cambridge, but my school is located at ***, which is ***. Whenever I have lessons***, I often find it difficult to focus due to noise pollution from the road outside. The constant tyre noise from the traffic contributes to my anxiety, and makes it hard for me to concentrate and achieve my full potential in school.</p> <p>Furthermore, I am asthmatic and was initially concerned about attending a school in a city. On some occasions I have had difficulty breathing after excessive physical exertion around the Mill Road area, and the increased levels of airborne particulate matter caused by unnecessary through-traffic have certainly not helped with this.</p> <p>Mill Road itself is quite narrow in places, and a lot of the space is dedicated to motor vehicles. If traffic on the road was reduced, it may be possible to reduce the width of the car lanes and give some of the space back to pedestrians. While this would be an inconvenience to road vehicles, especially buses, the road is hardly enjoyable to use in its current state and is unfit for both cars and pedestrians. Making it easier to walk down the road would maximise the benefit to the largest user group, and may even encourage more people to use the shops and restaurants on the street, contributing to more economic activity. Mill Road is a real gem which is unlike anywhere else in the city, and it should be experienced and enjoyed slowly instead of driving through to get to somewhere else.</p> <p>One thing I would like to be considered is commercial traffic. The vibrant ecosystem of local businesses require frequent deliveries, and it is not uncommon to find vans and lorries unloading goods: the road should remain accessible to this type of traffic as well. I understand this contradicts my earlier point about potential pavement widening, but my hope is that reducing through-traffic from private vehicles will provide more space for all other road users.</p> <p>A potential solution which would require more intense feasibility research would be to divert the Citi 2 bus route via East Road, Norfolk Street and Gwydir Street, avoiding the busy and narrow section of Mill Road. This could also return bus service to the mothballed Grafton Centre bus station, providing a better link to the new proposed regeneration of the shopping centre, and serve the new Ironworks development which currently lacks convenient transport connections.</p> <p>In conclusion, I believe closing the Mill Road bridge to through-traffic from private vehicles will have great benefits to the surrounding area. The total number of vehicles on the road will be decreased, reducing air and noise pollution and improving the health of local residents and regular users of the area such as myself. This may also make more space available on the road to promote walking and cycling over driving, encouraging a more active lifestyle and making the road a more pleasant place to spend time. A reduced traffic volume may also reduce road maintenance costs, making more taxpayer money available to spend on other projects.</p> <p>Our modern cityscapes have been reshaped over the past century to prioritise cars, with road layouts designed to speed up vehicles and make motorists' lives easier at the expense of everyone else's convenience and safety. But now, with the climate emergency growing stronger year on year, an overwhelmed health service struggling with the consequences of car culture, and growing evidence that restricting traffic yields great benefits to cities and their communities, it's time to consider whether this car-centric planning was a good idea after all.</p> <p>The closure of this bridge is a bold step in the right direction, and I strongly urge that this decision is implemented to its fullest extent.</p> <p>Best Regards,</p> <p>***</p>
WhollySupport	

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because currently, Mill road is a road that currently makes none of its users happy. A bus gate scheme could transform the road, and in fact the wider area!</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. There will be more space for pedestrians, more safety for cyclists and a better experience for shoppers and residents alike, while keeping the area fully accessible for those who cannot, or choose not to cycle or walk.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

	WhollySupport	<p>Dear Sir or Madam,</p> <p>As a Cambridgeshire resident who frequently visits Mill Road on foot, on bicycle and by car, I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because the bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>The scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Hello,</p> <p>I am writing this email to express the following:</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road.</p> <p>The scheme is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>A bus gate scheme has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. In a previous consultation, held by Cambridgeshire County Council as a review of the scheme trialled during the Covid pandemic, 59% of respondents wanted to see restrictions on the bridge made permanent or continue to be trialled with some amendments. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>Thank you for your time.</p> <p>Best regards, ***</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Mill Road is a residential & shopping area, not a through-road. The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	<p>I write on behalf of ***and its staff to support the closure of Mill Road on the grounds of health , reduced pollution, a thriving shopping centre and a community area.</p> <p>Please stick with the closure which will benefit both residents and wider citizens of Cambridge=</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because [PERSONALISE YOUR MAIN REASON HERE].</p> <p>[YOU MAY ALSO USE AND EDIT THE FOLLOWING TEXT OR MAKE SIMILAR POINTS]</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>[YOUR NAME HERE] [ADDRESS] [POSTCODE]</p>

Environmental	PartlySupport	I regularly walk down Mill Road; the overall feel and environment of the road would be much more pleasant and attract more visitors if there was a restriction on through traffic. The pavements are far too narrow for the number of pedestrians to walk safely and are often cluttered with other things needed by the shops. There is a significant level of pollution from the volume of traffic. The bus gate would give a clear signal of the Council's intention to take action favoring pedestrians and cyclists. I hope that if introduced the bus gate would also exclude electric scooters and mini-mopeds which frequently weave through the traffic and ignore the limited light-controlled pedestrian crossings. Widening the pavement on the east side would also be helpful. The proposal appears to allow for delivery vehicles to access the shops as needed. but restricting delivery hours if this is not already in place would be beneficial.
Access	PartlySupport	I am strongly in favour of the proposal which would make Mill Road a much more people-friendly place. My only concern is that there should also be exemptions for NHS staff when doing house visits e.g. Occupational Therapy, Speech and Language Therapy, Physio and for carers working for private care firms providing care in the community. Care workers have very tight schedules and anything that would reduce the time spent providing care, such as longer journey times, would be unwelcome.
Traffic	PartlySupport	This proposal is a great improvement for all users of Mill Road, and will make it a much nicer place Together with this proposal, I would like to see further regeneration of this area including: - Fixing potholes, which are quite dangerous to al vehicles, and specially cycles - Improving bus service along Mill Road, so it's easier for everyone to access shops and amenities along the road - Policing illegal parking and other incivic activities
Safety	PartlySupport	About time! This will make mill road much more pleasant for shoppers, and increase safety for cyclists. Adding advanced stop boxes at the junction on the petersfield end of Mill Road would also help separate cyclists from traffic and allow them to set off and gain balance before being overtaken
Parking,Traffic,Safety,Environmental	WhollySupport	Overall quality of life improved by these measures. Chance to semi-pedestrianise Mill Rd with speed limit of 5 mph to encourage shopping and continental style cafés
Traffic	WhollySupport	I have been living on Mill road for more than 4 years and the traffic, parking and safety have been changed since three years ago. As. Resident of *** I am happy to close the bridge, because is going to be better for the people who lives on the road. It would be less much noiser, safer, and less pollution and much better for the shops. We only want to live and enjoy Mill road. Mill road is a very narrow road and the drivers use the pedestrian path as a parking and sometimes is impossible walk along mill road in a safety way. Please close the bridge as the 72 per cent of the residents and other people chose few years ago.
Traffic	WhollySupport	Mill Road is a class C residential and shopping street road that has long been abused as a through route by motorists. The long overdue TRO promises to solve this problem to the benefit of residents and traders.
Safety	WhollySupport	I'm a car owner living off ***. However, I'm convinced that closing the bridge will improve the area. I feel strongly that the amount of traffic on Mill Road has a detrimental impact on the safety and health of residents in the area. Moreover, it seems unlikely that there would be sufficient economic impact to local businesses of closing the bridge. The road is narrow and congested and as a result unsafe for cyclists and pedestrians.
Traffic	WhollySupport	This is an urgently needed pedestrianisation to make progress on turning Cambridge into a genuinely livable city. Both cyclists and pedestrians are currently marginalised on a dangerous bridge. I strongly support this proposal and hope that the council moves forward with it and does not cave to the activist motorist lobby who do not represent resident's views.
Traffic	WhollySupport	Measure would be transformative, turn the neighbourhood into much more of a community, create a treasure of a resource for the whole city and magnet destination for people from the region and much further afield, a second highly attractive alternative centre alongside the historic centre.
Safety,Environmental	WhollySupport	Closing the bridge will be a very positive impact on this area and I dont think that the inconvenience caused to residents in their cars should out weigh the safety and environmental benefits.
Safety	WhollySupport	Having the bridge closed will immeasurably improve the quality of life for those who live off mill road
Environmental	WhollySupport	ASAP please. This proposal will dramatically improve the local streetscape and we wholly support it. The similar restrictions during the COVID period were fantastic and massively improved our use of the street due to the safety and environmental improvement. This street is overcrowded and dangerous today.
Environmental	WhollySupport	Mill Rd will be a more vibrant, safe and less polluted area of the city to enjoy if traffic is limited. I fully believe based on previous experience with road closures in Sydney, Australia, that despite opposition, such a plan will lead to increased business for businesses on the road and a more desirable destination for shoppers.

	WhollySupport	<p>Hello</p> <p>I want to express my support for introducing a bus gate on Mill Road Bridge. I live in *** and regularly use Mill Road as a pedestrian and a cyclist and occasionally as a bus user. My support is primarily based on:</p> <ul style="list-style-type: none"> - It will improve the experience of using Mill Road for shopping and leisure as it improves air quality, traffic noise and the general experience of such an important road for independent shops, cafes etc. I realise the shopkeepers say that they have lost business during previous closures of the bridge/road for various reasons but with a permanent change, they and the City Council have the opportunity to work at various improvements in the overall Mill Road environment. - Safety, particularly for cyclists. I am a confident, assertive cyclist and am capable of "owning" my space in a busy road but even for me it can be an unpleasant experience to be on Mill Road sometimes. In particular, when I cross from Kingston Street to Devonshire Road, it never feels a safe experience and it is one of the key accident blackspots along Mill Road. That can only worsen with the housing development on Devonshire Road. - A safer road will not just improve my own experience, it will be key to encouraging active travel which is important for air quality, population health, reduction in congestion and other reasons. - I hope that, over time, there will be a much greater improvement in Mill Road with wider pavements, parklets and other environmental enhancements. This first change really opens the way to greater opportunities. <p>Best regards</p> <p>***</p>
Safety	WhollySupport	<p>Shutting down the bridge to unnecessary traffic. Mill Road is a thruway for traffic trying to get through the city. People don't drive down Mill Road for shopping; so that argument doesn't hold water. If it does; then they should present evidence. I haven't seen it. When the bridge was shut; my family's quality of life drastically improved and we spend more time on Mill Road. So, I actually believe it helps the merchants on Mill Road because it is a more pleasurable pedestrian experience. Please install the gates.</p>
Traffic,Safety,Environmental,Financial,Other	WhollySupport	<p>I'd be happy to help refine your message. Here's a revised version in British English that captures the essence of what you're trying to convey:</p> <p>Mill Road is a lively thoroughfare teeming with shops, eateries and cafés. My children and I cycle there daily, but our journeys are often tinged with anxiety as we fret over their safety. Having visited other towns and cities across the country and Europe where motor vehicles are restricted, I've witnessed how streets like Mill Road can truly flourish.</p> <p>The transformation is remarkable: more people choose to linger and spend, not just because it's safer, but because the atmosphere becomes electric. Businesses thrive, and the social fabric strengthens. Without the constant hum of traffic, conversations spill onto the pavement, and a sense of community blossoms.</p> <p>Imagine Mill Road free from the dominance of cars—a place where families can meander without worry, where the air is cleaner, and where the street becomes an extension of our shared living space. It's not just about safety; it's about creating a vibrant, people-centric environment that nurtures both commerce and community.</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I strongly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is a potentially a fantastic road with the ability to promote a clean air a more pleasant environment for shopping and safe for cycling and walking.</p> <p>I had a serious cycle accident Gwydir St / Mill Road junction which is always busy crowded with potential for accidents.</p> <p>It believe it is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and county experiencing high numbers of collisions resulting in injury or death. The risks and close calls are clear to be seen.</p> <p>It is also simply unarguable from an environmental perspective to get more families, children, young people who are so concerned about nature, and the health and well-being of our natural environment</p> <p>The bus gate will provide overall active travel benefit to the quality of life of the local people. Wider, everyone who knows and loves this vibrant street, who regularly use the street and support its independent shops and retailers.</p> <p>It is essential that this goes ahead It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge.</p> <p>All parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>It is just wrong to let them down wrong not to go ahead now. It is just not Cambridge and its reputation as an innovative trailblazer with its people at heart.</p> <p>I look forward to the approval and implementation of the bus gate.</p>
	WhollySupport	***
Traffic	WhollySupport	Mill Road had far too much traffic using it as a shortcut. The road had many wonderful independent eateries which should be encouraged. It is a far better place to sit and enjoy without the traffic padding by. Much of the traffic is passing through not coming to mill road to shop as Car parking is.nadequate. the. Area should be developed as a community facility not a rat run. Fully support the proposal to lose it to unnecessary traffic
Traffic	WhollySupport	I fully support the bus-gate proposal for Mill Road Bridge - as any measure that makes people think whether a car journey is necessary is a good thing. I am a car owner and a cyclist, and resident of Great Eastern Street and for some parts of my life driving my car over Mill road bridge is the most convenient thing to do (route wise and form of transport), I nevertheless wholly support the bus-gate scheme as the long term interests of quality of life in Cambridge and the environment come first.
Traffic	WhollySupport	I passionately believe that closing the bridge will make the area much more pleasant, much safer, and encourage more active methods of transportation. It cannot close soon enough and the delay has been very frustrating
Safety	WhollySupport	When the bridge was previously closed, Romsey was a noticeably nicer place to live. Mill road was a viable and popular way of accessing the city centre by bike, and restaurants thrived with on street seating. Continuing to fill Cambridge's most diverse and unique high street with cars driven by non-residents would be a waste of our city's potential.
Other	WhollySupport	I'd love to see Mill Road live up to it's potential. It could be an amazing pedestrian space, to provide Cambridge's missing social environment.
Traffic,Parking	WhollySupport	The proposed TRO will greatly benefit local communities and local air quality

Traffic	WhollySupport	<p>As a local resident and a cyclist, I support the implementation of a bus gate over the Mill Road bridge to restrict the number of vehicles crossing the bridge. Mill Road is much more pleasant and safer to use when there is less traffic (as it was in the past when the bridge was closed for a period of time), and the reduction of traffic is beneficial for the environment. It is often completely unnecessary for people to use their vehicles to drive into the city centre, and I believe that the restriction of access to the bridge would encourage people to use public transport and/or bicycles to travel these short distances.</p> <p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because living just off Mill Road, and cycling/walking it regularly, the amount of motorised through traffic makes it feel a much less pleasant, less healthy and more dangerous environment than it was when the previous Bridge closure was in place.</p> <p>I understand that Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. This does not surprise me as I experience the traffic cycling along it to work, or to shop.</p> <p>I have lived here for over 30 years, and I feel that compared to when I moved in, the road has gradually become worse in all these respects - the TRO will help restore the environment to what it was, and even improve it further.</p> <p>So I agree with the 72% of respondents to the 2022 consultation carried out by the Greater Cambridge Partnership who supported vehicle restrictions on Mill Road bridge, and the members of the Highways & Transport committee from all parties who unanimously agreed to proceed to a TRO on a new scheme In July 2022.</p> <p>In my opinion the bus gate scheme will provide an overall benefit to the quality of life of all the people who use the street as anything other than a through road. The scheme is definitely in line with the transport, health, air quality, planning and environmental policies of local authorities.</p> <p>I greatly look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	<p>I would like to express my strong support for the TRO for a bus gate on Mill Road bridge.</p> <p>This will transform Mill Road into a pleasant environment for people - walking, cycling, shopping, enjoying outdoor seating at cafe's without the constant noise, pollution and danger from Mill Road being used as a feeder road to the city.</p> <p>Mill Road is busy with cyclists but mixing this with heavy traffic makes it rank as one of the most dangerous roads in the city for accidents.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the councillors will drive through the TRO for reasons including the points I make above. I look forward to the opportunities from this permanent transformation.</p> <p>Best regards,</p> <p>***</p>

Environmental	WhollySupport	I support this in the hope it will make Mill Road a safer, more pleasant and less polluted street to live next to.
Safety	WhollySupport	I think it would make mill road nicer and safer
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme, it will make Mill Road a more pleasant community space and safer for cyclists.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	Mill Road would be so much more pleasant with less traffic. Cycling on Mill Rd feels dangerous; I never allow my children to cycle there. Less traffic would mean lower air pollution. Also, cafes could offer more attractive outdoor seating.
Environmental	WhollySupport	An ideal opportunity to great to improve the area and create greater opportunities for restaurants cafes to create piazza like fell similar to that of winter fare . Along with reducing pollution
Traffic,Safety,Access,Environmental,Other	WhollySupport	<p>I strongly support the proposal to restrict traffic crossing Mill Road bridge. I believe that it would result in a much improved environment for people on Mill Road, from road safety and environmental points of view, and that the design should put people and the local community before cars, especially those only using the road as a through route. The previous consultation showed 72% of people supported the restriction. Everywhere on Mill Road would continue to be accessible by car (or other motor vehicle) as well as by bus, cycle or on foot, but removing most of the through traffic would make the relatively narrow road full of homes and shops a much better place, as we saw during the previous temporary closure. The buses should be able to run more reliably, and allowing exemptions for blue badge holders would address concerns about accessibility for people with mobility difficulties.</p> <p>I have lived in Romsey for over 30 years, and walk and cycle in teh area, but most of the time if I'm going to Mill Road I try to plan a route that uses as little of the road itself as possible because it can be an unpleasant and sometimes even hostile environment because of the traffic. In my opinion it was a much nicer and safer place to be during the previous temporary closure than either before or after.</p>
Traffic	WhollySupport	I wholly support the proposal to close mill road bridge to cars. This is because it will improve residents' quality of life through reducing traffic pollution and noise, improving safety for all and especially children, reduce the incidence of road rage and verbal abuse of cyclists by motorists and improve the local economy through increased consumer footfall to shops and hospitality venues.
Traffic	WhollySupport	I fully support this proposal. It will enhance Mill Road as a whole as a place to stroll along, shop, eat and drink. Currently far too much traffic uses the road and the pavements are too narrow. It is dangerous for pedestrians and for cyclists. Nobody drives to Mill Road to visit the shops, cafes or restaurants. The traffic is all passing through polluting the environment and making life difficult for pedestrians. The proposal must be good for trade along Mill Road. Let's get it done!
Traffic,Safety,Environmental	WhollySupport	Seems likely to make mill road more pleasant to commute shop and relax on

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I noticed such a huge improvement in my quality of life when the bridge has been shut on previous occasions. It feels immensely safer, both as a cyclist and pedestrian. It is so much quieter, clearly there is less pollution, and it just makes the atmosphere of Mill Rd really wonderful with people sitting outside cafés et cetera, enjoying a much improved environment.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	<p>Traffic along Mill Road has continued to grow at such a rate that it now significantly affects quality of life of residents in the area. Air quality is adversely affected, traffic speeds over the bridge and along Mill Road ignoring the 20 mph speed limit, overtaking cyclists in a dangerous manner and ignoring the overtaking road markings present on Mill Road bridge.</p> <p>In addition, there has been a significant increase in the number of cars parking on the pavements along Mill Road (both sides of the bridge), resulting in compromised pedestrian access and also causing significant damage to the pavements themselves. In the main, those parking on pavements are either traders who simply do not care - or delivery drivers acting on behalf of those traders.</p> <p>Reducing the amount of traffic going along Mill Road by implementing the proposed TRO will result in more accessible pavements for residents and others walking down Mill Road, improve the air quality for everyone. During the restrictions imposed during COVID, Mill Road bridge and the surrounding areas (including extended pavement dining areas, etc) made it a much more pleasant place to navigate - it's my hope and belief that this TRO would go part way to restoring the pedestrian focused atmosphere that was seen then, as well as making Mill Road safer for cyclists.</p>
Safety	WhollySupport	<p>After living in Cambridge for over 30 years, I am very happy to hear of this proposed bus gate. Mill Road has the potential to be one of the nicest areas of town full of independent businesses, but unlike Newmarket Road or Trumpington Road it just isn't wide enough to accommodate the levels of through-traffic it regularly sees. This makes it feel less safe and pleasant for walking and cycling, particularly with children.</p> <p>I believe this bus gate would have a positive effect on the local community, making Mill Road a safer and more pleasant place for residents and visitors alike.</p>
Traffic	WhollySupport	Less car traffic increases value of life and attractiveness of Mill Road and Romsey.
Environmental	WhollySupport	I support closure of mill road bridge to traffic. More enjoyable atmosphere and better environment without car traffic.
Safety	WhollySupport	I tried to submit response before but not sure it worked. I think the scheme will be better for residents and traders on Mill Road.
Traffic,Parking	WhollySupport	<p>Walking and shopping on Mill Road will be more pleasant with reduced traffic and I expect to shop there more often.</p> <p>Cycling will be easier, as at present it's scary for kids to cycle over the bridge. Although taxis will still have access and they tend to pass most dangerously. Making it 10 miles an hour or a shared space (all pavement like outside next in town) would be even better.</p> <p>Air quality on Mill Road is often bad, and hopefully with electric buses and taxis this will be significantly better if most the ice vehicles will reroute.</p> <p>I wholly support this plan and it reflects my requirements as a resident, car driver, shopper and walker on Mill Road.</p>
Disturbance	WhollySupport	As a resident, this is a great idea, it will improve the cafe / bar culture on mill road tremendously.
Other	WhollySupport	Wholly support, Mill Rd could be amazing and vibrant no a traffic clogged minor road. I go up much less on foot since the bridge reopened, doesn't feel pleasant or even safe.

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will improve public space on the street, to allow for wider pavements, cycle parking, and pleasant greenery/flowers. It will also become a more attractive place to shop in local businesses, and reduce noise pollution.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	
Traffic	WhollySupport	I wholly support this proposal and think it will improve the quality of mill road, however ideally I would like it to not include taxis as they are responsible for a large portion of traffic on mill road.
Traffic	WhollySupport	I feel this is a positive step in making Mill Road a more pleasant environment to visit as well as to travel along for those walking cycling or using the bus.
Traffic	WhollySupport	Closing the bridge would make mill road much more enjoyable to be around, as at the moment there are too many cars on the road . Closing the bridge would make many things, such as sitting outside cafés, more enjoyable
Environmental	WhollySupport	This is an oportuniy to creat a truly people friendly aria that will boost both health and mental wellbeing.
Traffic	WhollySupport	This is the best solution to make Mill Road a better environment for everyone. It will be a far nicer and safer place to visit and will surely increase footfall to the area and increase trade for the business owners in the area.
Environmental	WhollySupport	I wholly support this proposal. The traffic on mill Road is a nightmare and it makes it so unpleasant to use and of the shops, cafes and restaurants along the road. I strongly believe that this will be a vast improvement for everyone, especially small business owners who will benefit greatly from increased foot traffic.
Traffic	WhollySupport	Fully support this proposal, will make Mill Road a much more pleasant environment, encourage terrace style eating, and will be safer for cyclists (assuming you also fix the potholes...).
Traffic	WhollySupport	I would like to see this going ahead as mill road is generally busy, another reason for is to see a difference for the better of the community
Environmental	WhollySupport	Fully support the bus gate. When it was in place during Covid, it made the road much more welcoming and enjoyable, as well as allowing safe cycling along it. I believe it will increase foot traffic for local businesses, as those driving through Mill Road are not typically stopping at the shops, and only deter pedestrians.
Traffic	WhollySupport	I am a regular visitor to Mill Road, often I drive there to access the cafes and shops, and despite this I think the bus gate was a significant improvement to the atmosphere and safety of the road. I hope this no plan may usher in more improvements like the widening of pavements.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Mill Road was so much nicer during the closure. Continental café culture atmosphere.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	<p>I like the bus gate scheme. Mill Road feels more comfortable, usable and quieter with fewer vehicles; it is also safer. Too many vehicular accidents happen on Mill Road at present. The scheme is actually supported by people who use Mill Road. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge and 77% opposed doing nothing. 54% indicated that congestion was the most important issue affecting the way they use Mill Road. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because Mill Road would be a more pleasant area for everyone without through-traffic.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	Very supportive of this proposal and thank it will elevate the quality of life for the residence and visitors.
Traffic,Disturbance, Environmental,Financial,Safety,Access	WhollySupport	<p>I wholly support limiting vehicle traffic on Mill Road as proposed. I think it would add to the vibrancy of the street and improve the lives of those on and around it. Cambridge is a very small city. Vehicles are only very minority inconvenienced by this proposal. But because it is such a small city, it is perfectly positioned for vibrant pedestrian etc. travel, and this proposal would be a large help in that regard.</p>
Traffic	WhollySupport	I think it would provide a wonderful attraction for the city - people don't need cars to shop on mill road as there is no parking anyway . We could als make it more attractive and greener . I'm sure all those restaurants would benefit from pedestrian ambiance .
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I believe that scheme will provide an overall benefit to the quality of life of the people who use the street.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	I avoid Mill Road because of the traffic. It is an unpleasant environment and I never want to linger. I'm sure there are lovely shops and cafés there. The environment needs to be more attractive to shoppers and café goers.
Safety	WhollySupport	Mill Road is a much more pleasant place with the bridge closure. Please consider closing the bridge to taxis as well.

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it makes Mill Road much more pleasant to be around with fewer cars. I cycle to work from south of Cambridge to the ***, and have to get across Mill Road - it was a great relief when the bus gate was around a few years ago, but since that was removed it's one of the most stressful parts of my nearly 10 mile commute.</p> <p>As well as making my commute more pleasant and feeling safer, the bus gate makes sense to improve air quality and encourage more active (and otherwise low pollution/CO2) travel.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because we need to transition away from car use immediately.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>I regularly commute by bicycle crossing Mill Road from Kingston Road. It is quite difficult to find a gap in traffic to safely cross the road due to the avalanch of cars coming down the bridge and going towards it in the morning and in the evening. Also, I often cycle along Mill Road and it feels very unsafe due to high level of through traffic. Since there is hardly any parking, I don't see how patrons to businesses would be affected, they already cannot access shops by car. Would it not be amazing if cafes could have tables along the pavement like often seen on the continent, with one the occasional vehicle passing?</p> <p>The only other option I see for making crossing Mill Road safer would be to have Tucan crossings without traffic lights regularly spaced along the road to give non-vehicular traffic priority. But that would not help cyclists cycling along Mill Road. It just is not a suitable width as an access road into Cambridge. Of course the congestion charging could take care of this too.</p>
Traffic	WhollySupport	It will make the whole area more accessible and pleasant. The road will be much safer for cyclists and pedestrians.
Environmental	WhollySupport	Would make Mill Road much more appealing to spend time and money with the businesses there
Traffic	WhollySupport	<p>Mill Road is not wide enough to be a major transit route, residential street, and a shopping area.</p> <p>The TRO would make the road more pleasant to be on, as it was during the trial period. Spend by people who walked or cycled there could increase and the shift of travel mode to active travel could be encouraged. Overall spend by cyclists is higher than overall spend by motorists. Road repair costs would reduce because much more damage is caused by motor vehicles because they are heavier.</p> <p>I commute by bike from north of the city to ***. I generally avoid Mill Road because motor traffic makes it congested, slow, and polluted. This means I do not stop to spend money on Mill Road. I also need a safe place to lock up my bike.</p>
Traffic,Safety,Access,Environmental	WhollySupport	My anecdotal view is that most of the traffic on this road goes through without stopping at businesses or any other facility. So stopping the through traffic will make the road more attractive to pedestrians and cyclists. With an addition if cycle racks at regular points I think this will increase these users stopping at business and by far outway the few through drivers who might have stopped.

Safety	WhollySupport	<p>I wholeheartedly back the plan to restrict traffic on Mill Road bridge. It will make the immediate surrounds safer, more pleasant and less noisy - for pedestrians, cyclists and residents alike. And it will play an important role in reducing the number of journeys in the Cambridge area taken by car/van.</p> <p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because of the benefits it will bring to the public realm, reducing air pollution and making Mill Road a safe space for walkers and wheelers. Currently, Mill Road is an extremely unpleasant road to cycle on. I am a confident cyclist, but I prefer not to use it. It is easy to see how less confident cyclists would be completely deterred from cycling in the neighbourhood, and that reducing traffic would make it a much more welcoming environment. I frequently cross Mill Road near the bridge, from Kingston Street to Devonshire Road, on my way to the station. This is a very dangerous crossing, and indeed is one of the county council's collision cluster sites. The crossing was much safer and more pleasant when the eTRO was in place and I look forward to it returning to that state.</p> <p>Furthermore, stretches of Mill Road are currently also very unpleasant for walkers, with narrow pavements. Complementing the TRO with improvements to the pavements, and more cycle parking, would encourage more people to use and linger on Mill Road and engage with the local businesses. I would personally use the cafes and restaurants on Mill Road much more if it was a convenient place to stop on my bike, rather than one to get through as quickly as possible.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>The TRO has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	<p>I fully support the proposed closure, to enable a living street where children can walk safely, where businesses can thrive and where residents can hear each other talk. The delays are unfortunate, but I look forward to this finally being enacted, as per the resounding response from the previous consultation</p>
Environmental	WhollySupport	<p>I have lived in Cambridge for 15, including several years living off Mill road. It's a special place in Cambridge and I think it could be more vibrant, more relaxed and safer with less traffic. The amount of traffic at the moment is too much, it spoils the place. Not everything should centre around cars! Especially in our cycle city.</p> <p>We also need to work towards cleaner air, and encourage people to choose more sustainable options. It should be an enjoyable experience to cycle down Mill road, not a gauntlet of taxis, lorries and cars.</p>
Traffic	WhollySupport	<p>This will transform Mill Road for the better and encourage so many more cycle journeys as it feels very unsafe at the moment.</p>
Safety	WhollySupport	<p>As a cyclist on Mill Road and someone interested in urban design it is to me a classic example of a 'stroad' - it isn't good as a street or a road.</p> <p>The road is far too narrow for the amount of traffic and the restaurants along the road would be so much nicer if it could be made quieter and safer.</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because it will enhance the shopping and pedestrian experience on mill road like it has on kings parade.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because having lived off Mill Road it is just the sort of move that would have made the whole area more liveable and pleasant. For me, I was very conscious of the poor air quality and noise which affected how I felt every day.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>

Environmental	WhollySupport	<p>I completely support traffic calming measures on Mill Road. Mill Road is a vibrant, living street, with many great restaurants and shops and a sense of local community, but I often hesitate to visit the area because of the high volume of traffic on the street.</p> <p>Introducing traffic calming on Mill Road would make it easier and safer to cycle on or across, reduce the noise and air pollution in the area, and make it a calmer environment to visit.</p> <p>I also believe, contrary to some knee-jerk reactions to traffic calming, that it would be beneficial for local businesses, and that it would actually reduce traffic in the surrounding area. My reasons being:</p> <ol style="list-style-type: none"> 1. Wherever in the world traffic calming is introduced, local businesses first object - substantially over-estimating the proportion of their customers who arrive by private motor vehicle. They then see benefits after they have been introduced and never want to go back to the way things were before. 2. Making Mill Road safer for people outside of motor vehicles allows people to walk or cycle where they wouldn't have felt comfortable to before. Ultimately traffic is a result of the decisions made by humans. The Downs-Thomson Paradox "states that the equilibrium speed of car traffic on a road network is determined by the average door-to-door speed of equivalent journeys taken by public transport or the next best alternative." Ultimately if you want to improve traffic you have to focus on improving the speed and/or practicality of the alternatives. 3. Traffic flow through networks can be non-intuitive. Even if no-one changes their decision to drive based on traffic calming measures (they will) there's something called Braess's Paradox. It's an observation that removing a main link from a congested network can actually _improve_ traffic flow through it. Ultimately Mill Road is not a main arterial road. I believe that most the through traffic on the road uses it as a convenient shortcut, and as such is a good candidate for a road that - if removed - might decrease traffic on surrounding roads.
Safety	WhollySupport	<p>I always avoid driving on Mill Road due to how cramped and unsafe it is. There are already much better routes through and into the city, and improving the ambiance and safety on Mill Road (especially widening pavements) would allow businesses to thrive much better there.</p>
Environmental	WhollySupport	<p>This will enhance the enjoyment of travelling along Mill Road</p>
	WhollySupport	<p>We retired to Cambridge in 2019 and have observed Mill Road both during and post Covid. We are part of a lovely community here and it is so important that this area continues to flourish. I feel strongly that closing the bridge to certain forms of traffic will greatly help maintain the integrity of Mill Road and will not damage local businesses as has been suggested. A lot of traffic clearly uses Mill Rd only as a through way to other areas. The road can become gridlocked with associated pollution and parking restrictions are not observed. The narrow pavement hampers both those with push chairs as well as wheel chair users. As non car owners we choose to walk into town not along Mill Road but via the smaller streets on the right hand side.</p> <p>With the issues of climate change so urgent now, we have to be honest and learn to change our transport habits before it is too late.</p> <p>I am writing this email on behalf of our five grandchildren and ask you, as our elected representatives, to undertake the changes to the Mill Road Bridge.</p> <p>Thank you</p> <p>***</p>
	WhollySupport	<p>I'm very supportive of this scheme. The potential for Mill Road to become a thriving pedestrianized environment can only be realized if through traffic is removed. Examples world wide where traffic has been removed leads to greatly improved amenities.</p> <p>The biggest ongoing flow of traffic will be to the Station.</p> <p>I wonder if a back entrance to the Station can be arranged from the Clifton Rd area with a pedestrian link bridge over the tracks. Most stations in the UK are accessible from both sides.</p> <p>--</p> <p>***</p>

	WhollySupport	<p>Dear P&R team,</p> <p>I am writing to support the TRO.</p> <p>Traffic restrictions on Mill Road are long overdue, so that this area can become a pleasant environment for those who live, work and shop there.</p> <p>Good luck with this iteration!</p> <p>***</p>
	WhollySupport	<p>Dear Sir/Madam,</p> <p>I work in Cambridge and go shopping on Mill Road as well as using Mill Road for transit from the station to Norfolk Street by bike.</p> <p>I strongly support the proposed TRO to implement a bus gate on Mill road. As I walk along Mill Road I always feel it's such a shame that a road with such strong public realm potential isn't much more pedestrian friendly. I feel that the bus gate will help a lot in this regard by slowing down traffic and reducing motorised traffic volumes.</p> <p>My Cambridge postcode (work) is ***.</p> <p>Should you wish to know anything else about me in order for this feedback to "count", please do email me.</p> <p>Thank you.</p> <p>Yours faithfully,</p> <p>***</p>
Safety	PartlySupport	<p>Previously the bridge closure permitted more community space and activities in mill Road. I would like to see the closure include taxis, they constitute a vast amount of traffic on mill Road and down Tenison rd impacting both pedestrians and cyclists. Inclusion of blue badge holders is also not required, if anyone has their own car they can still access each side of the road via different routes. busses and cyclists and pedestrians (and emergency services) should be the only users. Provision of disabled parking spaces each side of the bridge could ensure access to shops even with access restricted over the bridge. Alongside this easy win further improvements to mill rd are required: it works for no one currently. Policing parking on the pavements (particularly small delivery vans which mount pavements at all times of day and drive towards pedestrians) and taxis, a calmer road. With less traffic will help everyone, ideally closure of mill rd completely to all traffic aside from busses, emergency and blue badge holders would create a better environment. I try to avoid walking up the road currently as it is so dangerous and unpleasant</p>
Safety	PartlySupport	<p>I support the bus gate as my experience from the temporary closure during covid lockdowns was that the air was cleaner due to reduced congestion and the safety of cyclists and pedestrians was significantly improved. Myself and my family regularly use Mill Road. We access shops by foot and commute to work/college by bike. We have witnessed multiple collisions, cars frequently drive too fast, park on pavements, drive over zebra crossings without stopping for pedestrians crossing. I have had a car intentionally knock into the back of my bike while I waited for a bus to pull out. As a cyclist crossing the road near Mill Road bridge everyday we face encounter illegal driving (hundreds of cars turn right from Mill Road into Devonshire Road despite road signs saying no right turn). We've lived in the area for over 12 years and safety has worsened on Mill Road as congestion has increased. I never see any sort of traffic enforcement along this busy and narrow highway. The road was so much safer when the bus gate was previously put in place and I was more inclined to shop there and use local cafes as a result. I disagree that local businesses will suffer. I do not see people getting out of cars to use the shops and cafes. It is locals that walk and cycle there. They claim they lost money before but this was during lockdowns when there were restrictions on going out and during the covid period when financially people had less money to spend. Additionally, closing the bridge to all traffic doesn't mean people can't access the shops by car or deliveries can't be made. It just discourages drivers to use the road as a cut through. There are other suitable wider highways with cycle lanes which can be used by these vehicles. Mill Road is too crowded and too narrow for traffic to continue the way it is.</p>

Environmental	PartlySupport	<p>I'm pleased to see new proposals to control traffic on Mill Road. I remember the experiment during the pandemic well, and it was good to see Mill Road with less traffic and more space for locals to enjoy the shops, cafes etc. I'd say the overall character of Mill Road is of a local shopping street and residential. It's use for through traffic is inappropriate. Heavy car traffic, on a narrow road, makes it dangerous for cyclists, walkers etc.</p> <p>I support the proposal, but would like to know more about plans to improve the Mill Road environment (e.g. pop up parks, public seating etc) and steps to stop pavement parking. A real local blight.</p> <p>I'm a long-term Cambridge resident of 15+ years and have always lived within 10 minutes of Mill Road. It's a vibrant part of the city. I'm also a motorist / driver, and while the bridge closure will change the route of some of my journeys, the wider benefits to me and community are worthwhile.</p>
Traffic	PartlySupport	<p>We enjoyed Mill road when the bridge was closed during the pandemic. As it is such a polarising issue, I am wondering if this time it should be closed at designated times ie maybe closed during rush hours and open for all vehicles to cross the bridge during the day. Not sure if the technology allows such flexibility but it would be, on my opinion a way forward and a compromise that may win over the opponents.</p> <p>Thank you Best wishes ***</p>
Traffic,Safety,Environmental	PartlySupport	<p>I support this proposal - based on expected improvements to traffic reduction in Mill Road, pedestrian/cyclist safety and environmental improvements.</p> <p>However, I have one concern which relates to motorised cycles. I have noticed that motorised cycles are increasingly using the Carter cycle/footbridge over the railway (particularly electric motor bikes and mopeds used by food delivery companies such as Just Eat and Deliveroo). Such riders are, I believe, creating a greater safety risk on the Carter Bridge.</p> <p>If Mill Road bridge is to be closed to electric motor bikes and mopeds as well then this may encourage more of them to use the Carter Bridge. What measures can be taken to reduce both existing and potential future increased use of the Carter Bridge by these electric motor bikes and mopeds when the Mill Road bridge is restricted.</p>
Safety	PartlySupport	<p>I support the proposal to make this bridge safer. As a resident of the *** from 2019, the bus gate implemented during covid saw this, in my opinion become a safer route. It was a shame that this was reversed, but I am glad it is being re-considered. In my view the Mill road business group using the bus gate as an excuse for their reduction in sales is surely incorrect and would more likely be a result of the pandemic. Making Mill road a safer and more pedestrian friendly environment will surely only benefit residents and businesses as is more likely to increase footfall. In my experience cars driving along Mill road are rarely using the services on Mill Road.</p>
Safety	PartlySupport	<p>I welcome the proposal. I am a cyclist and regularly commute to/through mill road for work, shopping and to get into town. I find the road busy and at times have been frightened by speeding traffic. When the bridge was 'closed', I found cycling along it a much more enjoyable experience. I understand the council have put in place in suitable measures to ensure the changes do not compromise; disabled access; deliveries for mill road businesses; access for public transport.</p>
Financial	PartlySupport	<p>I support the proposal, the only modification I would make is to bring it closer to the lockdown arrangements where large areas are dedicated to seating and tables. I loved spending money at the local businesses and sitting outside. In general I'm far more likely to spend my money on mill road when it's so much nicer to be on.</p> <p>In the same vein I would also not allow taxis use of the bridge. I would imagine the taxi drivers would be in favour of collecting larger fares by having to drive around. In general they are some of the most aggressive drivers and would prefer if they did not use the road as a cut through.</p> <p>I found the argument against these pedestrianisation measures to be unconvincing in that they reduce the turnover of local businesses. All case studies I could find always point to improved business conditions by the increased use of the street by pedestrians. It seems obvious that if the road is nicer, pedestrians use it more frequently and this is in turn better for businesses. Even the metric 'footfall' used to gauge business potential in area is predicated on this notion.</p>

Safety	PartlySupport	<p>The previous period of the bridge closure was a true breath of fresh air and showed that Cambridge could feel like a modern European city that does put cyclists and pedestrians first, in a city that does not often do this and where too many cars are packed too tightly together with other road users and traffic infrastructure in general that is not fit for the capacity it serves. To see the bus gate removed was a step backwards and felt as though it was just more of the same. As one of many residents who cycle and walk along mill road including with young children (not a pram any more but when the previous closure happened this felt much safer to do) I support revisiting this solution. However, the taxi lobby seem to be excluded and I cannot see any reason this should be the case. Far too many taxis speed excessively along mill road currently - leaving them in the mix simply negates the potential benefits. Whilst it may be more within the policing than planning remit, e-bikes and scooters need to be better policed, as they, both private and those with food delivery livery often hurtle off mill road bridge at over 30mph.</p>
Safety	WhollySupport	<p>Please close the bridge again. It was much nicer for residents when it was closed in the pandemic. There's too much traffic and I'm fed up with cars constantly parking on and blocking the pavement.</p>
Safety	WhollySupport	<p>I am fully in favour of the proposed TRO. Having lived on *** for many years now, I know first hand how dangerous the road is for anyone not in a car.</p> <p>In the past I made the mistake of thinking I, as a pedestrian, would be safe on the pavement. I was swiftly taught otherwise as cars would recklessly mount the pavement and strike me in doing so, bearing no regard whatsoever for my wellbeing.</p> <p>As an experienced cyclist, I am just about able to navigate Mill Road, but many of my friends have told me that they'd love to cycle here, but refuse to do so as they truly fear for their lives. To emphasise - I am talking about able-bodied adults here. I can only imagine how dangerous and uncomfortable this road is for anyone with mobility issues, disabilities, or young children for whom one wrong step could lead to a lifelong injury.</p> <p>The temporary shutdown during the pandemic brought tremendous benefits to the area - the entire road was far safer, calmer, and better for one's health. The health benefits extend not just to improved air quality, but also to reduced nervous issues caused from the stress and pain from trying to cross one of Cambridge's most dangerous roads.</p> <p>As well as the safety benefits, it is clear that the economy of Mill Road would also be boosted greatly. The strongest performing businesses in Cambridge are those that are in the most pedestrianised areas. Mill Road's car chaos drives would-be customers away, and paints a dark picture of the area in their minds.</p> <p>The TRO has a strong democratic mandate, and a wide host of benefits it brings with it. We should endeavour to implement it as wholly and swiftly as possible.</p>
Safety	WhollySupport	<p>When the bridge was closed for experimentation Mill Road was more peaceful, safer (I am a cyclist) and cleaner. There was a greater community spirit with cafe tables on the pavements etc. Many people shopping on Mill Road do so by bicycle and on foot and I do not think it will affect commerce. We have waited a long time for the majority opinion to be acted on so I am very happy this is finally going ahead.</p>
	WhollySupport	<p>I am ***</p> <p>I write in support of the proposal to close Mill Road bridge to all but certain exempt categories. I shall personally be inconvenienced in not being able to drive across the bridge to go to the Coldham's Lane Sainsbury's but for me the benefits far outweigh that.</p> <p>My experience of the brief time in which the bridge was closed was overwhelmingly positive. Mill Road became a more pleasant human environment for walking and felt much safer for cycling. It created a real community feel both sides of the bridge.</p> <p>I know that some shopkeepers and other tradespeople are concerned but I think that a mistake. Certainly I was more inclined to shop locally when there was very little traffic and I made more use of the whole road - in particular going over the bridge to shop. All that is good for local trade - and good for my health. I am keeping my fingers crossed that the majority of residents will be in favour of the closure.</p> <p>Sincerely yours, ***</p>
Traffic	WhollySupport	<p>I was very happy with the positive effects on the area when the Mill Road bridge was last closed and have been hoping that it would be closed again. I am also generally in favour of measures that discourage car use, as reducing CO2 emissions is in my view a major priority.</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I fully support the TRO for a bus gate on Mill Road bridge.</p> <p>I have lived on or adjacent to Mill Rd for 25 years. In that time all three of our children have used it as a thoroughfare to access first primary and then secondary school (by bicycle or on foot). I use it every day by bicycle to get to work. The bridge closure during Covid was a revelation as to how much better the Mill Rd environment could be for active travel, socialising & shopping with a few simple changes</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Environmental	WhollySupport	<p>I fully support the proposal because during the Covid lockdown Mill Road became a wonderful place. Pedestrians and cyclists enjoyed the traffic free access and the environment benefitted from reduced air pollution from motorists. I have been bombarded with leaflets from people who are not residents but seem outraged that their access to our streets might be restricted. They seem to have no concerns about the environment, yet global warming and climate change demonstrate that we must reduce car usage. They should use the bus! Please do not put their protests above the needs of local residents.</p>

		<p>The closure of Mill Road rail bridge to most private car through traffic is long overdue. I have lived in the area (***) for over 10 years, and the Mill Road environment has always been significantly hindered by the unnecessary levels of traffic. The recent period when the bridge was temporarily closed made such an improvement to the experience of living near Mill Road and visiting its businesses. I hope we can get back to that situation, where Mill Road is a uniquely pleasant and diverse community high street providing unique services for residents and visitors.</p> <p>Some specific concerns:</p> <p>i am a regular cyclist, rail commuter and pedestrian, and feel strongly that the Bridge is one of the most dangerous roads in Cambridge. In particular the Headly/ Kingston/Devonshire junction is a mess of busy side roads (pedestrians, cyclists and vehicles) coming together in the same section of Mill Road, all at the bridge entry. There is so much risk to people in crossing this part of Mill Road, following active travel routes. Further, the bridge itself is unsafe, with motorists regularly passing cyclists in a narrow road, with narrow pavements up a blind summit bridge. The rest of Mill Road (especially towards Parkers Piece) is narrow and dangerous for motorists to pass cyclists, and danger is made worse with narrow pavements for pedestrians, parked vehicles in the street, and potholes. Traffic needs to be curtailed before more people are seriously injured. The experience of the Busway shows that a lack of action on safety concerns can only lead to worse outcomes.</p> <p>The environment on Mill Road is heavily polluted with emissions and noise from through traffic. This again hurts the health of residents for the convenience of motorists to get somewhere 5 minutes faster. It limits the enjoyment of the great cafes and restaurants along Mill Road. It could be an even more vibrant 'destination' street in Cambridge, but I feel the volume of noise, pollution and traffic limits this. For those who feel the need to drive to visit the businesses and services on Mill Road, there remains large amounts of parking available at Queen Anne multi-storey, Gwydir Street, Grafton centre and the station.</p> <p>Cambridge has an ambition to be a Net Zero city, and it has to put in place measures which help the transition to more sustainable transport. Closing the bridge will encourage more people to walk, cycle and take a bus instead of a private car. An increase in active travel will compound positively with the health benefits of lowering pollution in a densely residential neighbourhood.</p> <p>In summary, I strongly feel the closure of the bridge will massively improve the safety and quality of life of those living nearby, improve the environment, improve the health of the community, unlock new opportunities for business growth, and open up the possibility for improvements to the street environment in general, all without reducing vehicular access when needed.</p>
Environmental	WhollySupport	I hope the council will finally be able to act and implement this TRO in full.
Traffic	WhollySupport	I fully support the restrictions and think they worked well last time. I had no issues with mobility and found it easier to get around. As well as that the environment was much more pleasant.
Environmental	WhollySupport	Much preferred Mill road in lockdown when it wasn't dominated by traffic. Better for bars/restaurants as people will sit out more. Better for environment as will encourage more people to cycle.
Safety	WhollySupport	The bridge will be open for those who absolutely need access to and from the centre of Cambridge. As i understand, the traders along Mill Road did not suffer from previous restrictions and as a resident I found Mill Road much safer and with far less illegal parking on payments when restrictions were in place. But maybe there could be an economic and social assessment after three-years built into the policy
Safety	WhollySupport	When the bridge was closed before, the removal of through-traffic made shopping along Mill Road was so much easier and more pleasant. Journeys on foot and by bicycle both along Mill Road and crossing it (e.g. to get to the railway station) became safer and healthier. I agree that the proposed exemptions to the re-closure will obviate any undesirable impact on those vulnerable members of the community with mobility needs. With those exemptions in place, I fully support the permanent closure of the bridge to motor traffic.
Environmental	WhollySupport	<p>Please just get on and close the bridge to traffic, such a waste of time that you've been forced to go through this again based on (I believe) a minority interest!</p> <p>Mill road is so much pleasanter when there's less traffic, eg during the winter festival and covid.</p> <p>I spent a few months on crutches last year and narrow pavements with pavement parking next to busy roads were a nightmare; less traffic should also mean less pavement parking.</p> <p>I would like the proposal to go further and even fully pedestrianise the road, but it's at least a step in the direction of reduced traffic.</p>

Safety	WhollySupport	I absolutely support the TRO for the Mill Road. It is frustrating to have to list the reasons once again, when consultations repeatedly return the same results. As a parent of young children, I consistently avoided the mill Road when I had to manage a buggy, scooters etc - except when it was closed during Covid. we still avoid cycling along it due to speeding and bullying cars, pavement parking obstructing the carriageway, and the difficulty of turning across the traffic. I've been hit by a bike on the pavement when pregnant and nearly had another crash my child due to them mounting the pavement to avoid cars. With the TRO in place I would use the road much more. I have chronic illness and have no doubt air pollution has contributed to my life altering illness. The needs of currently disabled people who use cars must be balanced against general public health considerations including disease prevention and the protection of very young lungs. Buses will function better with the TRO, better serving disabled people who don't use cars. It's well known that closing roads reduces private car use. Mill Road is currently the most dangerous road in Cambridge. Honestly why are we still talking about this???
Safety	WhollySupport	I am writing to express my very strong SUPPORT for the reintroduction of the traffic filter at Mill Road Bridge on behalf of myself and my four children. I live and work near to Mill Road, and travel along it, and cross-over it, regularly, often with my children, using it both as a route, and as a place to shop and socialise. The previous temporary arrangement demonstrated the transformational effect for safety, accessibility and for improving the quality of the urban environment that the reducing through-traffic has in itself, and in terms of enabling other potential future improvements (planting, bike parking, blue badge/loading bays etc) that are otherwise impossible, and that should make Mill Road an easier and more pleasant place to shop, socialise etc. This is long overdue. I can't wait for it to happen!
Safety	WhollySupport	I noticed a huge improvement when the road was closed to cars previously. I cross from Kingston Street to Devonshire Road by bike on my way to work and also sometimes with my children on the way to the station and other locations. It's always a tense and stressful experience to get across Mill Road, as private cars come racing down the hill or towards it. Cycling across the bridge (as I do to visit shops or friends in Romsey) can also be a scary experience when cars are attempting to pass.
Safety	WhollySupport	I would strongly advocate the bus gate in an attempt to reduce traffic on Mill Road. Iver the pandemic when it was closed it was a significantly more pleasant road to walk down. I also cycle on Mill Road and the traffic makes it feel unsafe. We should be encouraging people to walk and cycle.
Traffic	WhollySupport	The original temporary bridge closure made mill road a much more pleasant place to walk along and shop at weekends. The pavement is quite narrow in places. We have already had a consultation where residents wholly supported this scheme.
Safety	WhollySupport	When the bridge was a bus gate during covid I had never felt as safe as I did on mill road. Too many people speed over what is a blind bridge. It's horrible to drive down as well with cyclists beside you eith no room.
Traffic	WhollySupport	I liked the trial during the pandemic. Much safer for pedestrians and cyclists. Much more pleasant for shoppers. I am hopeful that this will mitigate the congestion problem on Mill Road every day at rush hour. I am hopeful that this will help solve the illegal parking problem all along Mill Road, either by discouraging parking or by allowing it to be legalised.
Safety	WhollySupport	I support the bus gate. ***was much nicer when the bus gate was in place. Mill Road has become a hazardous place to walk and cycle. I am currently put off walking and cycling on the street due to the traffic and narrow footpaths. Reducing vehicular traffic made a huge difference to my enjoyment of the street.
Traffic	WhollySupport	As a local resident who uses Mill Road nearly every day, I wholly support the proposal and only wish it had happened years ago. The temporary restriction, during Covid, was amazing,
Other	WhollySupport	I wholly support this proposal. When the bridge was closed, it was a wonderful place to travel on. It felt safe to cycle and travel as a pedestrian. Currently the amount of cars that block pavements and drive at unreasonable speeds makes me feel unsafe when walking alone and with my baby. What a great idea to make mill Rd both accessible and safe
Traffic	WhollySupport	I support Mill Road Bridge Closure wholeheartedly. It felt safer on my bicycle and so I used our car less when the bridge was closed. Mill Road was less polluted. Many more children were evident cycling on Mill Road. Mill Road is a pot holed and bumpy from over use. It is not and was never built to be an arterial road and now it is broken. I spoke with our local shopkeepers and they said that they supported closure of the bridge. Thank you
Parking,Traffic,Safety,Disturbance,Environmental	WhollySupport	Mill Road during the trial bus gate period became a community thriving with cafes, small businesses and increased footfall. Opening the bridge again has turned this road into a fume chamber with one of the worst safety records in Cambridge! I am extremely excited at the prospect of the bridge closing again, even though it will inconvenience me!

		<p>I am delighted the council is looking to limit driving over the mill road bridge.</p> <p>Mill Road was much more attractive, safer for children, and a more pleasant experience during the original temporary limit in 2020/21.</p> <p>I do worry about the pollution young children are subjected to when having to walk alongside heavy motor traffic.</p> <p>Additionally, the number of accidents of cars against cyclists at the foot of the west side of the bridge suggests cars are often not driving with sufficient care. Obviously with less traffic this will not be as much of an issue.</p> <p>The demands of non-residents for the right to drive wherever they please should not override the concerns of local residents who have to live with the consequences of their actions every day.</p> <p>Lastly, the concerns about local business are an utter misnomer - all the evidence suggests walkable areas with lower car traffic are more attractive to shoppers and I would almost certainly spend more time and money on mill road if I didn't have to deal with the constant stream of traffic</p>
Safety	WhollySupport	
Safety	WhollySupport	I wholly support this proposal. Please make this happen. Mill Road was and is a much better place on so many levels when the vehicles can't cross the bridge.
Safety	WhollySupport	<p>The temporary closure was excellent for resident quality of life and safety. Restricting traffic over the bridge will also make the rest of the road safer to cycle along, as I do on my daily commute.</p> <p>Personally I would be in favour of also disallowing taxis, but this proposal is a great improvement. Please get out of your legal dithering and close the bridge!</p>
Traffic	WhollySupport	<p>I support the proposal to close the Mill Road bridge to most vehicles.</p> <p>We have young children in our family and cycling around Mill Road and in particular over the bridge was far safer in 2020-2021 than it is today.</p> <p>Despite being a car driver myself, as well as a cyclist, I feel like the benefits of safety, reducing congestion, and improving air quality outweigh the disadvantages to drivers.</p>
Traffic	WhollySupport	<p>I am a driver, as well as a cyclist and pedestrian (!) and I completely support this proposal to close the Mill Road Bridge to general traffic. The effect of the trial period was remarkable, the road felt safer and much more comfortable on both sides of the bridge as a cyclist and particularly as a pedestrian, for whom the pavements really are not wide enough, particularly with the significant amount of street furniture, public and private, that lines it. Having less through traffic greatly helped. It was mildly inconvenient as a driver to have to use a different route to get out of the west side of the city, but once one is in a car it doesn't make a great deal of difference. I am aware that most shopkeepers seem to be against these proposals, ostensibly on the basis that they would reduce shopper numbers. This seems to be based on the trial period which, undertaken during covid, is hardly a fair reflection given that they were forcibly closed for a lot of it and for the rest, people avoided going into enclosed spaces as much as possible. My view, completely unsupported by a survey though it may be, is that the vast majority of the shoppers live just off of Mill Road and that very few drive to shop on the street – and if they do, the fact that it is no longer a through road won't stop them. If it is a more pleasant place, shopper numbers will probably go up.</p> <p>The inclusion of changes to street furniture and the public realm is the icing on the cake for me: while I enjoy living near Mill Road and all its great shops and restaurants, it is currently a bit of a nightmare to walk along for the reasons mentioned above and any improvement would be welcomed. I would strongly suggest though that the council involve professional designers in this process (as they are doing for the Market Square proposals) and there are plenty of architects and landscape architects based along Mill Road who would be only too happy to be involved in developing innovative and beautiful proposals. I like the street, but it is not an attractive one; while a good deal of this is down to poorly-maintained or poor-quality private property, the public realm is an important aspect of it and any thoughtful and thought-through improvements would be wonderful. While I'm commenting, why not replace the disused snooker hall, now empty for five/six/seven years, with a lightweight semi-open structure (not insulated, just providing some elemental protection) that could serve as a covered market? The people of Mill Road would love it and it would provide a great destination.</p>
Traffic	WhollySupport	Please make sure this happens now. When the bridge was restricted life on Mill Road was better. It is now dangerous to cycle again. Please do this competently this time.
Traffic	WhollySupport	I miss the summer of 2021 when the bridge was closed. As a cyclist, bus user, and pedestrian, please bring it back!
Environmental	WhollySupport	This proposal brings multiple benefits to Mill Road, and these are beyond question because closing the bridge has been tried before and we've seen it in action. It's better for air quality, it's better for road safety including that of pedestrians and cyclists, and it allows for improvement of the street environment.
Safety	WhollySupport	I 100% support this proposal, the benefits of the closure were obvious during the trial period. Walking & cycling along Mill Road was greatly improved (I avoid cycling down mill road if I can avoid it at present due to the traffic) I made more use of the local shops, cafes & restaurants during this period.

Safety	WhollySupport	<p>The experience of walking and cycling over Mill Road bridge was completely different - and much more positive than it is now - during the period that the bridge was closed to most traffic for the duration of the ETRO. I particularly support the new proposal now that there is an exemption for holders of blue badges (less convinced that the exemption for taxi drivers is justified, but can see the rationale).</p> <p>I have witnessed countless accidents and near-misses between cyclists and cars and pedestrians and cars over the past 20 years that I have lived off Mill Road. Most commonly, these seem to occur at the junction of Mill Road and Devonshire Road where cyclists are turning left (and cars/lorries are not), or are coming from Kingston Street and crossing over to go down Devonshire Road towards the station. The #2 bus service was also dramatically improved during the period of the ETRO due to the significant reduction in traffic.</p> <p>As someone who is a driver, lives towards the end of the non-town side of Mill Road, I know from personal experience that closure of Mill Road bridge would act as an incentive to me to use public transport - or walk - to town and the station instead of jumping, mindlessly, into my car. I have been conscious, in the period between the end of the ETRO and today, of how often I have taken the lazy option - but if the #2 bus was running to time and/or there was less traffic on Mill Road, the bus ride/walk would feel like a much pleasanter option. Additionally, there are a lot of pedestrians on the pavement, but the traffic over the bridge is very heavy - it can be tempting, as a pedestrian, to step into the road to get past slow-moving pedestrians on the pavement (it's not very wide in places!), but with the current high volume of vehicular traffic, that creates another safety issue.</p> <p>Pollution - and the improvement in air quality that the TRO would bring - is also another key concern for me and a reason why I am strongly in support of the proposal. So many of the houses along Mill Road are built within a very short distance of the road itself and many are occupied by young children with still developing lungs or the elderly with extant chest conditions. If the TRO would improve air quality for them, then it feels negligent to do anything other than to make the TRO.</p> <p>The only additional measure I would suggest is to complement the TRO by improving the street lighting along Mill Road - the fact that the road is so much quieter when the bridge is closed can make you feel less safe when returning from town on foot after dark.</p> <p>I sincerely hope, this time around, that the safety of cyclists and pedestrians and improvements to air quality aren't going to be sacrificed simply because those who oppose, on principle, any measures that impact on the "freedoms" of drivers tend to be those with the loudest voices.</p>
Safety	WhollySupport	<p>I have been a resident of Romsey for about 20 years. I love Mill Road but the traffic can make me want to avoid it, particularly when with my young children. I really enjoyed the period of the bridge closure during the pandemic. The road really seemed to come alive, particularly along the Broadway, with more seating and less need to hurry on to avoid the traffic. Cycling was easier and safer - I have seen so many best misses on the bridge and at each end of it.</p> <p>So I strongly support the proposal.</p>
Traffic	WhollySupport	<p>The experience of less traffic during the previous bridge restrictions was much better for residents, and I believe for all of the local shops and restaurants, so I have no hesitation in supporting this proposal.</p>
Safety	WhollySupport	<p>I would like to write in support of the closure of Mill Road bridge to through traffic. While the closure was in place, my children and I were able to cycle safely and use the shops and cafes freely in a pleasant and cleaner environment. When traffic was reintroduced there was an immediate discernible negative difference in safety and air quality around Mill Road.</p> <p>I hope it will be closed again.</p>
Other	WhollySupport	<p>It's a no brainer. When the bridge was closed in COVID Mill Road was actually a nice place to visit. Now back to full traffic it is horrible for pedestrians, horrible for cyclists and horrible for drivers (all of which I do along Mill Road). Let's just crack on and implement it!</p>
Safety	WhollySupport	<p>Remembering the 2020/2021 Mill Road bridge closure, how much safer and more pleasant the area became, especially for the Broadway businesses and cafes.</p>
	WhollySupport	<p>Dear policy and regulation team,</p> <p>I would like to say that closing Mill Rd bridge to vehicles will be a wonderful improvement to Mill Rd. During the temporary closure in 2020- 2021, Mill Rd and the surrounding area were far more accessible to families and disabled people, resulting in a friendly and welcoming environment, where people were happy to spend time and money in the local cafes and shops. It is also likely to reduce the amount of air pollution, thereby aiding both adults and children with chronic lung conditions</p> <p>Best wishes ***</p>

Traffic	WhollySupport	<p>The bridge closure affects me directly as I live about a ***. During lockdown when the bridge was closed, Mill Road was transformed, there were far more pedestrians and cyclists, and sitting outside the many cafes and restaurants was a hugely pleasant experience. It is hardly the same trying to enjoy a nice quiet drink with cars and mopeds zooming past (usually speeding) a metre away from where you're sitting. With the bridge closed, it was so easy to zigzag across the road to do our shopping or to generally browse, but now, if I can't cross easily and I don't need to go to a shop specifically then I just don't bother trying. I am sick and tired of seeing drivers aggressively overtake cyclists (including myself) on the bridge, often passing far too close because there is on-coming traffic as well as passing dangerously near the top of the bridge where they can't see what is coming from the other side. We also have a car and do need to drive places occasionally, but we rarely drive down Mill Road towards Parker's Piece because the road is usually snarled up for some reason, generally with delivery lorries parked up or sheer volume of traffic. I would not miss not being able to drive that way, we got used to taking other routes when the bridge was closed before and I usually still take those routes even though I can currently cross the bridge. The bridge closure is a good thing that hugely positively improved the lives of people living around it, and our health and safety should not be disregarded for the sake of a shouty minority, in particular the delightful lady leading the campaign to keep the bridge open who thinks her small business in town is more important than the thousands of people who her delivery drivers disturb.</p>
Safety	WhollySupport	<p>Mill Road was transformed when the bridge was closed earlier. Cycling on it became much safer as the whole road had a lot less traffic on it. As a society we need to incrementally become less car dependent - this is a small step in the right direction..</p>
Safety	WhollySupport	<p>I wholly support the proposal as during the trial in 2020 the road felt significantly safer to cycle and walk along. Furthermore the decrease in traffic made the road a more pleasant place to be so I spent longer visiting shops and businesses along the road.</p>
Safety	WhollySupport	<p>When I first moved to Cambridge in 2020, Mill Road Bridge was closed and it made my moving to this city much more manageable and massively encouraged me to go to the shops, cafes and bars along mill road as it was safe and free of a lot of traffic. It was a lovely time.</p> <p>When the bridge reopened all of that changed. I used to cycle around Cambridge, my route into town and to my place of work begins ***. It can be quite challenging to turn into argyle street from mill road bridge, cars are constantly trying to over take you on the bridge (even before the "hump", where the road markings do not allow for that to happen as part of the high way code) hence what I used to do is begin to move out into the middle of the road at the top of the bridge (indicate and make sure it was safe to do so). The last time I cycled in Cambridge and was coming back home I did just this, and it was safe for me to move over to the centre of the road, one car very dangerously overtook me (a taxi driver as they often do) I saw this and began to brake to begin my turn into argyle street, just as I turned my wheel and I looked another car was on the opposite side of the road. I screamed and fell from my bike absolutely terrified of what would have happened if I had turned a second earlier. I haven't cycled in this city since. This bridge every time I would cycle would be the most challenging part of my journey and I would risk my life each day trying to turn into argyle street just to put my bike away safely. This does not encourage cycling and greener initiatives and makes me really want to move away from this bridge in particular.</p> <p>I said when I first moved here I really enjoyed having the free space to go to the shops and cafes on Mill Road. Since the bridge has opened I find myself actively avoiding Mill Road. It's loud, dangerous and not pleasant to enjoy a coffee whilst on the pavement. Cars are constantly pulling up on the pavement and taking up the entire way so no one is able to pass. Delivery drivers are riding their mopeds next to you to be able to get to their restaurants. The car fumes are horrible and make everything smell. I'd rather go into the centre of town and not have to worry about cars or some taxi nearly running me over.</p> <p>I really hope that you listen to the people of Mill Road who want to gain their high street back, and shut Mill Road bridge.</p>
Safety	WhollySupport	<p>When the bridge was closed during Covid the road was so much nicer to be on; both as a cyclist and a pedestrian as there was far less traffic. Furthermore, the cafes and restaurants took advantage of the quiet road to put out tables and chairs and it gave the whole road a more community feel. With the reopening of the bridge that died. The notion that closing the bridge again will impact businesses is ridiculous as many were thriving during the last bridge closure. The idea that business will lose out from the lack of passing cars is not true as its impossible to 'pop' into any of the shops as there is no parking; the idea of 'passing trade' is ludicrous. I no longer cycle on Mill road due to the high traffic and large number of cars that park on the pavements, blocking the near side of the road. I am also a driver and I do drive over the bridge and park my car just off Mill Road, but I feel closing the bridge will not cause any real increase in journey times as driving towards the city centre is already extremely slow. My partner has nearly been knocked off her bike three times due to reckless drives traveling c. 40 mph over the bridge when they can't see what is coming the other way; please close the bridge before more people are killed. Thank you</p>

Safety	WhollySupport	<p>I have lived and raised my family ***. Apart from during the lockdown when the temporary TRO was in place it has always been unsafe for pedestrians and cyclists - particularly children. There are regularly drivers exceeding the speed limit and not stopping for the crossing on the Romsey side.</p> <p>Residents of Mill Rd have been overwhelmingly clear about their support for the reduction of through traffic on Mill Rd which can only have a positive effect on our community. It is saddening that we having to justify ourselves again!</p> <p>Let's hope this is the last time!</p>
Traffic	WhollySupport	As a local resident I fully support closing Mill Road bridge to motor vehicles. When it was like this before it made the area much nicer to cycle and walk through. I think it is a great shame that the process of re-closing it has been dragged out so long and I hope we can now finally get this done.
Traffic	WhollySupport	Closure during pandemic showed the multiple benefits of closing Mill Road as a cut through road.
Other	WhollySupport	I support this proposal. I am a mill road resident and was v pleased about the closure of the bridge closure during Covid and the introduction of parklets. I am excited to see the permanent closure of the bridge and the environmental, noise, other benefits and improvements to amenity that it will bring for residents and businesses
Traffic	WhollySupport	I have consistently been in favour of restrictions to Mill Road Bridge. The road was much better when it was restricted. I think the proposals are reasonable to provide support to those who need it, while bringing wider benefit to the local area. I say this as a local resident who cycles and has a car and who uses Mill Road frequently.
Traffic	WhollySupport	I fully support this proposal, which would finally implement a scheme which was brilliant during its temporary implementation a few years ago and was supported, I recall, by 72% of local residents. I have a car, a motorbike, a bicycle and use public transport and walk, so cover all methods of transport. I find Mill Road to be far less safe and pleasant for walking and cycling than it was when the restrictions are in place. I consider the objections of traders to be specious - there is precious little parking available (and rightly so) for their alleged customers who arrive in cars. Please can we finally get on and implement this.
Traffic	WhollySupport	The road closure during COVID allowed positive street activity to flourish and reduce pollution. The new closure would have many of those benefits whilst still allowing public and disability transport to continue. It can't happen soon enough
Safety	WhollySupport	Having been a resident along ***I lived in the area whilst the ETRO was in place between Jun-20 and Aug-21. Mill road was a much safer and pleasant road to walk / cycle along during this period and I strongly support the proposal.
Other	WhollySupport	<p>I wholly support the proposal. I really liked it when the bridge was closed for a period before because it was calmer, it was nice sitting out on the pavement when at restaurants without traffic whizzing past and it felt safer.</p> <p>I live in Cambridge, very close to mill road, and I drive every day for work. I never drive down millll road because it feels chaotic with cyclists everywhere, deliveroo drivers on and off the pavement, cars/vans/Lorries parked partly on the pavement, all on a busy, narrow road. It's not suitable to be used as a through route.</p> <p>In my view the closure will stop people unnecessarily using mill road, but won't stop people who really need to use it from using it. It will make it safer for pedestrians and cyclists with fewer vehicles.</p> <p>I believe a lot of the vehicles driving down mill road are not there to use the mill road businesses, so stopping that kind of traffic won't affect the businesses negatively.</p> <p>Any additional congestion created elsewhere by the closure of Mill Road bridge to most traffic is in my view worth it for the improvements I've outlined above and may have beneficial effects by encouraging those who can to walk or cycle instead of drive.</p>
Environmental	WhollySupport	Mill Road was a much more pleasant environment when the road was shut. This a will also resolve the problem of cars parking the pavement!
Environmental	WhollySupport	I thought we had already voted on this. I appreciate it is inconvenient for some people but the benefits are huge. Mill Road was a far nicer and safer place during the pandemic. The traffic and driving is awful, especially on the bridge, and it is really bad for businesses (especially thosr with outside seating but not just those) ro have the level of pollution that thete currently is. It also feels fundamentally unjust and undemocratic to reopen this question, which had already been settled, essentially due to the very vocal lobbying of a pro car group - why do they get an outsize influence on our city's politics?
Traffic	WhollySupport	I thoroughly support this plan to restrict the use of Mill Road Bridge. When it was restricted during COVID, I found it MUCH safer to cycle over the bridge, and I noticed a lot more people, including younger people and children in family groups, cycling over the bridge safely.

Safety	WhollySupport	I fully and whole-heartedly support this proposal. Without traffic, myself and my partner felt much safer cycling along Mill Road - either into town or off to work at the Science Park. With the cars gone, we were much more likely to frequent local businesses. Sitting outside cafes with no traffic, being able to walk along the pavements without having to dodge illegally parked cars. It became a pleasant place to hang out rather than a gauntlet to run. I can't wait until the bus gate is installed and we can make Mill Road a place for residents and visitors rather than a thoroughfare for traffic in and out of the city centre. I welcome the Council's decision not to play into the delaying tactics from those who objected to the TRO and to submit another consultation so we can all move forward to making Cambridge a healthier and happier city.
Safety	WhollySupport	When Mill Rd bridge has been closed previously, it has made Mill Rd a much nicer place to visit and shop. Since it re-opened the traffic has made it much less pleasant. I do not understand the objection of traders as I and others I know would use Mill Rd more if we didn't have to run the gauntlet of too much traffic down a narrow road. It would also help if much of the street furniture that clutters the pavements were removed. As it stands there are places where it is easy to be forced off the pavement into the road due to lampposts, bins, etc.
Safety	WhollySupport	I am very much in favour of reducing traffic on mill road. During the previous restrictions I was much more confident to cycle down mill road with my children and visited it more frequently. It feels unsafe with so much traffic, vehicles parked over the pavement/ edge of the road and not enough space for everyone there. I understand the concerns people have about access for those who have no other choice but to use a private vehicle. I really think these are the people who will benefit most from less traffic on the road. Their vehicles will be able to get through more easily. I drive, walk and cycle in Cambridge and know there are pros and cons of each. We all need to work together to help it all to flow so people can get to where they need to go with minimal hassle. Many do not consider trying different options. I've not long ago discovered the benefits of taking the bus into town, no tired children's legs needing to cycle home, no need to find somewhere to leave a car and then get back to the same place, really easy. People get used to what they do and maybe need this push to try something new. Cars are useful for carrying large loads but are often not the quickest way to get around the city. I think closing the bridge to most vehicles will make the road safer and less stressful to cycle or walk down, help busses and taxis to flow more freely and make it a more inviting space to shop in and visit. It will reduce air and noise pollution in the area. I think it will also encourage people to drive less in general. I live on a main road which potentially could have more traffic if people need to find an alternative route but that doesn't stop me being pro the restrictions as I think there is an over all benefit. I'd be pro very cheap or free busses as I think that would pull people out of cars and make things flow well, people get to work or education when they need to and even support people to visit the city as tourists.
Safety	WhollySupport	I support the bridge being closed to private vehicles (cars/vans/lorries etc). As it was in COVID lockdowns. Much healthier and safer for pedestrians and cyclists.
Traffic	WhollySupport	I enjoyed the previous restriction on Mill Road bridge – made the whole road more pleasant, with much more space for humans rather than cars to move around – and the new proposal satisfactorily deals with valid criticisms regarding blue badge holders. I do currently drive down Mill Road sometimes to/from town, but it's not like I don't have alternatives – Coldhams Lane or Hills Road/Cherry Hinton Road if I _really_ need the car, or just get on my bike a bit more often. Bring on the bus gate!
Other	WhollySupport	The street was a lot nicer place for shopping and relaxing when the bridge was closed before. Also it was much easier to cross the road. I would like to be able to sit outside the cafes again. Now it is too loud for me with all the traffic so I can only sit inside.
Safety	WhollySupport	While I was originally very dubious about the proposal, as I both drive and cycle down Mill Road on a regular basis, I have been convinced by the trials that the road and the attendant community work better when the road is not functioning as a thoroughfare into central Cambridge. It has been much more pleasant to cycle into town when there is less traffic on the relatively narrow road, and I have been keener to take that route and combine it with shopping at the Mill Road businesses. However, we do need to think about how this affects other routes into the city, including Cherry Hinton Rd.
Environmental	WhollySupport	Mill Road was transformed when the bridge was restricted during Covid making it a pleasant place to be and safe space to cycle. It would be great to see that change made permanent. The public realm improvements are welcome too.
Access	WhollySupport	I think this is a great proposal. The earlier restrictions really changed the nature of Mill Road -- making it pleasant, liveable, and actually made me shop more there.
Environmental	WhollySupport	Mill Rd is a .uch nicer place when it is closed to traffic
Traffic	WhollySupport	This restriction improved Mill Road when it was implemented before, so it should be made permanent.

Safety	WhollySupport	Mill Road was a much safer place to cycle to and from town or work when the bridge was closed. I think all vehicles accept buses and bikes should be banned from the bridge. Currently, drivers overtaking bikes on the bridge drive too fast and too close. Delivery drivers also park on double yellow lines or on the pavement making it difficult to get past safely. Those who need to drive could take another route. I'd also like to see more action taken to prevent parking on the pavements as I am often forced to push my baby into the traffic to get past as there isn't enough space for a buggy/pram on the pavement.
Traffic,Safety,Financial,Environmental	WhollySupport	Cycling along mill road when the bridge restrictions were in place during COVID felt considerably safer, and made me more likely to use this route to go shopping along the high street. Drivers have consistently shown that they are unable to use the bridge safely, ignoring the solid white line and parking on the pavement on either side, restricting space for pedestrians. At times when I have used the bus, it often gets stuck in traffic, so a reduction in cars would make this more reliable. Unlike other surroundings roads like coldhams lane, mill road has residential and businesses extremely close to the road, meaning higher impacts from pollution.
Safety	WhollySupport	During the experimental closure Mill Road was safer and more pleasant to use. I've seen cars speed at almost 50mph and get away with it. If the policy doesn't go through I would recommend speed cameras that can impose hefty fines
Traffic,Environmental,Safety	WhollySupport	I cycle on Mill Road every day and it was better when it was closed
Environmental	WhollySupport	I think it's shocking that this was blocked in the first place. It was great when it was closed and it made living and shopping in the area much more pleasant.
Traffic	WhollySupport	The Mill Road Bridge closure to regular traffic during the pandemic was wonderful. It was quieter, cleaner and safer. As a resident I'm willing to forego a quick route to the train station to achieve these benefits, which will stimulate active travel and make our city healthier. In the Netherlands where I grew up it's very common to have low traffic routes, and shops and restaurants actually have learned that it benefits them when there's isn't a huge amount of traffic. Often people need to experience a change like this before they can appreciate its benefits. I'm saddened that it's taken this long and opponents have chosen to occupy time and draw public funds in a battle to have their preference upheld, since none of their protest was on the merits of the decision, but solely on the process. Democracy can only function if people are willing to sometimes take a loss for the greater good.
Safety	WhollySupport	I'm supportive of the proposal to introduce a bus gate on Mill Rd. I am a local resident that frequently uses mill road by car, on foot and on a bike. When the bridge was closed for a trial period, my car journeys were not significantly less convenient, but my journeys on foot and by bike were significantly more pleasant.
Traffic	WhollySupport	Closing the bridge to traffic made a huge improvement to Mill Road in 2020-21, and I'm strongly in favour of making it permanent. I'd expect the closure to displace some traffic onto Hills Road and Glisson Road, the roads next to where I live, but expect the trade-off to be well worthwhile.
Traffic	WhollySupport	Having experienced the benefits of the bridge closure in 2020-21, I am in favour of once again limiting traffic here. The benefits most important to me are: less traffic on Mill Road overall (meaning lower exhaust emissions and noise), and improved safety for pedestrians and cyclists (as the bridge is very narrow and drivers often overtake in an unsafe manner).
Other	WhollySupport	I strongly support the reintroduction of the bus gate on Mill Road bridge. I have been living and working in this area for 40 years and have seen many attempts to improve traffic safety on Mill Road (I had a bird's eye view from my office of the disastrous 1980's traffic light scheme), and have witnessed many collisions and near-misses. The bus gate scheme in 2020 is the only one that has actually achieved a meaningful improvement, and it has been bitterly disappointing to see conditions gradually revert to how they were before. With the ever growing population of Cambridge and the limited road space that we have to share, a car-centric policy is not viable. The Mill Road bus gate is a scheme that favours public transport and active travel, and is one that has been proven to work. It should therefore be adopted as soon as possible.
Traffic,Safety	WhollySupport	I very much support the proposed bus gate on Mill Road Bridge. When it existed the past Mill Road was a much more enjoyable and safer road to use as a cyclist and pedestrian. Right now it is not a safe road to use, in particular for children cycling where crossing Mill Road from Devonshire Road is very difficult. I would be much more likely to bring my young children to the shops and other retail units there in the future if it was further pedestrianised,
Environmental	WhollySupport	I lived on *** from 2016 to 2022. The quality of the road had greatly improved during the time it was closed in 2020. Pedestrian and cycles would greatly benefit of this closure and I believe we should discourage car traffic as much as possible in central Cambridge.
Safety	WhollySupport	As per successful experience the Bus Gate and no taxis is way forward.

Safety,Traffic,Environmental,Financial,Disturbance,Access	WhollySupport	<p>Route is used regularly for my commute to work in central Cambridge. During the previous bridge traffic restrictions there were massive improvements in my safety, reduced journey times, more pleasant environment on Mill Road. I hate cycling on the bridge section of the road and avoid going to the shops there because I have had too many near misses from larger vehicles on the road.</p> <p>Please put back the restrictions so I can enjoy this part of Cambridge and make my commute faster.</p>
		<p>I think closing the bridge to car traffic is a great idea - Mill Road was lovely during lockdown, especially with restaurants putting seating outdoors in the summer.</p> <p>If possible I would support even more traffic reduction - could it be made one way to free up more space? (realistically with a cycling lane going both ways)?</p>
Traffic	WhollySupport	I have driven, cycled and walked down Mill Road and it's fairly unpleasant as it currently stands so closing the bridge should be great. Thanks!
Environmental	WhollySupport	Mill Road was so much nicer with less traffic, there was a lovely pavement culture that popped up it felt like being in Europe
		<p>I wholly support this TRO for a bus gate on Mill Road bridge. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I believe the TRO will have a strongly positive effect on traffic on Mill Road. When I first moved to Cambridge in 2021, the original closure was in place and Mill Road felt quiet, safe, and easy to cycle on. However, since the bridge was reopened I have seen traffic increase to the point of deadlock, making both cycling and walking on Mill Road dangerous. Closing the road to through traffic will help alleviate this problem, making Mill Road a safer place with less air pollution, and potentially with better options for businesses to use the public space on the street for e.g. outdoor seating, boosting business in the area and increasing footfall.</p>
Safety	WhollySupport	
Financial	WhollySupport	As a former resident of the area and someone who visits Mill Road for commerce I support the closure of the bridge to standard traffic. During covid when the bus gate was initially implemented Mill Road was a wonderful place to walk and enjoy the businesses able to extend into the quieter road. I would encourage partial reclamation of the road for businesses to extend their outdoor area and turn Mill road into a destination for cafes, restaurants, pubs and bars.
Traffic	WhollySupport	I write in strong support of the Mill Road bus gate TRO. I used to live on Mill Road, and now I frequently cycle along it - on most weekdays and often on weekends - and am often a customer of many of the businesses along the road. The previous road closure radically improved the safety and the whole ambience of Mill Road. This bus gate will do the same, permanently.
		<p>I visit the shops on Mill Road several times a month, and cycle down it and across it (particularly Kington St to Devonshire Rd en route to and from the station) regularly. I occasionally drive there too, for instance to take donations to a charity shop. Having experienced the closure during the pandemic and appreciated the enhanced safety and reduced pollution levels it brought, I fully support its reinstatement. Actually I'd like to see the council go further than the bridge closure by limiting the entire road from the bridge to Parkside to active travellers, busses and blue badge holders from 9am-5pm. But the closure and promised public realm improvements are a good start.</p>
Traffic	WhollySupport	
Safety	WhollySupport	When the bridge was shut during the pandemic I shopped on Mill Rd much more frequently than I do now. It was much more pleasant to walk and cycle in the area and it has now returned to the hostile "right is might" attitude from before the pandemic where around 30% of drivers will willingly risk hospitalising cyclists in order to save themselves a few seconds.
		<p>I have a regular appointments with a small business which involves crossing the bridge, I could cycle this and always did so very happily when the bridge had restrictions before, however with unrestricted two way traffic it is frankly terrifying so I end up using unreliable buses or driving, or parking my bike on the opposite side to where I need to be. While walking over the bridge I have almost every time seen cyclists subjected to awful hostile driver behaviour including frequent very close following, unsafe overtaking and more than once drivers leaning aggressively on their horns to signal their displeasure at having to go slightly slower (once to parent transporting small children by cargo bike). I can see that the previous proposals needed reconsidering but the present unfettered traffic environment is at odds with a busy residential and small business district which needs not to be deterring people from visiting as the present situation does me.</p>
Safety	WhollySupport	
		<p>I wholly support this TRO for a bus gate on Mill Road bridge and believe that the statutory aspects of this project have been carried out correctly.</p> <p>When there were bridge restrictions during the pandemic, I visited with my family a lot more; Mill Road was a nicer place to be. Now I find it stressful and unsafe to walk and cycle there with children. I'd like to see councillors stick to the aims they set with this project and make Mill Road a much safer place to walk, wheel, cycle and spend time. The scheme will cut air pollution, cut noise pollution, cut carbon emissions and improve health. There are so many benefits to this scheme (and time for further tweaks if needed) and the community has been waiting for this since 1973 (if not before). Please get this implemented and help everyone reap the benefits. Thank you!</p>
Safety	WhollySupport	
Safety	WhollySupport	Mill road is often too busy with cars at many times of the day and was much more pleasant and safer to cycle on when the traffic restrictions were in place.

Safety	WhollySupport	<p>I wholly support the proposal to close Mill Road bridge to most private motor through traffic.</p> <p>Mill Road today is very polluted, noisy and unpleasant, with constant contention between cars and vans going opposite ways, caused by parked delivery vehicles and semi-pavement parking. This makes it very dangerous to cyclists and to a lesser degree pedestrians. Ironically it feels safest when the traffic is gridlocked.</p> <p>When it's been closed in the past Mill Rd has been a far far more pleasant environment to cycle and walk, and therefore shop and eat and drink.</p> <p>Good for consumers and good for businesses. Supportive of active travel. Conveniently linking into the coming stages of the Chisholm trail too.</p> <p>Cafes and restaurants were able to use pavement and even street seating for a very pleasant cosmopolitan vibe. Air quality was far better; noise was down.</p> <p>It felt far far safer cycling there, and rather safer walking too, for the pavements are rather narrow for the number of people usually around on foot, not helped by pavement parking for deliveries &c.</p> <p>Given reduced through traffic delivery vehicles should be able to park in the road quite OK where they're meant to be.</p> <p>I welcome the proposal for the exemptions suggested, obviously buses, and particularly blue badge holders; taxis are a vital link to the railway station areas, so that's good too.</p> <p>To those objectors who say they "have to" drive along Mill Rd for their shopping there, I say: if they cannot park at Gwydir St (for example), walk over the bridge and the length of Broadway, then surely they would be entitled to a Blue Badge, and so a pass for the scheme.</p>
	WhollySupport	<p>I am writing to strongly support the newly proposed TRO for the Mill Road Bus Gate for the reasons given in the Statement of Reasons.</p> <p>The previous period of bus gate operation made the road significantly more appealing for people using the street rather than rat running to the city centre, reduced traffic levels and encouraged more cycling and walking.</p> <p>Without the bus gate, Mill Road is regularly heavily congested, with a high accident rate making it difficult and dangerous for cyclists to use the road, discouraging active travel and increasing pollution.</p> <p>Approval of this TRO will make it easier for traders to attract customers to the road, and could precipitate further streetscape improvements.</p> <p>I support the TRO's approval.</p> <p>***</p>
Environmental	WhollySupport	When the bridge was closed before I felt the traffic flow was much better. I rarely use Mil Road now
Traffic	WhollySupport	I regularly cycle along or cross Mill Road on the way to the station. I use the route that crosses Mill Road as it is quieter than cycling through the city centre. The part involving Mill Road is by some way the busiest and most worrying part of the journey. When the bridge was closed to private cars during and before the pandemic, we were able to cycle it's full length with few concerns and this opened up a whole new range of travel routes and possibilities. On one occasion a few weeks ago I chose to drive down Mill Road which only emphasised to me how inappropriate the road is for through travel. As far as I'm aware, far from being an 'arterial' route as some suggest, Mill Road is *unclassified* and should remain so: a minor road allowing strictly local access only to motor vehicles. Please also ensure that whatever physical means are necessary to prevent pavement parking are quickly introduced: bollards, planters, cycle racks, anything that does not block the pavements but stops motor vehicles encroaching yet further into all our lives.
Traffic	WhollySupport	It's about time this happened. Mill Road was so much more pleasant as a pedestrian and cyclist when the bus gate was there previously. Please get on with and put it in ASAP.
Traffic,Safety,Environmental	WhollySupport	<p>I wholly support the proposal. As a driver in Cambridge. This change is very very long overdue. When the road closes for the Christmas market, Mill Road thrives. Families. Children. People.of all walks of life fill the street. It's a clear demonstration that when you remove motor vehicles, places thrive. Our friends on the continent, particularly NL, Denmark, Czechia, Spain, have known this for decades and their town centres are often so much more peaceful and inviting. People are safer. Air is cleaner. We can hear birdsong. If anything, the Council should go much further, close the whole road. Set the tone for a cleaner, more pedestrian and cycle friendly city. Make a positive example. Be brave. Good luck.</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I live *** and based on my experience from the covid-times bus gate, I did not notice any increase in traffic on Newmarket Road with the bus gate in place. Mill Road is currently a dangerous place to cycle for myself, let alone for my young children when I take them to school and back from home to Petersfield.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	<p>During the previous trial period the restriction on through traffic made Mill Road a much safer and very pleasant area of the city. Rather than preventing access to the businesses along Mill Road, it made them a desirable destination. I understand the argument that some people rely on their car and these groups are catered for in this proposal, but i do not accept that the one or two cars illegally parking outside a convenience store are the bulk of it's customers. This is a neighbourhood of local shops and restaurants. No one is driving in from Huntingdon to do their shopping in Mill Raod CoOp.</p> <p>I am a car driver and also cyclist when necessary. I did not find the previous restriction made car access to the city centre any more difficult than usual. Once the bus gate is installed a very much look forward to spending my money in the shops and restaurants along a safe and pleasant Mill Road.</p>
Safety	WhollySupport	I visit Cambridge by car, park and ride and cycle. Last time there was a filter on mill road bridge it made mill road a much more attractive place to visit.
Traffic	WhollySupport	This is an excellent and long overdue proposal. The road closure during the pandemic was such a breath of fresh air and made the Mill Road area so much more welcoming.
Safety	WhollySupport	My daughter lives just off Mill Rd and has been knocked off her bike by a car driving too close. She was badly injured. When Mill are was temporarily closed to cars, it was much safer. When we visit, here are plenty of alternatives to driving along Mill Rd.

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I have shopped in the street both before and after the previous restriction was lifted and the experience is much better with less traffic. Indeed, since the restriction was removed I have stopped including a visit to Mill Road as it is often unpleasantly congested. I know I am not alone and the status quo is clearly damaging to local businesses as well as the health of local people.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Access,Environmental	WhollySupport	<p>I often visit Cambridge for leisure purposes, either cycling from *** or arriving by train to cycle in the surrounding area. On a visit some time ago I discovered the wonderful Bravo Patisserie and Cafe, just south of the bridge which is the subject of the TRO. On my first few visits, the road was closed to through traffic and it was a pleasure to sit outside and enjoy coffee and cake with my wife or a friend. On a more recent visit, the road was open again to all traffic and it was not a pleasant environment or experience. I'm afraid I will not return there unless the bridge is again closed to private motor traffic. I strongly support the TRO</p>
Traffic	WhollySupport	<p>I lived in the mill road area for years and, although I dont live there now, fully support the bus gate proposal. Mill Road was never so nice as when it was initially tested during the pandemic</p>

		<p>netto,</p> <p>I strongly support the TRO for a bus gate on the Mill Road bridge.</p> <p>We have lived at***. Our three children all attend ***.</p> <p>Our quality of life materially improved when the previous restrictions were in place: air quality was better; noise was reduced; and it was easier and safer to cycle (which we all do) and to visit businesses on the Mill Road on foot.</p> <p>This changed dramatically when the restrictions were lifted. The road went back to being very busy, frequently with standing traffic emitting noxious fumes. The left-hand pavement going towards the bridge became dangerous again as it is so narrow two people can barely pass and one has to step into the road. The other pavement (though much wider) very often has delivery vehicles and cars parked on the pavement. Through traffic is so heavy and fast that the road is difficult to cross.</p> <p>The improvements to pavements and planting in the plan would be very welcome.</p> <p>Yours faithfully,</p>
	WhollySupport	***
		<p>I wish to support the implementation of a bus gate on Mill Road bridge. Being a Cambridge resident who gets around town by foot & bike, I avoid Mill Road as it is not welcoming to bicycles or pedestrians: The pavement are too narrow (and when they're not narrow they're used as loading bays by businesses) and the road is too narrow for cyclists and motor vehicles.</p> <p>The previous temporary traffic restrictions made Mill Road a much more inviting and pleasant place to be.</p> <p>Please hurry up and implement the bus gate and make Mill Road a more welcoming part of Cambridge.</p>
	WhollySupport	***

	WhollySupport	<p>netto,</p> <p>I am writing on behalf of the household at *** to say that we wholeheartedly support the closing of Mill Road bridge to car traffic. We enjoyed life so much more when it was shut during the covid period. In fact, although we live a stone's throw from Mill Road we likely visit the shops there only a handful of times during the year now as it is so unpleasant due to all the car traffic. We are bikers and avoid having to bike down the road as it is so narrow. We are very cynical about the reports saying the closure of the bridge would decrease business as no one, to our knowledge, has ever said deliveries or people with mobility issues will be excluded. All over the world, vibrant, pedestrian shopping and dining areas that accommodate bike traffic and with well provided public transport thrive and are considered assets for locals and tourists.</p> <p>Whilst we know closure of the bridge comes with challenges for some to find new means of transport and lifestyle changes including embracing public transport, we believe there is no choice in a world that has to give up the resources exploited to produce, recycle, and power motor vehicles. It is clear electric cars given the overall footprint issues are not going to be enough to mitigate the impact of the parts per million of carbon already trapped in the atmosphere.</p> <p>For public safety, climate regeneration, physical health, and mental well-being (getting out on the street, saying goodbye to road rage and jams and hello to your neighbours creates healthy connections that regulate our emotions and give us a sense of belonging) it's time we put over dependence on cars well behind us. Change is often challenging, but it is inevitable and in this case imperative. Changing how we use Mill Road Bridge is not just about that one location, it would serve as an example of how we can embrace change and what we as a community in Cambridge can create together.</p> <p>Let's make Cambridge a muscle powered and public transport exemplar for this country. We know it's possible. If Newton could figure out the laws of gravity, surely we who live in Cambridge today can figure out how to live without driving a car over Mill Road Bridge. Let's acknowledge people's fears and frustrations and move onwards to try and excite them with new possibilities. Let's lean into the people geared up for this and let their enthusiasm bring others along.</p> <p>We moved to Cambridge from Copenhagen and having lived through a public transport infrastructure regeneration there, know it is infinitely possible in Cambridge. Our employers in Denmark supported the scheme by providing incentives in the form of workplace benefits and good natured competitions amongst departments for teams that embraced public transport / carpooling / biking to the office. Perhaps a similar public - private initiative here could make it fun and joyful to make change together? It would be great to redirect the energy people have placed into fighting the inevitable and necessary change. We encourage the council to be firm, rip the plaster off and enforce a change that is in our long term best interest, and then embrace and lead a public initiative to get everyone pitching it to make Cambridge a people powered pedestrian paradise!</p> <p>Good luck and let our household know how we can help!</p> <p>All the best, ***</p>
	WhollySupport	<p>Dear Sir</p> <p>I'd like to register my support for the bus gate at Mill Rd bridge. At present I try to avoid Mill Rd as both a cyclist and pedestrian, with all the traffic, it's a hugely unpleasant experience. During the covid period, a traffic free scheme was run, and it was marvelous; we'd make the journey from home (***) to Mill Rd as it was such a lovely and vibrant place to eat, drink and shop.</p> <p>Cheers ***</p>
	whollysupport	<p>Dear Sir/Madam,</p> <p>Re the mill road bridge closure consultation - I am writing to express my support for closing the road to traffic. I write this as a disabled blue badge holder who lives in Cambridge city. I visited Mill Road during covid with the road closed and much preferred the environment, and lower pollution. I hope it'll bring more trade to the shops and restaurants/cafes, and make it a pleasanter and healthier environment for local residents. Thank you, ***</p>

Environmental	PartlyObject	<p>I acknowledge and recognise that Mill Road has safety benefits when the bridge is closed but I wish the councils, and residents, to acknowledge that traffic has to go elsewhere and my objection is that this isn't understood or seen in the documentation. Coldhams Lane is already overused and past closures of Mill Road lead to an increase in traffic that has issues already affecting those who live on this road. A rumoured TRO for Coldhams Lane south would create an environmental and wellbeing impact on residents in Petersfield and Abbey areas of New Street, Silverwood Close and Harvest Way. Adjacent to this is the proposed Railpen developments on the Beehive, Coldhams Lane and Retail Park on Newmarket Road which are at risk of creating urban heat islands, not reducing traffic significantly as there isn't a plan for light rail here and there are multi story car parks on both sites indicating an expectation of car use. A linking road between both these sites over Coldhams's Lane will encourage traffic to continue to pass between both sites. This road and better management of the actual ring road (which Coldham's Lane is not part of) required addressing. I object because two roads that both run south into Cambridge need to be considered in tandem (and Hills Road too). Residents live on all these roads and Mill Road cannot be siloed to the detriment of others, it's merely moving an environmental issue elsewhere.</p>
Safety	PartlyObject	<p>As a cyclist who crosses Mill Rd bridge every day, I can see the advantage of a scheme which will reduce traffic and make the bridge safer for pedestrians and cyclists.</p> <p>However, my support has two caveats:</p> <p>1) the danger of the bridge comes in part from vehicles illegally overtaking cyclists on the uphill - if taxis continue to be able to use the bridge, they will still do this, and perhaps even more so. More should be done to discourage and police this dangerous driving.</p> <p>2) as a resident of ***, I am concerned that the volume of traffic on my road will greatly increase due to this proposal. Traffic unable to cross the bridge will be funnelled down Argyle St and will have no choice but to return to Mill Rd via Stockwell St. This could greatly alter the quiet and safe nature of the street. The council's own report on the previous closure of the bridge noted that traffic increased in surrounding areas as a result and that vehicle usage did not decrease.</p>
Access	PartlyObject	I agree with measures to decrease road traffic & increase safety for Peds & cyclists but also use this route sometimes as a driver to access the railway station.
Safety	PartlySupport	<p>I have been a resident on the ***and grew up in Stapleford and was aware of my mother using Mill Road in the rush hour to avoid Hills Road (this was long before all the retail development which is often accessed via the Coldhams Lane end of Mill Road). It is apparent that motor traffic on Mill Road is still mainly using it as an artery: I suspect that many of the objections are from non-residents; I know that some are from people who think they have a right to use it in this way. It isn't and shouldn't be and I hope you will give due weight to the opinion of local people, who rightly object to having their area being regarded as being a mere adjunct to a main road - and that goes for both sides of the bridge. I am absolutely in favour of the bridge closure: cycling over the bridge is frightening and dangerous; I only discovered the Romsey Town side properly during Covid when I walked round the whole area and was then really pleased with the effect of the closure once things had opened up again, especially now Romsey has lost the dilapidation that overtook it for a while and has become an area that it is pleasant to live in and to frequent; closure should improve matters in Mill Road on both sides of the bridge. History shows that banning cars from a shopping area, though nearly always opposed by local businesses, actually increases the use of its shops and eateries and I would like to know where someone who comes to Romsey to shop or eat by car - very unlikely as almost all the businesses are essentially for local trade - is going to leave their vehicle. There have already effectively been local referenda, with candidates who stood in local elections on a platform of opposing the closure being soundly defeated. However, there are problems. The disabled one you have now dealt with and permitting taxis is also right I do have sympathy with owners of local businesses who need to have and to make deliveries for which they would use the bridge. Can you not leave the bridge open strictly for business vehicles, with a registered badge, between say 6:30 or 7:00p.m. and 7:30 or 8:00 a.m. - the closing time enabling schoolchildren to cycle safely over the bridge? I don't think you have thought out where the traffic is to go. I have been down Argyll Street a lot lately, dealing with my late brother's property in ***, and the idea of this quiet and pleasant residential area having traffic directed through it and the road widened to do so is frankly appalling. If I lived there, I would oppose the closure in its present form. Coleridge Road is a much more obvious artery to send local traffic to but the real answer is probably part of the longer term one of getting people out of their cars in Cambridge - most of the traffic being people coming in from outside since residents tend to walk or cycle, apart from the idiotic parents who insist on taking their children by car to schools within walking or cycling distance, and I am all for making life as difficult as possible for them. One further point: my side of Mill Road is really dangerous for cyclists: narrow, lots of through traffic and far too many delivery vehicles, many of them parked on the pavements. Closing the bridge should help but a lot of it is for the station. I hope Cambridge South will alleviate some of this though I suspect Cambridge North has already had a greater impact for my side of Mill Road than South will have, but the plans for the Catholic Church junction are really alarming since it looks as if a large amount of extra traffic will end up in Mill Road.</p>
Environmental	PartlySupport	I support this proposal. The level of traffic on Mill Road is dangerous to pedestrians and cyclists especially children. However the last closure led to rat running through Tenison Road. I do not support the proposal without additional work to mitigate against this.
Traffic	PartlySupport	<p>I think it would be great if this were implemented!</p> <p>I am always cycling over Mill Road bridge. Unfortunately almost every time I use the bridge, cars and vans break the law to overtake on the uphill portion by crossing the solid white line. It makes the experience of cycling very stressful and dangerous. I do try to avoid cycling on Mill Road bridge where possible because it feels so unsafe.</p> <p>I think additionally it would be great if you could put a solid lane divider or some 'no overtaking' signage along the full length of the bridge to ensure that the drivers who are still using the bridge are unable to dangerously overtake or punish pass cyclists when they have been stuck behind them.</p>

Safety	PartlySupport	<p>I have considered the pros and cons of the proposal for a long time but now believe that through traffic on Mill Road should not be allowed. The pedestrian and cycling route connecting Cambridge North and Cambridge main railway stations - still known as the Chisholm Trail - included a passageway under Mill Road bridge which would be much safer than crossing Mill Rd at the Ironworks/Kingston St and Devonshire Rd. I have been told by *** representatives that Network Rail and other landowners will not allow the Trail to continue alongside the railway and under the bridge. As the number of pedestrians and cyclists heading for and returning from the main station and further increases, so do the chances of serious accidents for as long as the current (and also constantly increasing) volume of 4-wheeled traffic is permitted.</p>
Safety	PartlySupport	<p>I fully support this proposal. As a resident, I find it extremely difficult to cross, cycle and drive on Mill Road. It's always very busy, and cars don't respect the speed limits or the parking restrictions. They speed and park everywhere. I'm scared of cycling along Mill Road and even taking my dogs along this road.</p> <p>While everyone may find Mill Road convenient as an access point to the town, those who shop on Mill Road often don't use cars due to the lack of parking spaces. They walk or cycle. Claims that this proposal would negatively affect businesses are, in my opinion, unfounded unless businesses largely benefit from people parking illegally and causing congestion.</p> <p>As both a car driver and a cyclist, I can attest to the dangers of cycling on Mill Road and the stress of driving on Mill Road. Cars don't pay attention to cyclists and park everywhere, scooters don't pay attention to anyone, bikes are losing their confidence, and pedestrians are often ignored as well. It is the perfect scenario for a disaster. It's clear that something needs to be done: Mill Road is a small road that struggled to handle traffic before COVID-19, and it's even more overwhelmed now. Closing the bridge would certainly reduce the number of cars going through Mill Road and encourage more cyclists and pedestrians to shop on Mills Road and go to town.</p> <p>If you are not closing the bridge, Mill Road needs fewer cars! We need a proper cycle path and enforcement of illegal parking and speed limits. It also needs more crossing points for pedestrians. I believe implementing a one-way street with a dedicated cycle path and enforcing restrictions on illegal short-term parking on Mill Road could be a good compromise. Another option could be to close the bridge only from Friday evening to Monday morning, which could also be a good compromise.</p>
Safety	PartlySupport	<p>I am a local resident and frequent Mill Road Bridge user - as a pedestrian (almost daily), as a cyclist (more than once a week), and as a driver (less than once a week).</p> <p>I support the limitations on traffic on Mill Road Bridge, I would also like to see the proposal take greater consideration of the needs of pedestrians and cyclists. It is unclear to me what, if any, changes to pavement width / location will be made to make crossing the bridge easier and safer for pedestrians (at present the narrow pavements cause issues with passing), and also unclear what provisions, if any, will be made to make crossing the bridge safer for cyclists. At present, part of the danger is illegal overtaking of cyclists on the bridge. While traffic will be reduced, and buses tend to overtake safely, I have been overtaken dangerously multiple times on the bridge by taxi drivers.</p>
Traffic	PartlySupport	<p>There are also issues with motorised bicycles using (and misusing) bicycle provisions - some of these are more akin to motorbikes than to bicycles and pose a risk to pedestrians and other cyclists.</p> <p>I am a resident of the local area. I mostly travel by bike and think the proposal would be positive for the local area/community. Adding a bus gate would reduce traffic in the area making it a nicer and safer place to walk/cycle. On top of this, I don't believe that the proposal would hurt local businesses. Reduced traffic would likely increase foot traffic and, therefore, the likelihood of people looking around the local shops/spending money. If the opposite appears to be the case I would be more likely to take issue with the proposal. On top of this, I also believe it is important that the closure does not negatively impact disabled people and that their ability to travel is not hampered. I am aware that blue badge holders will be allowed to pass through the gate which I think should probably help to mitigate this issue.</p>

Other	PartlySupport	<p>I am supportive of a modal filter on mill road bridge to minimise the number of vehicles using mill road, with a few amendments made, if possible.</p> <p>There are a number of reasons why I am supportive:</p> <ol style="list-style-type: none"> 1) Safety - mill road is safer for pedestrians and cyclists (especially children) when the minimum number of vehicles travel down it at minimal speed. 2) Amenity - mill road is not an arterial road, it leads from brookside (a dead end for vehicles but the continuation of the tins cycle path) to parkers piece. Unlike trumpington road, Newmarket road, Milton road, coldhams lane, its primary purpose is shopping, entertainment and residential, not as a transport link. It is in a densely populated area, with multiple streets leading off it containing mainly terraced housing. This road should be considered a destination rather than a thoroughfare. 3) Environment - people should be encouraged to use public transport, walking and cycling in order to reduce traffic and pollution in our city. By introducing a bus gate, this should not impact on bus users, cyclists or blue badge holders. 4) Health and well-being - people who are encouraged to walk and use other forms of active travel will be fitter and happier. Perhaps residents will consider other forms of transport and will pause <p>I do, however, think a few things should be considered when making the bridge a modal filter:</p> <ol style="list-style-type: none"> 1) Improve bus services that connect Romsey and Petersfield to the city. At the moment it's not possible to get to the station easily from the area using public transport. This has been a problem for a very long time. If we are serious about getting people out of their cars, we should ensure there are options for everyone to move to (not everyone can cycle or walk long distances) 2) Ensure that signage at each end of the road is appropriate so that people know the bridge doesn't exist. Ideally work with Google and other mapping companies to ensure their maps are updated to exclude the bridge as a through-route for cars asap 3) Consider how vehicles that need to turn around at the bridge will do so on both sides - Devonshire road is very narrow on the Petersfield side and argle street/Cavendish rd like wise. It may be necessary (although not possible) to restrict the size of vehicle travelling down the road making deliveries. 4) Work closely with the businesses who are concerned about the impact to reassure them. Ideally, take inspiration from other cities/areas globally that have benefitted from reducing vehicles on their streets. I do believe that we can move away from being a car-centered community with the right support for people affected.
Safety	PartlySupport	I support the proposal and would like the council to consider greater safety options for cyclists and pedestrians on this road as well. As both a cyclist and driver, I actively avoid travelling through Mill Road if I can avoid it due to how unsafe it feels.
Traffic	PartlySupport	Support the pedestrianization
Traffic	PartlySupport	<p>Not sure why can't select multiple categories for response category as in my view beneficial for safety, environment as well as traffic.</p> <p>I support proposal but think more could be done and any additional/alternative measures would be to enhance and expand traffic control measures</p>
Safety	PartlySupport	<p>I support the scheme because it it's currently state Mill Road is unsafe for pedestrians and cyclists.</p> <p>I would like to see Mill Road pedestrianised or at least one way.</p> <p>However bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p>
Safety	PartlySupport	<p>As a cyclist and local resident, this appears favourable to my commute, and may encourage others to make similar commutes, however I am concerned at the possible access implications for others dependent on vehicle transport, and the possible traffic impact on alternatives routes such as Rustat Road. I would like to see consideration for Blue Badge holders within the 'authorised vehicles' and/or a local residents permit for those residing close to the bridge.</p> <p>Better traffic management around the area such as a single vehicle lane over the bridge, governed by lights on each side akin to a smart-tunnel, (alternating access for north and south bound traffic), could provide enough space for segregated cycle paths in both directions.</p>

Traffic	PartlySupport	<p>Th is closure will effect me considerably as I live off Mill Road in Romsey..</p> <p>I will have to make a considerable detour to get to the city centre.</p> <p>However on balance I am supporting the Bridge Closure because it will make Cycling and Walking safer. The air quality should hopefully also improve.</p> <p>I think the policing of traffic , e-scooters electric Cyclist and other users is important as this will improve safety for all in Mill road. At present this has not been done.. There is very little Police presence. Speed restrictions are not imposed..</p>
Other	PartlySupport	<p>I fully support the closure of Mill Road bridge for the benefit of pedestrians and cyclists on the whole of Mill Road.</p> <p>I do want to caution against directing traffic into Argyle Street, especially large vehicles. During the previous bridge closure, HGVs would regularly get stuck due to the curved road and sharp turn onto Stockwell Street, and reverse the length of Argyle Street back onto Mill Road, with obvious danger to other traffic and parked cars.</p>
Safety	PartlySupport	<p>I wholly support this TRO as Mill Road is incredibly unsafe for car drivers, cyclists and pedestrians alike. This would make it a lot easier for buses to navigate through Mill Road and it would make for much more pleasant experience as a cyclist or pedestrian. The only thing I would like to add is that shopkeepers should still be able to accept deliveries on Mill Road as an additional exemption. This could be time restricted access for registered cars, for example, and would most likely placate business owners along the road.</p>
Traffic	PartlySupport	<p>I work just off Mill Road *** and commute by bike. A reduction in motor vehicle through traffic along Mill Road would be very welcome: It would make my journeys faster and safer. Additionally I believe it would make the area more pleasant as a pedestrian / make the outside areas of cafes more attractive to patrons.</p> <p>I'd also like to see more parking enforcement along Mill Road - the road is quite narrow and people parked on double yellow lines frequently obstruct traffic and/or block the pavement.</p> <p>Finally, I'm not sure why the restrictions shouldn't also apply to private hire vehicles / taxis.</p>
Traffic,Disturbance	PartlySupport	<p>I work at the *** and I will soon move to the area around Mill Road. I have been a regular overnight visitor to the area. As a cyclist and pedestrian I support the proposal. But it seems it will divert a lot of car traffic to small streets around the bridge, which do not have the capacity to welcome such traffic without serious harm (pollution, noise, congestion...) to residents (e.g. Devonshire Road, Argyle St). How will this be prevented?</p>
	PartlySupport	<p>Not sure where to put this so I'll email it in.</p> <p>I live in Cambridge and broadly agree with the proposals - I travel to Mill Road regularly to socialise and go for something to eat and generally get around town by bike. Cycling along Mill Road is never a pleasant experience and an improvement of the public realm would be greatly appreciated.</p> <p>However, on the odd occasion that I do have to travel to the station by car (say to pick up family or I've got a suitcase) it's via Mill Road - if this is by taxi it wouldn't make much difference but if you're coming from the North of the city it's going to have a knock-on effect on traffic accessing Cambridge Central via Hills Road particularly at peak times.</p> <p>So maybe consideration of improving the train services to Cambridge so that they also stop at North and South (Addenbrooke's) to alleviate the pressure on and transport to the central station? And also, consideration in the proposed redevelopment of Hills Road so that increased traffic to the station doesn't bring everything to a standstill. It's already tricky enough trying to work out how much time you need to get to the station by public transport or car.</p> <p>Great work on Milton Road, but what is the plan for Mitcham's Corner? So far it seems to be empty shops, a nice central island for day drinking and dangerous junctions for cycling.</p> <p>As Cambridge continues to expand alternative areas to the centre of town like Mill Road, Mitcham's Corner, the Kite will take the strain off and provide alternatives to the town centre as new developments have very little in the way of hospitality and encourage smaller local businesses.</p> <p>Thanks</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am writing with my views regarding the proposed restriction of traffic over Mill Road Bridge. I am in favour of this because I would like to see an improvement to the Mill Road environment for pedestrians, cyclists and the people that live very close to the traffic. Unlike other roads, there are hardly any front gardens to create distance from the traffic. I also have grave concerns about safety due to the narrow pavements.</p> <p>I am a driver, cyclist and pedestrian and I live on *** at the end of ***. I very much enjoyed using a quieter Mill Road to walk and cycle during lockdown and would love to have this permanently. It is also lovely when the road is closed to traffic during the winter fair and people enjoy walking down the road enjoying the diverse shops and restaurants. I would like to see more useful local shops return.</p> <p>I feel that traffic reduction would be make Mill Road into a great place to visit and that the shops and residents would benefit from this. It would also provide somewhere vibrant to visit for others who live further away. I would certainly use it more if it was easier, more pleasant and safer.</p> <p>It is a busy road with many pedestrians. On the Petersfield shop's side of the road where the pavement is widest, walking is not comfortable due to all the street furniture, bins, and especially the pavement car parking which is totally antisocial. At my end of the road we are close to Queen Anne carpark via Mortimer Road which makes the take-aways and restaurants in the area of Piri Piri a very short walk away and is free in the evenings when the pavement parking is at its worst. The car park is the same distance from those take aways as I am her on Petersfield and I consider them to be close by.</p> <p>The narrow pavement on the other side of the road is incredibly dangerous. If I walk here from my *** back to Petersfield, people coming the other way will only too often step into the road without looking behind them in order to give space to the person walking towards them. I have kittens when I see them do this as they could get knocked by a passing bike or a car. A cyclist could easily be knocked off their bike into the path of an car. Once when I was at the surgery, someone walked in with an injury to their arm due to being knocked by a passing vehicle on this stretch of pavement. I also know an frail elderly lady who was knocked over by the wind from a van passing by on the road when she was walking on that narrow pavement. She sustained a head injury.</p> <p>So it is not just uncomfortable to be a pedestrian or cyclist on Mill Road but unsafe too.</p> <p>As a cyclist, I would like to pop to the shops on my bike but there is hardly any where to lock my bike which puts me off at times so would like to see more well placed cycle racks.</p> <p>I do think it is important to say that I think Mill Road should be a street for shopping and living. It would be good to actively encourage the sharing of the road by pedestrians and cyclists and those who need to access the streets where they live by car. I definitely don't think it should be designed as a through route for cyclists as this would make it unpleasant and encourage cyclists to feel they have priority in what I hope will become a vibrant shopping, eating and living road that I would use more if there was less traffic and it was safer.</p> <p>Best wishes, ***</p>
Safety	WhollySupport	<p>I am in favour of this proposal because as a resident and pedestrian, I find it difficult and unsafe to cross Mill road, walk on the pavements, and sometimes cycle with the current levels of traffic.</p> <p>The relentless traffic and the long distance between pedestrian crossings along Mill road means that I often have to wait a long time to cross.</p> <p>Additionally, the pavements are narrow to begin with and the constant issue of pavement parking, exacerbated by the access provided to more traffic by the bridge, makes it difficult and unsafe to walk along the road.</p> <p>Mill road has many great places to shop and dine. Since there are public car parks nearby, I believe prioritising pedestrian/cycle access to the road will benefit residents as well as local businesses.</p>

Safety	WhollySupport	<p>I never cycle over the bridge because I don't bevel safe doing that.</p> <p>I think cars come too fast along the road and it's scary for me when I cycle home or cross the road as a pedestrian.</p> <p>I worry about my daughter walking to school in the morning along the pavement due to amount of traffic on the road and the speed they drive at despite the 20th speed limit.</p> <p>I support the closure of the bridge because I think it would encourage people to cycle and walk and make the road feel much safer and less congested.</p> <p>It is scary to turn in and out of my own road onto mill road as a cyclist and I think people take too many risks on the road because there is too much traffic and not enough space.</p>
Traffic	WhollySupport	<p>I hope that this will see the implementation of the modal filter and the much needed safety work start soon. Delighted to hear about the cyclist and pedestrian improvements planned for Mill Rd too.</p> <p>Thanks</p>
Safety	WhollySupport	I am a cyclist who feels the road is currently unsafe and these measures would help with this
Environmental	WhollySupport	<p>I wholly support this Traffic Regulation Order (TRO) for a bus gate on Mill Road bridge.</p> <p>I support the scheme because:</p> <p>I think the bus gate would be a great way to support the Government's and the City and County Councils' valuable commitment to a radical change in the provision of walking and cycling infrastructure, in particular this would (as shown last time a bus gate was in force here):</p> <ul style="list-style-type: none"> •encourage more people to cycle and walk; •aid people's physical health and mental wellbeing – for myself I feel much healthier if I can walk and cycle to places; •improve the local environment with much better air quality, which for me would almost eliminate the need for asthma inhalers (I did not need my inhaler for a whole 3 weeks when doing the Coast-to-Coast walk last year, but once back living by Mill Road my asthma restarted on my return; •reduce noise pollution, especially for those cars that accelerate madly over the bridge, then have to slam on their brakes; •improve driving and reduce the risk of accidents, especially near or on the bridge if there are fewer vehicles, especially for those drivers who overtake bikes and cross the solid white line going up the bridge where they cannot see traffic coming over the brow of the hill/bridge – a few cameras and ticketing here might help; and •I'm sure there would be a positive impact on the economy for businesses in local streets – this has been well documented from the last trial and in other cities. <p>Additional key points</p> <p>In my opinion as a regular user of the Mill Road/Devonshire Road junction, I feel it is most important that you retain the no right turn into Devonshire Road from Mill Road (for traffic driving easterly). This junction is busy with pedestrians going to and from the station. In addition, the road is narrow and vehicles (especially for the new building site on Devonshire Gardens) that do flout the current rules usually cross the middle of the road right into bikes, people and vehicles exiting the road not Mill Road. This was not done during the trial TRO, resulting in extra danger at that junction. The incidence of accidents reporting indicate this junction is one of the worst in Cambridge for accidents.</p> <p>The council documents indicate that you intend to 'install "other traffic" markings to divert general traffic along Argyle Street'. Something similar is required on Mill Road before the west side of the bridge to ensure that any traffic wanting to turn right will need to turn down Tenison Road or earlier roads and cannot turn into St Barnabas Road nor Devonshire Road (see the above comments). The documents indicate that the Bus Gate markings will be on red tarmac. This is often used around Cambridge and is a real problem. It often crumbles, leaving signage broken, and seems to last far less time than black tarmac, resulting in an extremely uneven surface. I've had several punctures caused by the uneven roads in Cambridge - it's dangerous when a tyre bursts on route. It would be useful to see if there is a more suitable surface and if not then I think that you will need a specific programme of regular maintenance.</p> <p>To help Mill Road improve for the benefit of the whole city I also think that you seriously need to do abolish pavement parking. Again last night as I walked along the road coming home a car drove up the kerb and at me. Only by jumping out of the way did I avoid being hit. This must stop. It's dangerous and ruining the pavements</p> <p>Other comments</p> <p>Like many people in Cambridge, I want Mill Road to be an attractive, safe and successful residential and shopping street, retaining its unique atmosphere, independent shops, cafés and restaurants, popular and accessible to all residents and visitors.</p> <p>The bus gate scheme supports this and is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. This will include not only local residents but those from other areas that come to shop here. If encouraged to get out of their cars they are more likely to spend money! They can still access the whole road – they just will be unable to drive along it as a through road.</p> <p>It really is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. It was recently voted as currently being the worst road to cycle along in Cambridge. For a vibrant part of the city this is awful criticism, yet I find it so true.</p>

		<p>As a local resident – and, as it happens, both a car owner, and a cyclist - I wish to register my STRONG SUPPORT for the planned traffic restrictions on Mill Road bridge. I have looked carefully at the case against. Of course the introduction of restrictions will be inconvenient for some. That is always the case. I hate to imagine what many of our city centres would be like if that argument had been sufficient to prevent traffic restrictions (and indeed pedestrian zones). However, the advantages of the proposed restrictions hugely outweigh the inconveniences. Mill Road is simply not fit to be a through route. It is dangerous and polluted. I live on the ***. During the COVID restrictions I – and many others – actually used the full length of Mill Road a great deal more. The restrictions brought the street together for all – because, for those who use and enjoy the Mill Road facilities, the bridge became just that: a bridge that joins the two parts, not a barrier between them (which it is when cars and lorries are rumbling across it). Clearly, some uses will be prevented. That is the point – overall a positive, not a negative. But the consequent enhanced attractiveness of Mill Road more than compensates, and I suspect that the imposition of traffic restrictions may significantly increase footfall.</p> <p>The objectors are determined and ingenious. I’m impressed by the nitpicking detail. However, articulate argument and effective organisation should not be mistaken for popular support, nor does it mean that they are right. Their dire predictions seem overblown. It is astonishing that, in 2024, in a city such as Cambridge, there is such an energetic campaign in support of the internal combustion engine. The TRO is a significant step forwards for the quality of life in the city. It should have been put into effect two years ago. I urge the Council to implement it now.</p>
	WhollySupport	***
Traffic	WhollySupport	I travel along Mill Road almost every day as a pedestrian or as a Cyclist. I worry about my safety as the pavements and the road is narrow in places and it is awkward moving from one shop to another. I am also concerned about air pollution caused by the high volume of traffic.
Traffic	WhollySupport	I agree with the proposal. Improving infrastructure so cycling is safer is important to me as a cyclist and resident.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I cycle every day on Mill Road and wish that the pollution and congestion were reduced.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>
Traffic	WhollySupport	Fully supported. Difficult to walk or cycle over the bridge or on Mill Rd with the current amount of traffic and the size of the pavement. Traffic restrictions will improve this and allow to reorganise Mill Rd to be more humane.
Safety	WhollySupport	I wholly support this TRO for a bus gate on Mill Road bridge due to safety reasons for pedestrians and cyclists along Mill Road.
Environmental	WhollySupport	<p>I regularly cycle or walk along Mill Road, often with my young grandchildren. I have lived in this area for 55 years and have seen many changes, many good and some less so. However the most obvious, and least welcome, has been the increase in traffic, in traffic jams and the arrogant use of the pavements for parking, which has been particularly noticeable within the last few years. It is obvious that much of this is just through traffic; most people do not visit Mill Road shops by car as parking places are a rarity.</p> <p>Apart from the great increase in pollutants which is so obvious that when with young children, particularly those in pushchairs and prams, I am often forced into taking indirect routes (side streets and cycle bridge) to avoid Mill Road, it has also become increasingly dangerous for cycling. The pavements too, when not blocked by parked vehicles, are not wide enough in many parts to allow for easy walking so close to speeding traffic. The Covid lockdown periods, with the semi closure of the bridge, demonstrated the vast improvements that could be possible were the bridge closed again (at least for certain times within the day). It should not be forgotten that there have been and will be many new housing developments within the area with increasing numbers of residents (including children) daily using Mill Road and its businesses (hopefully growing).</p> <p>We do not need to contend with increasing through traffic using Mill Road as a short cut as well.</p>
Environmental	WhollySupport	<p>I completely support the proposal, for several different reasons:</p> <ul style="list-style-type: none"> - Mill Road is a wonderful, diverse street full of interesting local businesses. Parking is limited, and there isn't capacity for shoppers to park in the neighbourhood. Better, therefore, to promote it is a walkable neighbourhood, where shoppers can enjoy walking along the pavement. I'm sure this will be better for local businesses in the long run. - Mill Road is too narrow to be a major traffic thoroughfare. - The world has to transition to a low-carbon future, which will have to mean fewer cars. Cambridge, as a major tech centre, should be at the forefront of this. I hope to see a coherent transport policy with fewer cars throughout the city. The proposal will be a big step in the right direction.

Traffic,Safety,Access,Environmental,Financial	WhollySupport	I fully support the TRO for Mill Road Bridge – residents and many businesses have been calling for a better balance between road users on Mill Road for over 50 years. Following best practice in so many cities across Europe, we need to prioritise space for walking and cycling on this important High Street, and reduce road traffic. Extensive research has shown that improving air quality and the street environment improves trade and commerce. I believe that, properly designed and implemented, this restriction to traffic could result in a more resilient local economy, improve lives and reduce accidents on a dangerous road. There has been consistent popular support for these changes from local residents, and it is disappointing that it has taken the Highway Authority so long to properly implement improvements.
Safety	WhollySupport	I wholly support plans to a safer Mill Road for cyclists and pedestrians. I felt a lot safer when the bridge was closed to traffic. I'm a regular user.
Traffic	WhollySupport	<p>I completely support the proposal.</p> <p>The current situation discourages active travel, not only by cyclists but also by pedestrians who must deal with speeding vehicles when they cross Mill Road. Currently the area is a hotspot for dangerous driving, with frequent overtaking on the uphill sections of the bridge despite clear road markings.</p> <p>As a local resident who walks and cycles on and across Mill Road daily, I can attest that the situation was much better when the bus gate was in place. I also was more inclined to go to the shops on Mill Road when there was less traffic.</p> <p>I also am outraged by the waste of money resulting from frivolous lawsuits from opponents of traffic restrictions on the bridge.</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>it will</p> <p>I support the scheme because will encourage walking, cycling and wheeling, reduce traffic congestion and reduce air pollution. Buses are more likely to run on time.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. It will be part of a larger plan to reduce traffic congestion in Cambridge</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	I support this proposal to reduce traffic along Mill Rd on safety grounds primarily. There is a huge amount of traffic and cars on Mill Rd, many driving too fast. I live on *** and the junction with Mill Rd and Devonshire Rd is very dangerous. It can be hard to even leave my road in the morning by foot or bike to cross Mill Rd sometimes because of the volume of traffic. I want to feel safe walking around this residential area and feel a reduction in cars would contribute to improved safety and health as well by lowering the air pollution. Thank you.

Safety	WhollySupport	<p>I totally support the bus gate proposals for Mill Road bridge.</p> <p>Mill Road suffers from an excessive level of traffic given the nature of the road. The number of collisions along its length are also high for the type of road, with the Mill Rd/Kingston St junction being a particular hotspot with conflicts between pedestrians, cyclists and vehicles. This is largely because Kingston St and Devonshire Rd are part of the heavily used Chisholm Trail.</p> <p>Cycling along Mill Road is currently dangerous because of the amount of traffic, illegal parking and loading/unloading of goods vehicles. This would be markedly improved by reducing the levels of traffic on Mill Road.</p> <p>Other problems are illegal parking on pavements which reduces safety for the very high number of pedestrians that use the shops along its length, as well as damaging the pavements which makes them more dangerous to use, particularly for wheelchair users and parents with children's buggies.</p> <p>I disagree totally with assertions that closing the road to private vehicles will reduce trade for the shops. Reducing levels of private car usage on Mill Road will encourage more people to visit the shops because it will be a more pleasant and safer destination.</p> <p>Keeping to road open to taxis and blue badge holders addresses concerns about access for disabled and people with reduced mobility.</p> <p>The current proposals are an acceptable compromise between increasing safety for the very high number of pedestrians while maintaining access for buses, cyclists and loading/unloading vehicles.</p> <p>There will inevitably be re-routing of traffic initially onto other roads but longer term the levels of private car will reduce to account for the amount of road capacity. Transport research has repeatedly shown that building new roads leads to increases in traffic but that the inverse is also true; reducing capacity leads to reduced levels of traffic.</p> <p>Mill Road and local residents need these proposals to be introduced and the May 2022 public consultation results overwhelmingly support this with 72% of respondents in favour of restricting the amount of traffic crossing Mill Road bridge.</p>
Safety	WhollySupport	I wholeheartedly support this proposal on the grounds of safety and air quality.
Traffic,Environmental,Safety	WhollySupport	<p>Much better for pedestrians and cyclists.</p> <p>Reduced traffic, noise, pollution.</p>
Safety	WhollySupport	I believe that this will help active travel and improve the overall safety of the area.
Traffic	WhollySupport	Mill Road is congested and unsafe for pedestrians and cyclists. The crossing from Devonshire Road to Kingston St is difficult for cyclists and walkers, and was remarkably transformed in the previous partial closure. The shops can still be accessed by motor vehicle if necessary and more suitable through routes exist. People may shift from cars for shorter journeys.
Safety	WhollySupport	Cars often dangerously overtake on the bridge and nearly hit cyclists and pedestrians. The whole road is too busy and too narrow
Safety	WhollySupport	I fully support the bus gate proposal. I have often witnessed car overtaking cyclists and been overtaken by cars whilst cycling across that bridge and it's very dangerous.
Access	WhollySupport	<p>As an older cyclist, I would really appreciate being able to cycle over the bridge to the shops the other side, and to my allotment at ***, and feel safe. Mill Rd has become so congested and polluted in recent years and it seems such a shame when it could be a really attractive and accessible shopping street of independent traders. At the moment I generally drive my car round via Coldhams Lane to Burnside but I'd be back on my bike in a flash if there were a bus gate on the bridge and a serious reduction in traffic.</p> <p>Having said the above, I am wondering how delivery lorries would turn round? Would they be routed through the side streets? Has this been considered, as there is no mention in the plans as far as I can see.</p> <p>Also, I really hope the closure would be accompanied by some greenscaping - trees, etcetera.</p>
Traffic	WhollySupport	I believe that the proposed bus gate would serve greatly to make the use of Mill Road safer for cyclists. I live in Petersfield and use Mill Road to commute to central Cambridge, and feel like it is currently the most dangerous road in the city to cycle due to heavy traffic during peak hours. The road itself and one of the pavements in the Parkside-bridge section being narrow results in both pedestrians stepping into the road to pass one another, while on the other side of the cycle traffic cars often overtake bicycles. This often creates rather stressful situations, especially if there are any unfilled potholes in the road. Any reduction to the traffic, I believe, would greatly help those like me who live nearby to feel safer in their daily journeys.
Traffic	WhollySupport	Mill Rd is on our way to any activity: school, work, after school activities, cinema. We travel by bike and we often need to take a longer route to avoid Mill rd traffic and it's regular accidents. It would be great to be able to use Mill rd on a bike with less risk of an accident.
Safety	WhollySupport	I fully support the closure of the bridge to cars. As a local resident I see dangerous behaviour (typically attempts to overtake cyclists) by drivers using the bridge on a daily basis. My experience as a pedestrian makes me unwilling to cycle along Mill Road, which significantly increases my daily commute time. Closure of the bridge would make a significant impact on my own quality of life.

Safety	WhollySupport	Mill Road is a high street, not an arterial road, and it is unsuitable for 12,000 cars a day. It is a hotspot for traffic incidents and it needs to be safer for everyone, including cyclists and children who need to use it to go to school.
Safety,Access,Disturbance,Environmental,Traffic,Parking	WhollySupport	Reducing traffic on Mill Road would make it more pleasant to walk and cycle down
Traffic	WhollySupport	I fully support the proposed TRO restricting through traffic on Mill Road. Given the mixed residential / light commercial character of the Mill Road streetscape, and the narrowness of the existing footways in many places, high volumes of motor traffic passing through Mill Road appears to act as a deterrent to local residents walking or cycling to nearby amenities. This impact is particularly pronounced around peak times, when heavy motor traffic accessing the city centre via Mill Road often conflicts with the typical flows of pedestrians and cyclists between residential areas in Romsey and Petersfield and workplaces around the station and in the city centre. Personally, a reduction in through traffic would make me more inclined to utilise active travel options and frequent businesses along Mill Road, which I feel would benefit more from passing trade in terms of increased footfall than would be lost in terms of reduced motorised through traffic, especially if the proposed TRO facilities public realm improvements and particularly additional cycle parking to make businesses in the area more accessible for residents living elsewhere in the city.
Safety	WhollySupport	As a parent to a two year old, Mill Road does not feel safe at all, even when walking on the pavement. Heavy, fast moving traffic is constantly speeding inches away from the pavement. Road crossings are also perilous. Mill road will only be a successful high street when people can feel safe walking down it.
Traffic	WhollySupport	I am strongly in favour of this proposal and wish it had been implemented sooner. I am a resident who cycles and drives down Mill Road regularly to work at *** and into town, and I believe these proposals would significantly improve cycling with a relatively minor inconvenience to drivers. I am a bit concerned about an emptier road being an excuse to drive faster, especially for taxis. I would also hope that an emptier street could support a more frequent (and reliable) bus service which I often use in bad weather. I used to live near Northcote Road in south London, a good example of a well-designed suburban high street - open to local traffic but not through traffic. The restrictions meant that the street had wide pavements/a pedestrian-friendly road surface, low+slow traffic and a thriving shopping and restaurant scene that I think Mill Road could achieve without too much difficulty.

		<p>Good Afternoon,</p> <p>This is not confidential, and I am happy to be quoted by name.</p> <p>I am responding to the TRO consultation re Mill Road TRO and whilst this response could cover several pages, I will focus on the democratic mandate to restrict the bridge.</p> <p>The GCP consultation, 'Mill Road Spring,' indicates a considerable support for the restriction of Mill Riad Bridge, reducing traffic on Mill Road and improving the area to benefit residents and traders and make cycling and walking safer. The bridge restriction in particular has circa 72% resident support.</p> <p>In this year's city election in Romsey, I stood deliberately on a programme to reduce traffic, pollution, and the restriction on Mill Road Bridge. The LibDems and the Greens were less specific ,but supported similar restrictions. In the same election, there were two candidates standing on what could be called the 'pro-car/keep the bridge open lobby. An independent and a Tory.</p> <p>The results of the election clearly indicate that residents are in favour of reducing traffic, restricting Mill Road Bridge and making the area safer for cyclists and pedestrians. In outcome I was elected on 52%, 1433 votes. Runners up were the Greens 19%, 524 votes, LibDems 11%, 304 votes. The pro car lobby obtained between them 18%, 481 votes. This is a very clear mandate in support of the restriction of Mill Road Bridge.</p> <p>Yesterday, 12-9-24, there was a by-election in Romsey. Labour, LibDems and Greens clearly stood on a bridge restriction agenda. The Tories remained pro-car. Results were Labour, 43% 596 votes. Greens, 29% 409 votes. LibDems, 18% 249 votes. The pro-car Tory's, 10% 138 votes. This again indicates a clear mandate in support of the restriction of Mill Road Bridge.</p> <p>Overall the statistics above, indicate just how much local support there is for the restriction of Mill Road Bridge. Weighing in on the debate, are Government and Local Authorities. Both promote cycling and walking over private vehicle use. Another powerful lever for why Mill Road Bridge should be restricted is the planned GCP Fullbourn Greenway, which inevitably will rely on Mill Road being a safe route for cyclists.</p>
	WhollySupport	Below appears evidence of my claim (above) that the restriction of Mill Road Bridge has overwhelming public support.
Traffic	WhollySupport	Mill Road Bridge is not safe for cyclists and the air quality is poor. On street parking in Mil Road is out of control and as a whole the street would feel better with reduced traffic.
Safety	WhollySupport	I strongly support this proposal. Closing Mill Road bridge to traffic will make cycling and taking children to school much safer. It will generally make Mill Road much more liveable and enjoyable.

Safety	WhollySupport	As residents of the local area we support the proposal because it would improve cycling and walking conditions on Mill Road. Currently cycling over the bridge and on Mill Road is dangerous because of high traffic flow and reckless driving by some e.g. overtaking on blind hill. As a pedestrian, it is often hard to use the pavements as they are often blocked by parked cars including taxis, people making short stops at shops, friends of those owning shops stopping for a chat, and more. Access for those who are disabled and need adequate and level space to use the pavements often struggle to navigate around parked cars. As a pedestrian you are often forced to walk in the road. Parked cars and a high through-flow of traffic along Mill Road combine to make often standstill traffic, causing an unpleasant environment to those visiting the shops and safety issues for cyclists and pedestrians. Visitors to Mill Road will still be able to access the amenities by arriving to either side of the bridge, but we agree that closing the bridge would eliminate the traffic that is not stopping and using businesses but merely using the road as a thoroughfare to other locations.
Traffic	WhollySupport	I wholly endorse the proposal to close the Mill Road bridge to most private motor traffic. The levels of traffic on Mill Road (as well as the overspill effects like pavement parking on surrounding streets) make the area quite unpleasant to walk and cycle. The previous closure during Lockdown (and the very brief one we had recently for roadworks) were a vision of what a walkable, pedestrianised Mill Road could be.
Traffic	WhollySupport	I fully support the TRO proposal for Mill Road Bridge closure with the exemptions outlined. The lives of local residents are paramount. As someone who walks and cycles over the bridge daily, and occasionally drives, there is simply too much space provided to motorised vehicles on Mill Road at the expense of people walking and cycling. The footways on the bridge are not wide enough to accommodate the numbers of people walking and cycling and every day I personally face or see a near miss between a driver and a person on foot or cycle due to speeding, impatience of drivers or overcrowding of pedestrians on footways. Arguments that it is an important arterial road just don't stand up when it is not designated as part of the 'Cambridge Ring Road', and the function is primarily for place not movement. The people who live and spend the most time in the area should come first.
Safety	WhollySupport	I support the introduction of a modal filter for the bridge. The traffic along mill road makes it unsafe to walk along.
Safety	WhollySupport	I am a resident on the *** of the proposed Bus Gate. I have two small children who go to school in the Petersfield area. My eldest is a keen cyclist and regularly asks me to be allowed to cycle to school. On the few times I have let him we have had scares. A 6 year old gets distracted easily. On a few occasions he has swerved suddenly, if only a little bit, away from the side of the road and he was in the path of danger of hitting another bike or getting in the way of a car rushing by us. Although we have the option of going through the pedestrian bridge near the station, we end up in the same packed streets facing the same problems. Easing congestion on Mill Road would dramatically change this situation, and this is not a guess, we have witnessed it when the bridge was temporarily closed. There is still traffic, buses, taxis, but gone are the impatient vans and lorries, who, to me, pose the most significant threat to cyclists and pedestrians. It also seems to me as a resident, who knows other residents, that the traffic on Mill Road is not traffic to Mill Road but traffic that uses the road to get into and out of the center of town. With narrow pavements and no parking, Mill Road does not seem fit to play the role as a major artery of the city. Given how the road and its vicinity has urbanised and continues to urbanise, it seems right to correct our understanding of what Mill Road can do for the city and its residents that maintain its prosperous business life. The bus gate is a small start in that process.
Safety	WhollySupport	I support the closure of the bridge for the increased safety of pedestrians and cyclists on the bridge. Cats drive too fast and dangerously on the bridge at present
Traffic,Safety	WhollySupport	Proposal will allow more families to cycle, improve active travel and reduce traffic, congestion and road risk.
Environmental	WhollySupport	I fully support the closure of the bridge as a local resident to improve the pedestrian experience of mill road and reduce emissions in the area.

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I want to enjoy cycling along Mill road in a much safer and cleaner environment. I do not own a car and look forward to days when fewer people are dependent on motor vehicles for the sake of our healths and the environment. At the moment I feel extremely nervous and stressed when I cycle along Mill road due to the level of motor traffic and the driver's aggression and disregard for my safety.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>
Safety	WhollySupport	<p>I am disabled. I am glad that the proposal allows blue badges over the bridge though. I had a mobility scooter but I did not feel safe on Mill Road with the volume of traffic so I have not been using it. Along with pollution and related environmental issues such as climate change, I am particularly concerned about safety. One of the (many) great things about Cambridge is that old and young alike cycle. They are bound to be more at risk with the more traffic there is. Mill Road is not a through road and should not be used as such.</p>
Traffic,Safety,Environmental,Access	WhollySupport	<p>I both cycle, drive, walk & shop along Mill Rd & believe the TRO will improve all these. Shopping will be easier & more pleasant without the pollution. Mill Road is inappropriate to be used as a through route into the city as it simply causes more congestion at the East Road junction & a traffic jam along Mill road impacting access for residents & businesses. Cycling is currently unpleasant and also dangerous due to queuing traffic & no cycle lanes. Driving during rush hour is difficult due to queuing traffic & although certain routes from my house (e.g. accessing the station) would be longer in distance at many times of day this would not be significantly longer.</p>
Safety	WhollySupport	<p>Closing Mill Road to through traffic will make it much more pleasant and safe for cyclists and pedestrians. I think this is a great idea.</p>
Safety	WhollySupport	<p>I wholly support the proposal to close the Mill Road bridge to traffic. Traffic on the bridge - and on Mill Road more generally - is out of control: and drivers are rarely considerate of others (pedestrians, cyclists) using the road. They speed, park up on the curb everywhere - without regard -, and can indeed often be seen parked on the pavement - taking up almost all the space available. I have found myself on many occasions having to walk on the road with a pram because there was a car parked on the pavement. Cars also damage the road: there is an increasing number of very large potholes on the road, which are dangerous to cyclists and pedestrians. Moreover, they drive without regard for speed limits, or traffic limits: my husband was pushed off the road by a car that tried to overtake him on the way up on the mill road bridge. He was, at the time, cycling on our cargo bike and taking our children to school.</p> <p>In general, I find drivers in Cambridge to be entitled and unpleasant. Due to construction work on our house, we had to park our cargo bike on the road for a few weeks (we don't own a car). The locals, including our neighbours, were extraordinarily unpleasant and aggressive about this: they claimed that we were not permitted to park on spaces designed for parking, as they belonged to cars. Never mind that this is incorrect as a matter of law, they reported our bike as abandoned to the police to have it removed.</p> <p>This city really needs to reconsider its approach to traffic: cars are dangerous and unsafe, not just to pedestrians but to the environment. The more they are restrained, the better.</p>
Traffic	WhollySupport	<p>Fully support bus gate to ease traffic issues and improve cycle and pedestrian safety on Mill Road.</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I feel under threat from dangerous drivers whenever I cycle cross the bridge. Dangerous behaviour on the part of drivers includes lack of attention to the road ahead as they look for the unsigned turnoff to Headly Street, speeding, overtaking near the crest of the bridge, accelerating while and after overtaking, and constant failure to observe the hard white line in the middle of the road. For a cyclist crossing the bridge to the town side and wishing to turn right into Headly Street or Kingston Street, there is often no alternative to cycling past the turnings while keeping close to the kerb, and stopping and wheeling back. As a not untypical instance yesterday, three cars in close succession came over the crest of the bridge from the town side partly or mostly over the hard white line, while, having nothing behind me & intending to turn right, I'd begun to move towards the middle of the road.</p> <p>Mill Road was never intended to accommodate this level of traffic; it's clear that the road's capacity was exceeded long ago & restriction on traffic is many years overdue.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>it's a pity that so many of the Mill Road shopkeepers are opposed to a measure which will undoubtedly increase footfall and open up new and profitable offerings to their customers. At present, Mill Road is a routem any people travel along on the way somewhere else; it could be a destination</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents including my household supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme. The opposition I've encountered mostly comes from people who don't live in the area but wish to continue to drive through it (led by a US citizen who, as I understand, no longer lives in Cambridge).</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Environmental	WhollySupport	I agree with the plan to limit traffic across Mill Road bridge. Anyone who loves this side if town has an easy walk/cycle or bus ride into town. It will make people consider if they really need to make the car journey.

Environmental	WhollySupport	<p>I completely support this proposal. Mill Road was never designed to be the busy thoroughfare it has become - essentially a main arterial route into the city, with huge volumes of car traffic, buses and lorries. The pavements are insufficiently wide in many places and there is no ability for safe and segregated cycling. [Note the road itself is in serious need of investment, irrespective of the number of vehicles which use it. It is becoming unsafe for cyclists and pedestrians in a number of locations, particularly in the Broadway area. While this is the County Council authority's responsibility, the issues around the road quality need to be tackled by someone somehow.... please!!]</p> <p>The bridge closure during COVID obviously impacted many in a negative fashion, but it also created a safe pedestrian and cycling route, and gave the opportunity to build a significantly enhanced environment for businesses and residents alike.</p> <p>Our climate crisis is undeniable, and needs bold and decisive action by policy makers. We somehow need to break the reliance on individual car usage and build a better "first mile/last mile" infrastructure. This seems like an opportunity to properly trial something which the world urgently needs.</p> <p>My wider comments are: Taxis are a major problem on Mill Road, more than private cars at times - many of them drive irresponsibly, erratically and are extremely inconsiderate of cyclists. I would personally be in favour of only buses and blue badge holders using the bridge to try to minimise this negative impact; I still believe there needs to be a wider impact assessment on the surrounding roads - where will the car traffic be pushed and how will this impact e.g. Coldhams Lane and Hills Road residents/businesses? These sorts of city-wide decisions are complicated and I don't see any move by the council to solve issues in an integrated fashion. For a while there were also proposals for a contraflow on Coldhams Lane too... but nothing seems to have happened in relation to this one. Surely some kind of integrated plan for the south side of the city will be appropriate rather than a series of small scale interventions which may not add up. It would be absolutely amazing if the fines from inappropriate bridge usage could be reinvested back into the Mill Road area to support its regeneration. This would be an opportunity to build local community support for the initiative rather than it becoming a perceived money maker for the Council generally.</p>
Safety	WhollySupport	<p>Mill Road is a residential area, with shops that are used primarily by local residents on foot or bike. There are a huge number of movements by people walking or cycling, and often these movements are by families or children on their own. Mill road itself is not designed to have a large number of vehicles using it or at speed - it is a Victorian street built 150 years ago. The pavements are narrow and there are pinch points, including the Mill Road bridge, where pedestrians and cyclists are exposed. The road can be busy and used by cars travelling at well above the speed limit - it is worrying to see cars travelling at 40+ mph inches from children on pavements or cycling. But also, we lived through the covid pandemic - and the mill road businesses and the community around them thrived during that period. There were much fewer vehicles, shops and cafes were well used and the environment was cleaner and safer. I fully support the proposals to restrict traffic over Mill Road bridge.</p>
Safety	WhollySupport	<p>The current arrangements are dangerous. Pedestrians do not have enough room on the footways and have to step onto the road to pass each other. Cyclists have to watch out for pedestrians stepping onto the road and are harassed by selfish motorists who do not seem to understand the speed limit is 20 mph. The majority of local residents have already demonstrated their support for this and have been waiting. Get on with it!</p>
Traffic	WhollySupport	<p>I strongly support the installation of a bus gate on Mill Road bridge.</p> <p>I am a Romsey resident, a daily shopper in Mill Road and commute through Mill Road each work day., by bike</p> <p>As is, the road is not safe for pedestrians and cyclists. Especially children are in danger. Also, the pollution from thousands of cars make our neighbourhood less liveable.</p>
Traffic	WhollySupport	<p>Cycling past the bridge twice every day, with 2 kids (one on his own bike) I couldn't support this proposal more! And it's not even cycling on the bridge that is the most difficult and dangerous part of the journey (although we're regularly overtaken by vehicles going across the continuous line and often not giving us the required 1.5m space), but, when approaching from the station direction, turning right from Devonshire road. It was not a problem in the pandemic time, but with normal traffic restored we've witnessed at least two collisions (!) between cyclists and cars and had a few close calls ourselves.</p>
Safety	WhollySupport	<p>As a resident of ***, I am very much in support of the closure of Mill Road to vehicular traffic. This will make cycling and walking in the area of Mill Road much safer and pleasurable for me and my family.</p>
Safety	WhollySupport	<p>This is long overdue and will make me much safer to use, and more pleasant to be there.</p> <p>Motorists in a hurry put me at risk multiple times a week when I commute on my bike. Close passes, drivers on their phone, and one outright assault where someone tried to run me off my bike for no other reason than me being on the road.</p>

Safety	WhollySupport	I have cycled across this bridge hundreds of times. It is steep and narrow, and there is often contention for space between cycles, e-bikes, and four-wheeled vehicles accelerating and decelerating across it. With cars on the road, the bridge feels dangerous to cycle across.
Traffic,Safety,Access,Environmental	WhollySupport	I strongly support this proposal. I will not ride down Mill Rd until this bus gate is in place. I will certainly not ride down Mill Rd with my children in the trailer until this bus gate is in place. I will not go to the cafes and shops on Mill Rd as often as I used to until this bus gate is reinstated. I could go on but you get the point.
Safety	WhollySupport	This road is a shopping High St, not an arterial car commuter road. It is trying to be both. It cannot be both.
Safety	WhollySupport	As a parent of two autistic teenagers I welcome this proposal. I would like my children to be able to use and experience Mill Road safely as pedestrians and cyclists. It's currently a very noisy, overwhelming and Unsafe place for them. I believe it will bring more pedestrians and cyclists to Mill Rd,
Safety	WhollySupport	Restricting private motorised traffic over the mill road bridge would be a great improvement for active travel and make strolling along mill road a lot more pleasant due to the decrease in traffic. This in turns is likely to increase footfall in most shops as a result in my opinion. Currently, cycling along mill road is a poor experience with many cars passing too close when overtaking and many cars overtaking bikes on the way up the bridge. All this creates a lot of danger to cyclists, so much so that I try to avoid it, especially when with my 7 year old son. Even crossing mill road, either on bike or by foot, is miserable because one has to wait considerable time for a gap in traffic. Mill road is a bit designed to be a through road, it has narrow pavement and narrow carriageway as noted in the motivation for the TRO. Traffic should be kept low and I think this proposal will achieve that without discriminating against people with disabilities thanks to the blue badge exemption, though I am not disabled myself so cannot pretend to know for certain. Please may this TRO be implemented. Best regards, ***
Safety	WhollySupport	I have lived in Romsey for years. I wholly support the proposal to restrict traffic flow over mill rd bridge. This proposal would have many positive benefits including improved pedestrian and cycling access, significantly improved environmental benefits through reduced pollution from vehicles. I believe it would make mill rd a more attractive destination for local residents in Romsey but all over cambridge. But most of all the proposal would improve safety. I cycle via this route to work and in to cambridge city centre for leisure purposes almost every single day of the year and almost every single day I witness either nearmisses, or have seen collisions between cyclists and vehicles. The road over the bridge is very narrow and dangerous and vehicle drivers often overtake in a dangerous manner over the blind crest of the bridge. When cycling on this route I was involved in a collision with a van who was driving towards me and dangerously overtaking in the middle of the road - clipping me with his wing mirror - fortunately I was okay but the road is extremely dangerous and with the through traffic being so busy it is going to keep causing accidents. I support the proposal to create a safer (road and Environmental air quality safety) and also create a more welcoming and thriving environment for the community. I think local businesses (cafes, shops etc) would greatly benefit from this as there are few places to park in this area anyway.
Safety	WhollySupport	My whole family cycles everywhere and mill road is the most scary road so far car drivers overtaking us over the bridge not leaving us enough space in case we swerve and some many drivers boxing us before the traffic lights.
Safety	WhollySupport	I support this measure mainly as it will make Mill Rd a much better road to cycle on. It is currently quite intimidating to ride on especially with children, as it is narrow and busy, so my children and I routinely make longer journeys via Coldhams Lane cycle bridge to avoid it. I also think it could be great for many businesses on Mill Rd if parts of the road are reappropriated for seating, as was the case when the bridge was being adjusted a few years ago and was closed. It gave the road a great vibe and we visited the road and the shops/cafes more often because of it.
Traffic	WhollySupport	I walk, cycle and drive through Mill Road Bridge routinely. Closing it to traffic would inconvenience me when driving but I don't think car drivers should be prioritised in busy urban spaces such as this. It was joyful to walk and cycle through when closed last time, so I'd be keen to see it return,

	WhollySupport	<p>I wholly support this the proposal for a bus gate on Mill Road bridge.</p> <p>This is because the heavy, fast moving motor traffic is very unpleasant, leading to a reluctance to cycle on Mill Road to use local businesses.</p> <p>I feel that stopping most private vehicles will aid the health and wellbeing of those who are unable to afford a car or simply wish to travel more healthily.</p> <p>The bus gate scheme is in line with policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety in the short term (eg accidents involving cyclists and pedestrians) and longer term (eg air quality and healthy life style choices).</p> <p>I also believe that the scheme's strong levels of public and political support is drowned-out by the very loud opposition by a minority of aggressive campaigners who misunderstand the bigger picture situation.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Many thanks</p> <p>***</p>
	WhollySupport	<p>I wholeheartedly support this proposal and am deeply frustrated by the continual delays and specious arguments that seek to kick the proverbial can ever further down the road. As a resident of the area who regularly uses Mill Road Bridge as both a cyclist and pedestrian, I find it difficult to adequately convey how much I believe the installation of the bus gate will improve my life. I primarily approach this from a safety aspect. Any right-thinking person who uses Mill Road in its current form must surely agree that the situation is close to untenable. There has hardly been a time, while cycling over the bridge, when I have not witnessed a driver performing an unsafe overtake of myself or a fellow cyclist. I would ask the committee to reflect on that for a moment. Barely a day goes by that I do not witness behaviour that I would consider to be at best ill-advised and at worst downright hazardous. As a pedestrian, the situation is scarcely better. The pavements are extremely narrow (along much of Mill Road, incidentally, not only the portion with the bridge), and though I am not a wheelchair or pushchair user it is difficult to imagine how these groups manage to access the road at all. As a cyclist, I find I'm constantly on alert for pedestrians suddenly drifting into the road, simply due to the lack of space on the pavement - and it's hardly as though the average car driver leaves enough space for the stricken cyclist to swerve out of the way! In short, only the considerable decrease in motor traffic that this proposal would herald could possibly make significant strides towards improving this situation. If I could avoid Mill Road altogether, I most certainly would - and I do, whenever feasible. This is a shame, as there are numerous businesses on the street that I enjoy using and would love to give more of my custom, but as it is the entire experience of using the road leaves me irritated and in fear for my safety.</p> <p>If I may also add, one of the arguments I've heard bandied around a lot in recent years (since you can barely move in this community without getting drawn into lengthy debates on this topic - see the above point about kicking the can down the road!) is that limiting traffic will somehow be the death knell of the many fantastic businesses that line Mill Road. I can't understand these arguments personally, for one principal reason - if drivers are so very key to the economy of Mill Road, I ask you where are they all parking? It's hardly the kind of place where you can easily park up and stroll down the street, or else quickly pull in to run an errand. I suspect a large portion of the current users of the road arrive via bike or on foot anyway - why not make the whole experience more pleasurable for these people, which I have no doubt would entice even more to join their ranks?</p>
Safety	WhollySupport	I appreciate the opportunity to contribute to this consultation, as a resident of Cambridge for five years and of the immediate vicinity of Mill Road for two.
Traffic	WhollySupport	Closing off the bridge to motor vehicles massively improved pedestrian and cyclist safety during the trial period. It stopped Mill Road being used as a rat run.

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I regularly use Mill Road as a route into town and to the station (also the location of my office) as both a cyclist and a car driver. In its current condition the road presents many dangers to cyclists and pedestrians (potholes, traffic/congestion, pavement parking, unsafe junctions, air pollution to name a few) and I believe the introduction of a bus gate over the bridge would alleviate many of these. The huge benefits it would bring would be well worth the inconvenience of not being able to drive over the bridge and I think many other people see it that way too. It would make Mill Road a much more pleasant and attractive environment and would have the benefit of reducing congestion for those who really do need to drive across the bridge (eg buses, blue badge holders).</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
	WhollySupport	
Traffic	WhollySupport	The current level of motorised traffic makes Mill Road a dangerous, polluted and unpleasant road for pedestrians and cyclists, who are by far the majority of users of the road. The proposed bus gate is a reasonable, positive order that will help improve the current situation. I wholly support it. Those businesses on Mill Road that require constant vehicular access, or access for large vehicles, should consider relocating to a different part of Cambridge. It is unreasonable to expect the road to remain open to unrestricted traffic only to satisfy the needs of a few business owners, and at the expense of the majority of residents and pedestrian/cycling visitors to the area.
Access	WhollySupport	The street is too dangerous as is, especially for cyclists and children cycling to school. It is too polluted as well. Therefore car traffic and access need to be reduced.
Traffic	WhollySupport	As a worker off mill road, this is a great idea. My morning walking commute will be safer, there will be less traffic and likely less incentive for people do park in the Mill Road off-streets.
		I strongly support the proposal, both as a resident and a cyclist.
		Traffic on the mill road bridge often presents a real danger to both pedestrians and cyclists. There are many cars that drive at high speeds on and around the bridge. Additionally, many cars pass other cars on the bridge, despite the low visibility conditions. I have personally witnessed many close calls in which a car almost hit someone on the bridge. I strongly believe that limiting traffic on the bridge would make it much safer for everyone.
Safety	WhollySupport	Additionally, we regularly shop on mill road. Because we are local, we never use a car to reach any store on the street so limiting traffic on the bridge won't stop us from visiting any shops. On the contrary, we would feel safer to walk on mill road if the TPO is implemented. We know many people in the neighborhood that are in a similar situation.

		<p>I am a resident of Romsey and commute the entire length of Mill Road twice a day 5 days per week by bicycle. I support the proposal which I believe is essential for reducing and controlling the enormous amount of traffic in Petersfield and Romsey and improving safety for cyclists and pedestrians (both residents and commuters). I also believe the proposal has the potential to improve access for disabled residents and commuters (including those who drive) and anyone that uses a pram or pushchair. I also believe the proposal has the potential to improve the social and environmental aspects of Mill Road by reducing noise, traffic and pollution.</p> <p>I have lived in the Mill Road area since 2015 and year on year congestion and safety for anyone that travels on Mill Road without a car has worsened. During this time the council, councillors and anyone else with responsibility for the problem have refused to seriously consider any measure whatsoever for improving the lives of non-car owners on Mill Road. At peak times traffic on Mill Road is almost completely stationary and cars and buses block the entire width of the road on both, making it impossible to cycle. Pavements are constantly blocked and the road is entirely taken up with buses and lorries even though Mill Road is too narrow to accommodate this type of vehicle. Almost every car is occupied by a single person. The junction between Devonshire Road, Kingston Street and Mill Road is absurdly dangerous and I witness near misses between bikes, scooters and cars on a weekly basis, yet for years not a single thing has been done to address the safety of people who don't own a car and need to traverse this junction. Last week I saw a motorist screaming at a cyclist at this junction. The cyclist was stationary and waiting to pull out safely onto Mill Road. During the pandemic when the bridge was closed, traversing this junction by bike or on foot was an order of magnitude faster and safer. Nowadays the most vulnerable users are simply forgotten and deprioritised, and travel by car is encouraged instead.</p> <p>I do not believe that the proposals are damaging to the businesses of Mill Road or disabled travellers. Having lived on Mill Road for almost a decade without a car I simply don't believe that people are driving to visit the cafes and independent shops of Mill Road. There is almost no parking and it seems that most customers come from within walking and cycling distance. Even if people did drive there, should this really be encouraged? Congestion and reckless driving and parking are out of control in the area. Regarding disabled access, widening the pavements on the bridge and the rest of Mill Road would improve access, and reducing traffic while allowing blue badge holders to cross ought to improve access for those who need it most.</p>
Traffic	WhollySupport	After waiting 4 years for this to be implemented I cannot believe that after all this time the council is still seriously considering abandoning this proposal and doing nothing about the congestion and
Traffic	WhollySupport	<p>I am a *** (very near mill road, and near the proposed bus gate) and I strongly support this measure. Mill road is currently borderline inaccessible to those on foot, and the air and noise quality are terrible.</p> <p>Please do something!</p>
Environmental	WhollySupport	I would like to be able to safely use active travel. It's not safe at present.

Safety	WhollySupport	<p>The scheme will support active travel. We currently have to drive our children (9 and 7) to various activities, as it is not safe to cycle. We would prefer to cycle for environmental and health reasons. I have been knocked off my bike on Mill road. It's too narrow for the volume of traffic and drivers get frustrated, distracted etc. and it's an accident hotspot. In time perhaps some of Mill road should be pedestrianised with access only for motor vehicles, but the current proposal strikes a good compromise. I live on *** and we suffer with speeding vehicles. I think traffic calming measures should be implemented here to prevent speeding vehicles (particularly larger ones) using Coleridge road as a rat run and avoiding the ring road (Perne Road A1134) which is just a block away. Perhaps width restrictions at the South of Coleridge road (such as those used in Romsey) would be most appropriate or traffic cushions such as Birwood road (which is a similar size road).</p>
Safety	WhollySupport	<p>Cycling over Mill Road bridge is very dangerous. I only have a bicycle for personal transport.</p>
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I expect it to make walking and cycling along Mill Road safer, and more pleasant. Currently I avoid Mill Road whenever possible. With the bus gate scheme in place I will feel comfortable again to incorporate Mill Road into my routes.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. Like myself, I anticipate that more people, pedestrians and cyclists alike, will actually increasingly use Mill Road once the bus gate is in place. I am sure that this increased footfall will have a positive impact on local businesses as well.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>As a cyclist, I don't feel safe whilst cycling on the bridge when cars overtake.</p>

	WhollySupport	<p>Hello,</p> <p>I am contacting you regarding the consultation regarding the Mill Road Traffic Regulation Order.</p> <p>I fully support the current plans to introduce a modal filter restricting which motor vehicles can cross the Mill Road Bridge. The congestion and air pollution on Mill Road has become markedly worse since 2021, and has made cycling on Mill Road more difficult. The current proposal would make a significant improvement and I very much hope that the current plan will be implemented.</p> <p>Best wishes,</p> <p>***</p>
Traffic	WhollySupport	<p>It would really improve safety for pedestrians and cyclists, and allow to have less congestion, flowing buses on more regular timetables, so possibly increase bus usage.</p> <p>Allow for a more vibrant and pleasant shopping experience , possibly increasing trade. There is currently little parking spaces along Mill road, so the argument for decrease in trade due to less access is not a strong one in my view.</p>
Safety	WhollySupport	As a cyclist and pedestrian who frequently visits Mill Road shops, I am very supportive of making Mill Road safer for cyclists and pedestrians. The volume of car traffic is dangerous and I often see cars speeding, overtaking on the bridge, overtaking close to cyclists, and parking on the pavement. I hope that this consultation goes some way in reviving Mills Road.
Traffic	WhollySupport	Good idea. Also suggest more safe parking on Mill Rd for bikes and e-scooters.
Safety	WhollySupport	<p>Our family with two small kids are regular cyclists and find the current Mill Road bridge to be crazy dangerous. We would very much love to be able to cycle this way more easily to access the shops and the city, as well as crossing here to go down Kingston Road to the Beehive/Grafton areas and the river.</p> <p>Just today a taxi driver in a hurry almost knocked our 10 year old off his bike by overtaking dangerously then cutting in quickly to avoid traffic coming in the other direction. Crazy.</p> <p>From an environmental point of view I also thing the street will be much nicer if quieter. The Winter Fair is lovely with the street closed - really busy with people and shops/cafes on the streets. It'd be amazing if it could be like this more often!</p>

		<p>Dear Policy and Regulation,</p> <p>Having lived close to Mill Road for over 13 years I am very pleased the council is considering limiting the traffic over Mill Road bridge.</p> <p>I am in favour for the following reasons:</p> <p>Mill Road is very narrow and the paths which are continually blocked with delivery vans, bins etc is not safe for either pedestrians or cyclists. I hope the council can look at widening the footpaths.</p> <p>At the moment I either walk or cycle into town from my flat at *** but always avoid Mill Road as I feel it is too dangerous to use.</p> <p>I had numerous incidents of vehicles being too close and indeed once was almost hit by a car who was attempting to park on the narrow pavement.</p> <p>During the day Mill Road is grid locked and the very heavy volume of traffic makes it mor dangerous and unpleasant (with vehicle fumes)</p> <p>I am disappointed though Taxis are being made exempt from the traffic restrictions for the following reasons:</p> <p>Also although the majority of Taxi drivers are courteous there is a significant minority that are aggressive drivers who use there horns to intimidate cyclists and drive aggressively and too fast for the confined conditions.</p> <p>Currently at night when the road clears of traffic a significant number of cars (including taxis) drive and high speeds on the narrow streets busy with pedestrians and cyclists. If taxis are made exempt 20mph restrictions need to be applied and enforced. There is a risk of clearing Mill road of most vehicles and leaving taxis that a dangerous race track will be created.</p>
	WhollySupport	
Access	WhollySupport	<p>I fully support closing Mill Road bridge to the majority of traffic.</p> <p>As a pedestrian and cyclist who uses Mill Road frequently I feel in danger often due to the volume and speed of vehicles on the road.</p> <p>I would support further traffic restrictions to Mill Road and would love to see improvements/widening of pavements for pedestrians, and dedicated cycle lanes for cyclists. I would also support reduced speed limits to vehicles and traffic slowing measures e.g. chicanes</p> <p>Thank you</p>
Traffic,Safety,Disturbance,Environmental	WhollySupport	<p>As a regular user of Mill Road on foot, bike and car, I have supported the proposed TRO since its original inception. The latest tweaks have only made it better!</p>
Traffic,Safety,Environmental	WhollySupport	<p>Just get on with it and make Mill Road a space for people and sustainable travel!</p>

Environmental	WhollySupport	In favour - create a cycling friendly cafe culture along all of Mill Road.
Safety	WhollySupport	Get on with closing the bridge to through traffic - I want to cycle to the shops without having to get run in to.
Access	WhollySupport	Increasing access safer for cycles is a good thing. Increased scope for business to have outside seating on at least half of the road. Pleasant peaceful environment in general
Access	WhollySupport	I think it would make the bridge safer and more pleasant for pedestrians and cyclists
Traffic	WhollySupport	I'm happy to close Mill Road bridge to cars. I hope Mill Road will become more accessible and enjoyable for walking and cycling.
Traffic,Safety	WhollySupport	The proposal will benefit pedestrians, while giving a reasonable degree of access for deliveries to businesses.
Environmental	WhollySupport	I am supportive of any sensible measure to improve sustainable travel options in my city
Traffic	WhollySupport	I agree with the TRO order. Improved walk and cycle ways should result, plus a more attractive and healthy environment.
Environmental	WhollySupport	For too long vehicular transport has been prioritised on the Mill Road over other road users. It has been allowed to become, effectively, an arterial road into the centre of town at the expense of pedestrians and cyclists. As a pedestrian and cyclist, at present I actively try to avoid the Mill Road, despite the great variety of shops and restaurants along its length that would otherwise attract me to it. Pavement parking and vehicle pollution are other nuisances.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because this will promote alternative modes of transport including bus, cycling, walking and scooters. The bridge is narrow and difficult to manage as a shared use road. As a local resident with a car, I would be very happy to either cycle or drive another route. This area is a hotspot for accidents and the bus gates will improve safety.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	I support the proposal to make Mill Road more attractive and safer for pedestrians and cyclists.
Safety	WhollySupport	Closing Mill Road bridge allows residents to safely enjoy Mill Road and stops cyclist being at risk of drivers overtaking them on the bridge. Earlier this year my fiance had a serious accident with broken bones because some driver tried to overtake him when he was going down the bridge and turning right. I don't want to even mention that this person didn't even stop to check on him if he's ok. Cars are also often speeding through mill road and it's not safe either for cyclists or pedestrians. Moreover by reducing traffic on mill road we can encourage more people to use bikes there but also go out to restaurants there as the environment will be much nicer and quieter.
Traffic	WhollySupport	I cycle Down mill road regularly. It is v narrow with cars too and the huge u under it deliveries and larger vehicles causes problems. Change is needed not only for cyclists but v to creaye a more appealing street scene for pedestrians shoppers retailers and bars/restaurants.
Traffic	WhollySupport	I live in Cambridge but not on or very near Mill Road - does that make me a visitor? I shop in Mill Road frequently, almost always by bike, and less motor traffic would improve the experience enormously. I should feel safer cycling and would appreciate cleaner air and less noise. I hope very much that this scheme is supported by Mill Road shops - if it is not I would put aside my objections rather than have small businesses suffer. I hope that improved accessibility for cyclists and pedestrians would cancel out loss of motor traffic; it's not as if there is anywhere to park anyway
Safety	WhollySupport	I would cycle over the bridge more if this was approved

	WhollySupport	<p>Hello-</p> <p>I support the introduction of a bus gate.</p> <p>Mill Road with its current access is not good for vehicles, pedestrians or cyclists. It is narrow, dangerous, busy and polluted.</p> <p>It could be that delivery vehicles are also exempt, so that local businesses are still accessible for deliveries?</p> <p>I believe that Mill Road businesses may actually benefit from more pedestrians as cars just use Mill Road to get to other areas and not to stop.</p> <p>There are plenty of other routes into Cambridge.</p> <p>Speaking as someone who walks, cycles, and drives, Mill Road is a much more pleasant place to actually want to go to when traffic is restricted (I speak from experience).</p> <p>Many thanks, a ***.</p> <p>I know that you are aware that this issue is being used by some people as part of a more general "culture war". Please beware.</p> <p>***</p>
Traffic	WhollySupport	<p>When I moved to Cambridge 50 years ago, traffic flowed directly through the city centre. Can you even imagine that now? Sidney St, Bridge St, St John's St and Market St are now bustling, happy, safe spaces with thriving businesses. Mill Rd, particularly the western end, has the potential to achieve the same success. The only required ingredient is to restrict traffic sufficiently that pedestrians feel safe. The bus gate proposal will do exactly that. My only complaint is that it should have been done 50 years ago.</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am writing to express my whole hearted support for this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because Mill Road is a particularly hostile environment for pedestrians and cyclists and this scheme will improve it. The previous closure of the bridge demonstrated how much more pleasant and human-friendly the whole road becomes when the bridge is not in use by cars.</p> <p>I greatly look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollySupport	<p>Frequently have to cycle along Mill Road. The traffic along there is terrible, the bridge, and the junctions with Devonshire road are dangerous. Closing this to general traffic is a good idea, there is no good reason for through traffic on this road.</p>
Safety	WhollySupport	<p>As a resident of the area for many years, I very strongly support the proposal to close Mill road bridge to traffic.</p> <p>The reasons for this are numerous: safety for pedestrians and cyclists, the health of the residents and people working in the area through a reduction in harmful emissions, to reduce noise pollution, to make the area more accessible and pleasant to walk, cycle, shop and live in, and to assist in efforts in addressing the climate crisis . There are no benefits to keeping the bridge open that would remotely come close to outweighing the above, and the main opponents to a measure that would dramatically improve life for thousands of people in the area appear to be a small number of vocal shopkeepers. Please ensure that the democratic will of the residents is enacted given the overwhelming support for the proposal amongst us.</p>
Safety	WhollySupport	<p>I live in the area. My children walk and cycle every day. So, I definitely support this measure.</p>

Safety	WhollySupport	The bridge itself poses multiple dangers to pedestrians, as the incoming cars often come at high-speed despite the low visibility, which leads to hazardous street crossing. I believe restricting this traffic will reduce said risks, fostering a safer neighbourhood for everyone in the community or visiting the shops in the Mill Road area.
Safety	WhollySupport	I fully support this proposal as I believe it will enhance the safety of pedestrians while also reducing the noise level in the area. On multiple occasions I had experienced near-miss accidents while crossing the street.
Safety	WhollySupport	I am disabled and will not use a mobility scooter on Mill Road while it's so busy. This deprives me of my independence.
Safety	WhollySupport	Please keep our residents on bikes safe.
Access	WhollySupport	<p>I am a resident of a *** very close to the bridge.</p> <p>I completely support the proposal and hope that with it Mill road will become and even more pedestrian and cycle friendly place. Mill road is a thriving community, with vibrant businesses and people. General vehicle traffic adds no value to this community.</p> <p>There are multiple alternatives vehicle routes into the city. Having mill road as an additional shortcut for vehicles passing though has no benefit to the people or businesses of mill road. I feel embarrassed that some of the local community don't see it that way and are opposing this proposal.</p>
Safety	WhollySupport	As a frequent cyclist and resident of Cambridge, I would really like to see better cycling infrastructure and safety. Mill Road is a fantastic place full of shops and restaurants but I am put off visiting these because of the road itself. The pavements are way too thin, the road is too thin for the amount of traffic making it feel unsafe to cycle on (which I do every day for my commute). And the amount of traffic causes pollution that pedestrians and cyclists have no choice but to accept. I hope this proposal will help things.
Access	WhollySupport	Supporting active transport is a great choice for the population health and the city in general. Some people might not see the benefits due to the immediate disruption and adaptation required, but it is more than worthy.
Safety	WhollySupport	<p>I regularly (4 X per week) cycle from *** to the far end of Mill Road with two children in a cargo bike. I have taken to cycling in the middle of my lane to keep us safe, as cars on Mill rd in particular leave very little space for cycles while passing, ensuring that they have to think before overtaking and that I have sufficient space to pull over if they squeeze me and my children.</p> <p>I have suffered countless beeped horns and aggression including from taxi drivers during my commutes, and in general as someone who cycles throughout town find that Mill Road has the most aggressive and least cycle friendly drivers.</p>
Access	WhollySupport	Limiting access to cars will allow it to be much safer for cyclists and pedestrians who are trying to get about Cambridge. The exemptions for blue badge holders satisfy my hesitations and I look forward to more changes like this happening soon
Safety	WhollySupport	<p>The scheme will improve active travel. Safety concerns are the number one barrier to cycling; a reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme.</p> <p>With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health.</p>
Safety	WhollySupport	<p>I support this proposal.</p> <p>I am a resident who frequently uses the Mill Road / Devonshire Road and Mill Road / Headly Street junctions (roughly 5-10 times a week), and find the levels of traffic to be problematic. There is a large contingent of cycling and pedestrian traffic crossing Mill Road at this point, and the high level of cars leads to congestion and near-misses. Cars will often travel down the bridge towards this point quickly, due to the gradient, only tending to make it more dangerous.</p> <p>Less frequently, when I walk along Mill Road as a pedestrian on the pavement, it also feels dangerous at times. The pavements are incredibly narrow in places and often congested (including with parked vehicles), and this combines poorly with high levels of traffic in the roads.</p> <p>Any measure that can significantly reduce traffic would be beneficial for all the above, and given how effective it was when applied temporarily during the pandemic, I am hopeful that it would greatly benefit quality of life in these respects.</p>

Traffic	WhollySupport	<p>I wholly support this plan. Mill Road is dangerous to cyclists and pedestrians and used entirely inappropriately by car traffic. It is simply not wide enough to be used for two way car traffic and have safe cycling and walking.</p> <p>The closure will make the whole area much more pleasant to live and exist in.</p> <p>I am extraordinarily sceptical about any claims that closing the bridge will affect local businesses. Apart from all the illegal parking on the pavement no-one is driving to these businesses and the through road doesn't even impact most of the routes to them.</p>
Environmental	WhollySupport	<p>I lived on Mill Road from 2016 to 2022 and I am cycling through it for my daily commute. I fully support current proposal. I think the street accessibility greatly improved during the closure for the Covid pandemic. The scheme will provide an overall benefit to the quality of life of the people who live on, work on, and visit Mill Road. With the bus gate scheme I would personally feel much safer to cycle on Mill Road.</p>
Safety	WhollySupport	<p>As a cyclist from Fulbourn I frequently visit Mill Road for shopping and to transit into the centre. As a cyclist I feel unsafe in the busy flow of traffic in the fairly narrow Mill Road. During the Covid pandemic when traffic was much reduced, negotiating Mill Road was a pleasure, I felt the level of risk was much reduced.</p> <p>As a cyclist I also have to cross the road to shops or to change direction which I find stressful and potentially dangerous due to continuous traffic at times and parked vehicles in the road in the line of vision.</p>
Safety	WhollySupport	<p>I live in Fulbourn and frequently commute by car, bus, and by bicycle with my family to Cambridge.</p> <p>Mill Road is an appropriate route for the volume of traffic, and the narrow road creates frequent danger for cyclists and pedestrians. Restrictions would have a net benefit impact on the area, but also on the access for people on bikes and foot.</p>
Safety	WhollySupport	<p>Mill Road is one of the routes I use into the city when commuting by bike, coming across from the cycle path that runs from the travel lodge and David Lloyd gym. It has always been the busy, most congested and dangerous part of the route. I support this proposal as it will make it much safer for cyclists and pedestrians, which I think should be prioritised in the city, especially on roads not designed for high traffic volumes. There are more appropriate roads for cars that want to make it through to the city from either end but there isn't alternative bike routes for those coming off or heading to the aforementioned bicycle/pedestrian pathway (The Tins).</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I regularly cycle and walk along Mill Road; doing so was so much more pleasant and safe when previous restrictions were in place at the bridge.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of everyone who lives on it near the road or who uses it.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I am writing to let you know that I thoroughly support the TRO for a bus gate on Mill Road bridge.</p> <p>I don't live in Cambridge. I cycle to Mill Road: it's on the way to most places in Cambridge for me, and I always stop for some shopping or other. I haven't driven on Mill Road in years: driving in busy town areas like that is horrible. Plus it's so inconvenient - you have to think of somewhere to park the car, then walk up and down carrying your increasingly heavy shopping. Much easier to do it by bike and bung everything in panniers as you go. And when I say "everything", I really do mean quite a lot of stuff - we are a large and hungry family, it isn't unusual for me to cycle home from Al Amin with 6 kilos of lentils in each pannier.</p> <p>During the previous version of the bus gate, Mill Road was such a nice place to be! As a result, I spent shedloads more money in Mill Road; me and my daughter would do the run of charity shops, then sit outside Limoncello for a restorative ice-cream, then load up the panniers at Al Amin and Cho Me on the way home. It was a proper destination.</p> <p>Frequently drivers on Mill Road seem to be in such a tearing hurry. It doesn't feel safe, and it certainly doesn't feel pleasant to hang around the shops and cafes. I can only guess people who drive on Mill Road don't actually like it very much, they always seem to be in such a rush to get away from it. Why do we pander to people who don't even want to be there? Let's put the bus gate back in and get back to making Mill Road a healthier, nicer, safer place to be!</p> <p>Kind regards,</p> <p>***</p>
Other	WhollySupport	This plan will significantly enhance active travel. Safety concerns are the primary obstacle to cycling: reducing vehicle traffic and slowing speeds by eliminating through-traffic will create a safer and more enjoyable environment for cycling. Pedestrians and wheelchair users will also benefit, especially if the sidewalks are widened as part of the larger Mill Road improvement project. With less air and noise pollution and reduced congestion, Mill Road will become a more pleasant place for active travel. This will bring broader benefits, including greater independence for children and older residents, as well as better health outcomes.
Traffic	WhollySupport	It's been shown that businesses do better if there's more safe walking and cycling access to them. On Mill Road this can only be achieved through restricting access to motorised vehicles. The road is currently too busy and unsafe with very heavy motorised traffic to safely cycle
Other	WhollySupport	This will make it much nicer to walk and cycle along Mill Road. It is currently a waste of space to have so much traffic along it, which is often hardly moving anyway
Safety	WhollySupport	Mill road should be a really useful link for cycling in and out of the city but it is often clogged by slow vehicles that get in the way of and endanger those cycling. Restricting through traffic would much reduce this and make it a far more pleasant area to be in and to use the shops, cafes etc. along the length of the road.

Safety	WhollySupport	I fully support the proposal of the closure of Mill Road bridge to traffic. I often cycle in that area to visit friends and parks with the children and the road is just awful to cross with many cars. During the times it has been shut, the crossing of the road was quieter, more pleasant and less polluted. During this time I also visited cafes on Mill Road and sat outside. Something I will not be doing again unless the road is shut, as it's too noisy, too polluted and feels unsafe to be sitting so close to cars travelling at such speeds.
Environmental	WhollySupport	Stopping commuters driving over this bridge is a very sensible move. We who cycle on mil road and go to Brookfield's hospital a lot fully support it.
Safety	WhollySupport	I wholly support this. As a cycling commuter we need to make Mill Road more welcoming to all - pedestrians and cyclists. I'd like to support the Mill Road businesses, the cafes and pubs particularly but don't at the minute as Mill Road is such an unpleasant road to cycle or walk along, and definitely sit along.
Safety	WhollySupport	<p>I am strongly in favour of the bus gate on Mill Road bridge. I frequently cycle here, and my daughter cycles to school here too.</p> <p>Mill Road is currently one of the most unsafe and unpleasant roads in Cambridge. During the previous closure of the bridge, it felt far safer, and the sort of street that people would want to visit, rather than just drive through. We saw then a vision of what Mill Road could be.</p> <p>My understanding is that all surveys have shown a majority in favour of restricting who can drive across the bridge. I am frustrated that it has been held up for years by a vocal minority. Action needs to be taken to make the street safe for everyone.</p>
Traffic	WhollySupport	I'd like to express my support for the modal filter on Mill Road Bridge. It will make me choose bike over car more frequently.
Environmental	WhollySupport	As a cyclist and pedestrian it would be a large safety improvement. And I also do drive and I need to be discouraged as much as possible. I think it would be a benefit for Mill Road area as it would make me much more likely to spend time shopping and eating there if there was less vehicle traffic.
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I believe it will help more people, including myself and my young family, to navigate the road by cycling and walking more frequently and more safely. I grew up on Mill Road, living there for more than 20 years and now often visit the road to visit ***.</p> <p>Over my life time traffic on the road has increased hugely and cars have got so much bigger. There simply isn't space on the road for the volume of traffic, especially when mixing with vulnerable road users, and my wife and I are not comfortable riding our son on the road by bike currently. The bus gate would make a huge difference.</p> <p>I also feel strongly that the volume of traffic has detrimentally impacted the character of the road and the businesses on it.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>

Environmental	WhollySupport	Making the bridge more cycle friendly and less pollution are a positive step.
Safety	WhollySupport	I cycle daily into Cambridge for work. The most dangerous part of my journey is turning out of Devonshire Road and on to Mill Road Bridge. I have had several near misses and also often get closely tailed when cycling up the bridge and vehicles 'squeezing' past me as I am holding them up by 15 seconds. It's a no brainer to improve safety in this area. It's long overdue.
		This proposal is good, my wife and I drive, walk, and cycle in the Mill road area for both recreation (cafes, shops) and commuting (**). Restriction of car traffic over the mill road bridge will encourage the use of efficient modes of transport (bus, bike, foot) without negatively impacting business (folks who drive to Mill Road have a destination in mind and have no access limitations on either side). It will of course impact through traffic - this is the design intent.
Traffic	WhollySupport	I fully support the restriction of traffic over the Mill Road rail bridge.
Safety	WhollySupport	Mill Road needs to be much safer for pedestrians and cyclists
		I am in full support of plans to limit private vehicle access to Mill Road. The stretch of Mill Road where the proposed bus gate will be placed has very heavy pedestrian traffic. It has essential businesses including regular and ethnic supermarkets, cleaners and launderettes. My favorite cafe also happens to be on Mill Road. The high number of vehicles on that road makes the area smelly, noisy, and more risky as many pedestrians have to squeeze together into narrow pavement or else spill into the street. Limiting how many vehicles may travel through a street so essential for pedestrians will make everyday travel safer.
Disturbance	WhollySupport	
		I cycle here often as it's sometimes part of my commute and it's near where I work. When there's less through traffic on this street, cycling is so much safer and walking is so much safer. Closing it wouldn't add much traffic, as there are no reasonable route where Coldhams Lane or Hills Rd would be significantly longer. I mean, no one is driving just from one side of the bridge to the other. Traders have claimed that it would affect their trade, but most people visiting those shops and restaurants don't come in cars. There isn't parking for that anyway. The lack of traffic will also help improve the speed of the Citi 2 bus.
Safety	WhollySupport	
		Mill Road is already an important active travel corridor and a bustling space for people and local businesses, but it feels cramped and dangerous. Removing through traffic and making a more pleasant environment will be of great benefit. The assumption that businesses of these kinds depend specifically on motor traffic is outdated.
Environmental	WhollySupport	

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it is an area of the city I would visit the area more often if the road conditions were not so horrible. Despite being a reasonably confident cyclist it is rare that I cycle along Mill Road without feeling stressed and unsafe. Walking is little better with cars and vans obstructing the pavements, how do people with poor mobility or visual impairment manage?</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I see no just reason for this uncivilised situation to persist in a city like Cambridge and very much look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	<p>I fully support this proposal. Mill road is currently one of the places that feels the least safe to cycle and walk through, largely due to the high volume of through traffic.</p> <p>I personally believe taxis should not be exempted, but even with the exemptions it will be a great improvement.</p>
Traffic	WhollySupport	<p>I was born disabled and I am unable to drive a car. I am able to use a bicycle. I have no choice but to walk or get about on a bicycle. I feel very oppressed by the poor, narrow road infrastructure in Cambridge because pedestrians and cyclists are given a lower priority by the Council than private car drivers. Very often, like on the Mill Road bridge area, cars tear through and it puts pedestrians and cyclists into hazardous and upsetting situations. Cambridge is grossly behind the times. If you go to other cities in the UK, especially London, it has long since junked liberal private car usage in favour of cycling and walking. It is now time for Cambridge to stop kowtowing to private car ownership and individual car driving and provide carrots to people switching to more sociable forms of getting around. Thank you so much for giving weight to disabled people with regards to this issue.</p>
Traffic, Safety, Environmental	WhollySupport	<p>I frequently shop on Mill Rd by bicycle and would much appreciate it being more welcoming and safe for cyclists and pedestrians, especially young, differently-abled and older people (I'm 75). I think most shops would benefit too in the long run.</p> <p>Encouraging the switch to active travel and public transport is also key to Cambridge cutting congestion, air pollution and carbon emissions.</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge for two main reasons: it will improve road safety and air quality.</p> <p>I support the scheme because the scheme will improve active travel and increase road safety. Safety concerns are the number one barrier to us as family cycling and using Mill Road resulting in us taking detours and alternative ways to avoid Mill Road. We are active cyclists and don't have a car, so we rely on cycling and public transport. A reduction in vehicle traffic volumes and the slower speed enabled by the lack of a through-route will make this a safer and more pleasant place to ride. People walking and wheeling will also benefit, especially if the pavements are widened as part of the broader Mill Road improvement scheme. With less air pollution, noise pollution and congestion, Mill Road will be a nicer place to travel actively. This will result in a range of wider benefits including greater independence for children and older residents and improved health. We used to live in a European city which had a similar road to Mill Road, and they incorporated a scheme making the road more safe and climate friendly, as well as much more pleasant space for people to enjoy, visit the cafes and vendors, resulting in a thriving neighborhood. In addition, the proposed disability-related exemptions will provide improved access to the street.</p> <p>As I understand from the campaigns surrounding this scheme, Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. From the campaigns, I understand also that improving Mill Road has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>In addition, this will improve air quality in line with the Greater Cambridge Air Quality Strategy 2024-2029 which encourages a focus on reducing exposure wherever possible. This will benefit health of people who walk and cycle, as well as those who work or reside there.</p> <p>I look forward to the approval and implementation of the scheme; it will contribute to Cambridge being a truly environmentally and people friendly city.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I like accessing Mill road by bike and by foot, and feel it is a more pleasant, appealing shopping street to visit when there is less traffic. I feel unsafe as a cyclist and feel it is unpleasant to visit as a pedestrian when there is heavy through traffic..</p> <p>I support creating a more pedestrian and cycle focused Mill Road and think that the bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>I support creating safe networks for cycling and pedestrians within Cambridge, and it disturbs be that Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	I cycle, walk and drive on Mill Road regularly but if I am shopping I would usually cycle. I find the traffic over the bridge puts me off cycling that way. My children also go to school nearby and avoid cycling on Mill Road at present.
Traffic	WhollySupport	I regularly use Mill Road by bike, by car and on foot. Some of my car journeys currently use the bridge, and I can readily re-route: the inconvenience will be small compared to the benefits of restricting usage of the bridge. Bike journeys will be immeasurably improved -- and far safer -- if the bridge is restricted. And shopping will be far more pleasant -- and the shops are likely to be busier and more interesting -- if this becomes a pedestrian friendly road.
Safety	WhollySupport	I very strongly suport the Mill Road area being more accessible to pedestrian and cycle traffic. I would visit the shops and cafes in the area more if it was safer to cycle, had more cycle parking and a more pleasant streetscape with reduced noise and air pollution from car traffic. Car traffic having to detour around Coldhams Lane or Hills Road is a very minor inconvenience and well worth it to make Mill Road a better place for people, not cars.
Other	WhollySupport	The restrictions proposed would greatly improve my experience of the Mill Road area as both a pedestrian and a cyclist. At the moment the bridge has many cars crossing it and the pavement is narrow. I often feel unsafe when crossing the bridge as both a pedestrian and a cyclist because of the amount of traffic and the speed at which private cars cross the bridge. This means I visit the area less often to do shopping because of the unpleasant experience as a pedestrian.
Traffic	WhollySupport	Closure of mill road bridge would improve the street for pedestrians and cyclists, with positive knock-on effect for businesses.

		<p>Mill Road is narrow and full of traffic. I am a cyclist and I dislike cycling on Mill Rd because it is so narrow for the traffic load it bears.</p> <p>Removing through traffic would make it more attractive for sustainable travel; would give the vibrant Mill Rd community "room to breathe" and use the amenity value of the road as a community resource rather than as a travel artery for others.</p> <p>The exemptions for disabled drivers are sensible.</p> <p>Local traders are understandably anxious; but any change is a risk. Yet it might actually improve their footfall. After all it's not as if you can park a car on Mill Rd to go into a shop! Opponents are always more vocal than the often-silent majority who would benefit. That is not to decry opponents, whose views should be respected. But we shouldn't judge these things just by volume.</p> <p>Yes it will make some journeys harder, but that is true of the bus gates in the city centre, but we have grown used to then and would never give them up!</p> <p>All this is 100% aligned with public policy to encourage sustainable travel. Buses will be more reliable because they won't be stuck in traffic.</p>
Traffic	WhollySupport	Change is hard. But our city deserves it.
Safety	WhollySupport	I believe that this will have many positives effects for the area, making not only the bridge but also mill road a much more pedestrian friendly environment.
Environmental	WhollySupport	The traffic level on Mill Road makes walking and cycling dangerous, and reducing its use for through traffic would improve resident and users' experience considerably
Access	WhollySupport	I support installing a bus gate at millroad bridge because cycling through millroad is becoming more dangerous everyday and going over tue bridge with cars tailing you revving their engine is not a pleasant experience
Environmental	WhollySupport	I fully support closing Mill Road bridge to cars and the other vehicles outlined in the proposals. Since the bridge has been open, I generally now avoid Mill Road as it is too hectic to try and walk or cycle down and doesn't feel like a nice place to be. I also have a car, but only to drive out of the city rather than around, and think this would encourage others to do the same. Mill Road was much nicer when the restaurant and shops were able to spill out onto the streets due to less traffic, and you could easily walk down the footpaths without worrying about cars hitting you when they try to park on the footpath.
Environmental	WhollySupport	I think closing the bridge to all traffic is a great idea. I cycle across mill rd everyday on my way to work at *** and there are so many cars driving over the bridge at speed. So I think it will make commuting by bike much more enjoyable. Quite often traffic builds up on mill rd and makes it very difficult to cross the road. I think closing the bridge to cars will make mill rd a much more friendly road to walk and cycle along as it will reduce the unnecessary cars that use it to commute into the city. I think closing the bridge will encourage residents who live in Cambridge to cycle, walk or use the bus. I also think this measure will really improve the air quality along mill road which is great for everyone who uses it and the businesses to operate in the area.
Traffic	WhollySupport	Mill road is too congested and a higher priority should be given to walkers and cyclists. I do own a car but understand that Mill road (and Cambridge city centre) is best visited using active travel or public transport. I am unable to walk far and use my cycle as a mobility aid.
Environmental,Safety	WhollySupport	I would be much more likely to cycle, walk, and shop on Mill Road if there was less motor traffic. I believe we should develop this area for people and businesses, not as a through road for cars travelling across the city.
Safety	WhollySupport	<p>Once a week I cycle across Mill Road with my 3 year old on the way to my parents/her grandparents. While it was closed it was a lovely place to stop and pick up fresh ingredients and do some shopping by with the road open it horrible, it's just a case of getting past it. What's more, now that she can cycle, the whole route from Union Lane to Tenison road is safe for her except Devonshire as it has such busy two-way traffic and dangerous pavements, not to mention the poor road surface.</p> <p>I am hoping this fixes both those issues and whole area will be much more livable.</p>
Traffic	WhollySupport	I wholly support the proposal because the commute on Mill Road via bike is currently horrific and I actively avoid it even if its where I want to go or the most direct route.
Traffic	WhollySupport	I wholly support the proposal to close the mill road bridge to traffic. I believe this will make Mill Road a much more pleasant environment for pedestrians and cyclists

Safety	WhollySupport	<p>I fully support the proposal to restrict vehicle traffic across the Mill Road Bridge.</p> <p>Having lived in the Romsey area until recently, I always found that the street was hostile to pedestrians & cyclists. On the occasions when the bridge or street was closed to vehicle traffic, the environment was much more inviting and really encouraged a vibrant community spirit. For example, when the bridge was closed for repairs, parklets sprung up for al fresco seating, and during the Mill Road Winter Fair thousands of people enjoy the shops and stalls. Why shouldn't we have that all the time?</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I want Mill road to be an area where people can walk and cycle safely and not use Mill road as a rat run. Cambridge deserves an area where cafe owners can flourish, people can pop into shops safely.</p> <p>]</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
Safety	WhollySupport	<p>I support this proposal. I used to live in Petersfield and still visit the area regularly. I would like to cycle but I find it absolutely terrifying. Visibility is awful, car drivers and delivery drivers especially take no account of cyclists and pass far too close to be safe. I have had many near misses and now avoid cycling there if I can possibly help it. Walking is also a nasty experience. Often the narrow pavements are blocked by vans making deliveries without heed of the rules, or cars pulling up on the pavement to go into the shops. The road is nowhere near wide enough to accommodate such a large amount of traffic along with pedestrians and cyclists. I think the bus gate will result in a massive improvement for people using the road, and significantly improved safety.</p>
Environmental	WhollySupport	<p>Bridge should be closed to private traffic. If not all traffic. This will improve cycle safety and promote healthy use (limiting) of car</p>
Traffic	WhollySupport	<p>I regularly cycle to the station and shops along Mill Road from the other side of the city, and I feel the area would be greatly improved by the bridge closure reducing traffic. The volume of cars and vans currently makes the street feel dangerous to ride down, as it is fairly narrow and people overtake fast and close or park half on the kerb. Full support of this proposal from me.</p>
Safety	WhollySupport	<p>Mill Road is currently very unsafe for vulnerable road users, particularly pedestrians and cyclists. Evidence shows that it is a hotspot for traffic collisions and has been identified as the most dangerous road in the city https://www.varsity.co.uk/news/22949. The proposed traffic filter will be a valuable first step in addressing a key source of stress - use of the road as an access to central Cambridge.</p>

Safety	WhollySupport	I go to Mill road at least twice a week and would go more often if I felt safe on my bike. I lived in the area for many years and experienced the dangerous traffic, particularly close to the bridge, as well as the aggressive motorists — many shouted for me to leave the streets when I was cycling. My hairdresser, bike shop and some of my favourite shops and cafes are in Mill Road, but the traffic is a problem and I will go there less often while the traffic situation doesn't improve. I think the scheme will change Mill road for the better.
Environmental	WhollySupport	This neighbour is spoilt by the heavy and speeding traffic on Mill Road. It is a narrow and congested road. It could be a much more pleasant area to use on a bike and as a pedestrian with no cars etc. Please go ahead with your planned bus gate
Safety	WhollySupport	I first came to Cambridge in 1975, when Kings Parade and Sydney Street were still part of through routes across the city. Then I didn't own a bike but I have come to appreciate that it is the most practical and convenient way to negotiate the centre. Today motor vehicles cross the city without using Kings Parade or Sydney Street, and being unable to cross Mill Road Bridge would be a very minor inconvenience for everyone. We have already experienced times when the bridge was closed. It made walking and cycling both safer and more pleasant. It also restored the feeling that Mill Road is a street full of life to be enjoyed and experienced rather than a thoroughfare to be traversed as rapidly as possible. I appreciate the changes made around the city, particularly to Milton Road, Hills Road, Histon Road and my own street, Arbury Road. The improvement proposed for Mill Road is entirely in keeping with the overall plan for the city which is making it more pleasant, safer, quieter and less polluted. I fully support the Council in continuing efforts to close Mill Road Bridge to through traffic.
Safety	WhollySupport	I regularly cycle across Mill road near the bridge to get to the station or community events. Crossing the road is one of the worst parts of the journey as cars come down the bridge very quickly and there is very poor visibility. The proposed improvements will make it safer for me to cross and easier to find a gap. It will improve the safety of this journey for me significantly.
Environmental	WhollySupport	I support the restriction of cars over this bridge. Anything that makes cycling and walking safer is a good thing for Cambridge.
Traffic	WhollySupport	Mill Road is regularly clogged with traffic, making it unpleasant to walk and shop there, and really difficult to cycle down. A bus gate would allow access to the whole street, but make life much easier for residents who do not drive cars in the city, improving the air quality and improving the quality of life. Please go ahead with your proposals!

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that everything is in place to proceed with an updated scheme. While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I am a volunteer for *** and quite a few of us regularly work out of ***. Cycling over the bridge slowly (***) I have had a close pass and been hooted at by van drivers. I support the scheme because stopping through traffic would have great impact on numbers over the bridge</p> <p>I also support the scheme because cycling along Mill Road, especially the section from Covent Garden to the traffic lights is one of the most unpleasant rides I know. Having cut through from Lyndewode/Mawson Roads It's a route I regularly cycle on my way home via Parkside and Clarendon Road.</p> <p>The sheer volume of traffic, the exhaust fumes, the time it takes to cross the junction, it's not nice and not safe. And as there are lots of pedestrians in this section wheeling your bike on the quite wide pavement is tricky too so not really an option.</p> <p>In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge.</p> <p>Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I so look forward to the approval and implementation of the bus gate at long last.</p> <p>Thank you for reading this far</p> <p>Kind regards, ***</p>
Traffic	WhollySupport	I cycle regularly along Mill Road and it feels dangerous at the moment with the level of traffic. I fully support a scheme which makes this a safer and more pleasant experience.
Safety	WhollySupport	Mill Road is much too narrow for the traffic it currently takes, making it unpleasant for pedestrians and cyclists. Reducing traffic in this way seems a very sensible proposal.
Traffic	WhollySupport	I like this proposal and it would make me to commute to work more often by bike rather than by car
Traffic	WhollySupport	I am 11 and the road is difficult to cycle down and it is dangerous and I have to go there once a week so can you stop the traffic please 🙏
Safety,Traffic	WhollySupport	<p>Mill Road is a hostile environment for walking and cycling and so I do not visit as often as I would, particularly with young children on the narrow pavements. The collision data bears out the danger.</p> <p>The noise and pollution from the volume of traffic makes it unattractive as a place to linger and spend money. Restricted traffic would do much to improve it and encourage more walking and cycling in a virtuous circle to reduce the effect of traffic on the city.</p>

	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because the scheme will significantly improve the experience for cyclists, pedestrians and other users of Mill Road.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	I fully support this measure as a first step in making Cambridge more pedestrian and cycle friendly. More measures like this should be taken across the city which, along with a much more liberal approach to planning dense housing, will allow Cambridge to live up to its potential as a vibrant and modern city.
Traffic,Safety,Environmental	WhollySupport	I am supportive of closing mill road bridge to general traffic to improve the experience of mill road for pedestrians and cyclists. I believe mill road has great potential as an exciting area of the city to relax in, whereas at the moment is it generally stressful to be near as a pedestrian or cyclist because of the traffic.
Traffic	WhollySupport	This proposal will make my cycle to work much easier and safer. I cross mill road by the bridge and it is often very busy and feels unsafe to cross. I carry my daughter on a bike seat on the back of my bike on my commute so as to drop her off at nursery and I am often worried we will have an accident due to the volume of traffic. The level of traffic also puts me off from visiting the shops on mill road and affects air quality. I fully support the proposal to close the bridge.
Traffic	WhollySupport	Thank you for trying to make the Mill Road area safer for cyclists and pedestrians, and a less noisy and polluted environment for residents.

	WhollySupport	<p>Dear council</p> <p>I am writing in support of the proposed changes (bus gate) on Mill Road.</p> <p>I live in Cambridge within walking distance of Mill Road and regularly visit shops and restaurants on Mill Road, or cross en route to the rail station and elsewhere. I sometimes accompany relatives with small children.</p> <p>It is evident to me that Mill Road is not a family friendly environment. Other main roads in the town have features including cycle lanes, verges, planting, etc which go some way to mitigate the effect of heavy traffic flows on pedestrians. Mill Road is too narrow for this and not suitable to be used as a traffic corridor. The bus gate, with exceptions for taxis and disabled, seems like a reasonable measure and long overdue.</p> <p>***</p>
	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because the scheme will help to enable safe active travel, and will at the same time free up space for (and render more pleasant) Mill Road's unique culture of kerbside cafés, restaurants and bars.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>

		<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because it will make my cycling commute much safer.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>***</p>
	WhollySupport	
Safety	WhollySupport	I would like to see Mill Road bridge closed to private motor traffic. It will hugely improve the safety of Mill Road for pedestrians and cyclists. On the evidence of past temporary closures, it will enhance the street environment, especially beyond the bridge (going out of town).
Safety	WhollySupport	I fully support this closure and hope that this is the final consultation we have to have on this before the correct decision is made. Mill road is currently unsafe for active travel users and this measure will have a significant positive impact. Please follow the road hierarchy and put walking and wheeling back at the heart of decision making.
Traffic	WhollySupport	I fully support this closure and hope that this is the final consultation we have to have on this before the correct decision is made. Mill road is currently unsafe for active travel users and this measure will have a significant positive impact. Please follow the road hierarchy and put walking and wheeling back at the heart of decision making.
Traffic,Safety,Environmental	WhollySupport	I do support the bus gate installation of Mill Road bridge. I support increased access for cyclists and pedestrians.
Safety	WhollySupport	Mill Road is simply not a road which needs to be car-enabled. It's narrow and more suitable for bikes and pedestrians.

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because having lived on***, in Petersfield (***) for a year and Romsey (***) for two, the bridge was always my least favourite part of walking or cycling along the road. Had a scheme like this been consulted on while I lived there I would have supported it vociferously, and I always found it odd the bridge was still open to cars even at the time. In the three years I lived there I, a car owner, probably only drove over it a single figure number of times and it was a significant barrier to access for me using the businesses along the road or cycling into town generally, as was the car traffic. The pavements are not wide enough for the amount of foot traffic and the dangerous driver overtakes make it terrifying to cycle over. Now, as frequent visitors to Cambridge on the train, my husband and I would love to take our children to the road where we met, but apart from days like the Fair where the road is closed, the combination of narrow pavements and standstill traffic mean it isn't the enjoyable destination it can and should be.</p> <p>Please also consider improving access and signage through the station square/car park and along Devonshire Road. The combination of an improved public realm on Mill Road and improved, clearer pedestrian access would make Mill Road a brilliant destination for anyone on the rail line, not just a "local secret" as it is now. I grew up in Newmarket - I knew nothing about Mill Road, except as a place with a swimming pool and multistorey at one end of it, until I moved to Cambridge myself. Although traders are concerned about footfall, Mill Road was not built as a regional drive thru and does not have/cannot fit the infrastructure to operate effectively as one. It shouldn't be treated as a relief road for routes designed to take higher volumes of traffic. This is not fair on residents, nor visitors nor, despite the campaign group's claims, traders. Scheme after scheme and study after study have proven that traders worldwide overestimate the proportion of their customers who arrive by car (have the group provided any data on their customers?) and many realise the benefits of active travel schemes only when they are in place. The limited parking and standstill traffic on Mill Road means I cannot see how any of the businesses on it would be in any way reliant on drivers as their main source of trade. If anything, the damage to the customer experience caused by the narrow pavements, pavement parking, traffic noise and air pollution is probably severely constraining their footfall.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards, ***</p>
Safety	WhollySupport	<p>Mill Road is so constrained that its physical limits simply cannot continue to accommodate the volume of users it experiences, therefore it is right that the safety of those on walking, wheeling or cycling is prioritised over that of motorists who detract far more from the area than they add. I am however disappointed to note that the exemptions for taxis and Blue Badge holders are still going forward - a car is still a car, regardless of whom is behind the wheel.</p>
Safety	WhollySupport	<p>Mill Road is an old road entirely unsuitable for use as a major thoroughfare; this proposal removes the through car traffic from it and therefore should make it a much more pleasant place to cycle</p>
Traffic	WhollySupport	<p>Quieter traffic on this street will make it safer for bikes and pedestrians</p>
	WhollySupport	<p>Dear Sir or Madam</p> <p>As an infrequent visitor to Cambridge (P&R and a Brompton bicycle) I would like to say that I support the proposal to make the Mill Road bus gate permanent.</p> <p>I do hope that this scheme goes ahead. I believe that pedestrians will benefit as well as cyclists.</p> <p>Best wishes, ***</p>
Other	WhollySupport	<p>Mill road has a number of cafes and is a well used high street by pedestrians and cyclists. Through motor traffic detracts greatly from this area with frequent conflicts between motor traffic and pedestrian crossing the road, and slower moving cyclists. This is also an important active travel corridor towards the city centre.</p>
Safety	WhollySupport	<p>The road is so busy, and cycling down down mill road is so dangerous at the moment</p>

Safety	WhollySupport	This change is urgently needed and long overdue. The safety of pedestrians and cyclists and working towards the local authorities' policy goals in transport and public health are justification for proceeding with this as planned. Similar schemes have been repeatedly proven to be both popular and effective once implemented.
Access	WhollySupport	I commute from London to Cambridge for work and would like better walking and cycling paths at Mill Road. Currently it feels intimidating and unsafe sometimes to be cycling with cars there.
Safety	WhollySupport	Will increase cyclist numbers, improve safety and reduce environmental impact of cars traffic from cars and lorries makes it road a pain for bikes.
Environmental	WhollySupport	I regularly cycle and walk and have lots of problems doing so along Mill road. It's much easier and less polluted when the bridge is restricted
	WhollySupport	<p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because I often work in that area of Cambridge as a cycling instructor. It's my main route from the rail station to schools in the east of the city and from the schools into the centre. I often choose to use Mill Road rather than the Carter Bridge as I like to stop for a coffee en route - a pleasure that would be significantly improved by the removal of most motor traffic from the street.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street. Similar schemes have been hugely successful elsewhere in the UK. It will also boost businesses on Mill Road as 'passing trade' on foot or cycle is more likely and able to stop than those confined to cars.</p> <p>It is essential for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death. Even as an experienced cyclist I've had some scary moments and close passes on the bridge itself.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I very much look forward to the approval and implementation of the bus gate.</p> <p>Kind regards ***</p>

		<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme because I and my school-age grandchildren use Mill Road for:</p> <ul style="list-style-type: none"> walking cycling using buses shopping <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>I cite the following instance:</p> <p>697ae64a-f7cf-4fc6-9174-4f81c9b028ca_image.jpeg JPEG Image · 248 KB</p> <p>I am cycling. I have collected my baby grandson from his nursery. He is in a trailer towed by my bike. I turn into Cavendish Road from Mill Road. (For the purpose of identification of the incident location, Vincent Shaw Residential is at the precise location.) I pull out towards the middle of the road to avoid a parked car. At this point, no vehicle approaches me from any direction. A car driver arrives at speed at the junction of Cavendish Road with the unnamed track servicing the Broadway shops. The driver wants to turn left, towards Mill Road. He only looks to his right, whilst he carries on moving forward into Cavendish Road, at speed, heading directly towards the baby in the trailer. His driver's side window is wound down. I am dead level with that window.</p>
	WhollySupport	
		<p>Dear Sirs</p> <p>I'm heartened to hear of the Council's consultation restricting vehicle access around the bridge on Mill Road. As a visitor to my daughter's family living nearby I've had a couple of near misses on a borrowed cycle. It's bedlam sometimes with cyclists having to compete for road space with cars ,buses etc . I support the suggestion of restricted access as presenting a safer and more pleasant experience to the local shops and further on into the town centre.</p> <p>Yours sincerely ***</p>
	WhollySupport	

	WhollySupport	<p>Hello,</p> <p>I support the proposed Traffic Regulation Order (TRO) to close Mill Road bridge to all vehicles, with some exemptions. Cycling is an essential part of Cambridge life. Our family does not have a car, lives close to Mill road, and cycles everywhere, including our 8yo daughter and at some point in the future our 3yo daughter. Cycling on Mill road is extremely dangerous, especially with cars parking illegally half on the pavement, half on the road. The bridge is also extremely dangerous with cars and taxis overtaking bicycles on very narrow lanes. It is essential to have dedicated cycle lanes on Mill road and on the bridge for cyclists to be safe.</p> <p>Best wishes,</p> <p>***</p>
	WhollySupport	<p>Hi</p> <p>I support the proposed new TRO..</p> <p>I regularly use or cross Mill Road by bike or on foot, and it would make this safer. A friend of mine had a bad accident at junction Devonshire and Mill Road, and it is often difficult to cross there</p> <p>I also use #2 bus, or catch a cab to/from station, and it would make these journeys easier.</p> <p>The proposed TRO will make bike, bus cab travel easier – encouraging their use and reducing incentive to use cars</p> <p>I gather that cars of registered disabled people will also continue to be able to use the bridge</p> <p>There was a comprehensive consultation that supported the scheme. Lets now waste more time in implementing the scheme.</p> <p>***</p>
	WhollySupport	<p>I live on *** and support the modal filter on the bridge. I would walk and cycle much more comfortably if there were less traffic. In fact, I would really prefer bus and bike only but that hasn't been given as an option, neither have time of day restrictions, which seem to work in other places.</p> <p>Kind regards</p> <p>***</p>

	WhollySupport	<p>Dear Cambridgeshire County Council,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge.</p> <p>I support the scheme to prioritise pedestrians and cyclists and to create a Great local place to live and shop.</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Best regards, ***</p>
	WhollySupport	<p>Just a quick line to say we are fully in support of this measure, to bring restriction to traffic on Mill Road. As residents in *** we frequently use the bridge for all modes of transport, on foot and on our bikes as well as in our car. We would willingly accept the inconvenience of not being able to use our car to cross the bridge in order to reduce traffic and make it more safe for pedestrians and cyclists. The way things currently stand it is clearly dangerous.</p> <p>Many thanks, ***</p>
	WhollySupport	<p>Hello,</p> <p>My name is *** and I live at *** with my husband and 16 month-old toddler.</p> <p>I am hugely in favour of the bus gate. The bridge is always scary to cycle over because driver get impatient and try to overtake or they drive past really fast. There isn't enough space for cyclists and cars on it. The pavement is also too narrow when I walk with the pram.</p> <p>More generally I am hugely in favour of any traffic calming measures on Mill Road. It is one of Cambridge's highlights but is so often clogged with cars. It's impossible to cycle down during peak hours - it's crazy that bikes get caught in the road traffic. I avoid it when walking my son back from nursery due to the air pollution.</p> <p>The road is also in awful condition from overuse so bikes are forced to drive through potholes and the uneven gutter. It's an embarrassment for a cycle-friendly city and especially given how much council tax we pay.</p> <p>Please don't be swayed by the aggressive pro-car lobby. Cambridge should be making the city better for all of its residents. I do own a car but I believe its use should be restricted.</p> <p>Thank you, ***</p>

	WhollySupport	<p>Hello,</p> <p>I support this TRO because I believe such policies are essential in a congested city like Cambridge to create alternatives to car travel. Facilitating a switch in travel modes is vital to reduce greenhouse gas emissions and other pollution from the transport sector and to alleviate the impacts of heavy traffic on residents and non-motorised users. There is only a limited amount of road space in Cambridge, so the available space should be reallocated where possible to make the alternatives, such as cycling, walking and bus travel viable, attractive and safer options.</p> <p>I believe this change will benefit me personally when I cycle into Cambridge via the Chisholm Trail, Cromwell Road and Sedgewick Street, to shop at the eastern end of Mill Road. I find the current levels and movements of traffic daunting even outside of peak commuting times. It would be good if the proposed public realm improvements could include more cycle hoops at this end of Mill Road, to compensate for those removed when the fish shop opened.</p> <p>***</p>
Access	Neutral	No
	PartlyObject	<p>We do not believe the advantages claimed for the restrictions on Mill Road will outweigh the multiple disadvantages to local occupants and businesses and therefore wish to object to this proposal.</p> <p>***</p>
Traffic,Access,Financial	PartlyObject	Reduction of road capacity
Access	WhollyObject	closures road selfish and unwanted , unnecessaryout carrying by yourselves for names make to trying stop Please
Other	WhollyObject	Keep the bridge open.
Traffic	WhollyObject	There are already many traffic restrictions in Cambridge.
Other	WhollyObject	I see no valid reason for the bridge to close. I am a self employed tradesman and travel around the city most days. I have no other option than driving.
Other	WhollyObject	I see no valid reason for the bridge to close
	WhollyObject	<p>I most strongly object to the closure of the bridge on Mill Road.</p> <p>My reasons are many.</p> <p>Regards,</p> <p>***</p>
	WhollyObject	<p>Hi - I'd like to state my objection to the proposed closure of Mill Road bridge in Cambridge.</p> <p>***</p>
Traffic	WhollyObject	I object to the Mill Road Bridge closure
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge

Safety,Traffic,Parking,Access,Disturbance,Financial,Environmental	WhollyObject	I strongly object to the proposal
Other	WhollyObject	please don't close the bridge it will effect badly to us.
	WhollyObject	<p>Dear Sir,</p> <p>I object to the new GCP Bridge 'Closure' Consultation.</p> <p>KEEP THE BRIDGE OPEN!</p> <p>Yours faithfully,</p> <p>***</p>
	WhollyObject	<p>Dear Sir/Madame</p> <p>As a resident of Petersfield I strongly Object to the closure of Mill Rd and the resulting chaos that will be caused by doing so.</p> <p>Kind Regards</p> <p>***</p>
	WhollyObject	<p>Hi</p> <p>I strongly object to your proposal to close the Mill Road bridge. I have already objected last year and the council has just decided to make the same proposal again. This is just another way of making the lives of the residents difficult and impose more restrictions simply to justify fining for not complying to your unpopular policies.</p> <p>Kind regards,</p> <p>***</p>
Traffic	WhollyObject	<p>I would like Mill Rd to be kept open for cars.</p> <p>I do not want buses to have priority.</p> <p>I am a keen cyclist. Buses are awful for bicycles. They completely block visibility. You cannot see over or past a bus.</p>
	WhollyObject	Dear Sir or Madam. This is to reigster my objection to the proposed closure of the Mill Road Railway Bridge to motor vehicles. It should remain open to all vehicles and should be widened. Cyclists should be rerouted away from Mill Road down the side streets. All proposed restrictions to the use of petrochemical vehicles should be suspended until the cost of electric vehicles is reduced to that of petrochemical vehicles.
	WhollyObject	<p>(In subject header) "Keep the bridge open" (In body) 'Period after policy</p> <p>***</p>
Traffic	WhollyObject	Object
	WhollyObject	<p>Dear Sir/Madam</p> <p>I am writing to say that I object to the new GCP bridge 'closure' consultation now.</p> <p>Yours sincerely</p> <p>***</p>
Access	WhollyObject	Don't close our bridge
Other	WhollyObject	I don't like close bridge at all. Because I drive pass bridge offen

Parking,Traffic,Access,Safety,Financial,Environmental	WhollyObject	I object to these ridiculous plans to shut bridge. I live *** and cannot believe that there are any benefits for shutting the bridge. There is a safe cycle bridge down devenshire road for cyclists. There is no need to block this bridge.
	WhollyObject	Please register my objection to the closure of Mill Road Railway Bridge. ***
	WhollyObject	I object to the planned closure of Mill Road Bridge ***
Traffic	WhollyObject	I don't see the traffic over Mill Road bridge as a problem
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge
Access	WhollyObject	I strongly oppose the plan to close the Mill Road Bridge. This is our common heritage, built with our taxes and I and many others will not allow it to be destroyed. We have guaranteed access to the bridge and no official will stop us. This idea is sick and we will not allow someone to harm residents with their own money.
Traffic	WhollyObject	Why don't you give up - it's crazy to close one of only 4 bridges across the railway. You've been beaten once, get the message. Your crazy ideas will just put more traffic on tge 3 other bridges
	WhollyObject	Please leave mill road bridge as it is from***
Other	WhollyObject	please don't close the bridge
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge
	WhollyObject	The closure/ restrictions utterly inconvenient ! ***
	WhollyObject	Let's keep it open please. ***
	WhollyObject	Let's keep it open please. ***
Disturbance	WhollyObject	Inconvenience
Other	WhollyObject	I completely disagree with the closure of Mill bridge.
Financial	WhollyObject	I wholly object to this proposal
Access	WhollyObject	There has not been enough research and consultation to enable an informed decision around the impact on local traffic
Traffic	WhollyObject	I am against the closure of Mill road bridge to traffice
Traffic	WhollyObject	I fully disagree with closing for public Mill Road bridge and making as a bus and taxis access only.
Access	WhollyObject	Instead of closing the bridge, mill road should be managed better by the council with illegal parking addressed.
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge
Traffic	WhollyObject	I completely oppose this idea, such a silly proposal to even think of having a bus gate for a main road.
Access	WhollyObject	Residents do not want any more restrictions. There Is a vocal minority against cars but it is a bridge and a major way into Cambridge- leave it alone.
Access	WhollyObject	Local resident please leave the bridge alone
Other	WhollyObject	I do not support the Mill Road Busgate

Access	WhollyObject	<p>This proposal does not take into account the following</p> <ul style="list-style-type: none"> - high cost of public transport - the frequency of the No 2 is very low and you can be waiting for a long time to get a bus into town. - the current route of the only bus that goes down Mill Rd does not help people getting to people the station or other places accessed by car, if you are less mobile but do not have a blue badge. - based in previous closures the traffic is just shunted into Coldham's Land or Coleridge/ Cherry Hinton Rd. - the real issue with traffic in Mill Road is the illegal parking of cars or delivery trucks blocking a lane of traffic for long periods - local businesses do not support this and based on similar projects in 2 places I have lived previously the businesses have suffered and we have been inundated with charity shops <p>I do not believe my comments will make any difference as the survey will be completed by more people who are not directly impacted as they do not live or work in/ near Mill Rd</p>
	WhollyObject	<p>I object to the closure of Mill Road bridge.</p> <p>***</p>
Access	WhollyObject	Nothing else to say. Please do not do this!
Access	WhollyObject	Please don't close the bridge - closing it is a really silly idea
Access	WhollyObject	Please concern and consider the needs of all kinds of road users. Thanks!
Traffic	WhollyObject	The bridge should be kept open to traffic
Traffic	WhollyObject	Dreadful antisocial idea. Makes no sense.
Access	WhollyObject	Keep mill road bridge open
Disturbance	WhollyObject	I live in this area and travel to City centre either by walking or taking buses via Mill Road. My experience as a pedestrian and bus rider is that the unsafety now is primarily caused by reckless and irresponsible cyclists and scooter riders. I have lost counts where I (or the buses) have to avoid cyclists/scooter riders on the pavement or on the road because of their extremely high speed, zigzagging their way or them paying only attention to their phones. Therefore, restricting vehicles passing through the Mill Road Bridge will not improve the current situation. That's why I reject the proposal.
Access	WhollyObject	I strongly oppose the new Traffic Regulation Order regarding Mill Road in Cambridge. Mill Road should remain open, accessible and lively.
	WhollyObject	<p>Good day</p> <p>I'd like to object to GCP's proposed closure of Mill Road bridge.</p> <p>Thank you.</p> <p>***</p>
Other	WhollyObject	I object to the bridge being closed to all traffic on the grounds that this is discriminatory and completely unnecessary, the traffic over mill road bridge had diminished considerably over the last 2 decades and IMHO is not a problem apart from a Friday afternoon prayer time, but this will not be eased by the bridge closing at all.
Access	WhollyObject	I really don't understand why you closing the bridge you make me disgusted by your actions every single day this Cambridge become horrible place to live
Traffic	WhollyObject	I really don't think this is a good idea as it would have an effect on so many different things and not for the better.
Access	WhollyObject	Dont close the way
Other	WhollyObject	<p>As a whole this idea has already been shown as not needed.</p> <p>As a resident of Romsey for 44 years, can you please just leave us alone.</p> <p>We do not need road closures, or charges, or less parking places.</p> <p>You are making this city an awful place to manoeuvre, and it's clearly not needed.</p>
Access	WhollyObject	Please do not restrict access to Mill Road's bridge.
Access	WhollyObject	mill road bridge is convenient
Access	WhollyObject	Not to the closure of the Mill Road bridge

Access	WhollyObject	I fully object to this closure
Other	WhollyObject	Mill Road bridge should be kept open for vehicles.
Access	WhollyObject	Totally oppose the closing of the bridge. Let's look at other ways of supporting the local community that I've been part of for 30 years
Traffic	WhollyObject	I think that closing the bridge will do more harm than good to Cambridge.
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge
		Please leave the bridge open for everyone Just don't touch it
Access	WhollyObject	Thank you
Access	WhollyObject	I am totally against this proposal.
Access	WhollyObject	why no need been open for years council ruining cambridge and people's lives
		I want to object to closing the bridge.
	WhollyObject	***
Access	WhollyObject	This bridge is useful link for everyone. Why you want to restrict it. The bridge should remain open for everyone. The council should consider widening it
Access	WhollyObject	I totally object to this proposal. There is no need to close Mill rd bridge at all.
Access	WhollyObject	Keep Bridge Open.
Other	WhollyObject	I wholly object to the closure of Mill Road bridge. I also object to the council wasting more of our tax money trying to overturn the High courts decision. This money would be far better spent on the repair of the counties roads.
Traffic	WhollyObject	Keep it open it's a main route to the city
Access	WhollyObject	Please don't close mill road bridge
Traffic	WhollyObject	I disagree with this proposal
Access,Traffic,Financial,Disturbance	WhollyObject	The whole idea is simply unacceptable, Mill Road works well as it is and as always been. Why change for the sake of change? It's a totally misguided Idea to close the bridge.
Access	WhollyObject	I don't support these restrictions.
Access	WhollyObject	I don't support this.
Access,Parking,Traffic	WhollyObject	I object this proposal
Access	WhollyObject	Cambridge is falling apart and if they close the bridge it would be the final nail in the coffin
Access,Traffic	WhollyObject	Oppose

		<p>The council and *** seem obsessed with closing Mill Rd bridge and as a voter and tax payer, I find it very troubling that a specialist interest group seems to have has such power within our local government.</p> <p>So convinced at this point that the two groups can do whatever they like you tried to illegally force you will on everyone and close the bridge with your 72% claim as the reason. I've read the data, it's a joke that anyone thought that it provided a genuine result of the wider community's opinion and not just the select few it did actually cover. Flyers and select facebook groups do not amount to something being well publicised, I certainly never saw anything. In the same spirit though, I too have done a consultation that was widely "publicised" (in my house but shhh and definitely wasn't just me and my child's stuff rabbit) and results prove that the entire universe believes that Cambridgeshire County Council has lost its way. Even after being called out on your illegal attempt to shut the bridge, rather than hold your hands up, admit the error and rectify, you basically play victim and say you'll redo it so not to waste any further money. Everyone can see that you knew you wouldn't win because what you were doing was illegal. Such incompetence and unwillingness to admit fault would face punishment in any other area of life. Why does the council consider itself above this? Thanks for wasting my tax money with no repercussions being faced by anyone as a result.</p> <p>The Carter Bridge was built when Labour and Conservative councillors worked together to find solutions to cycling issues. Look what happens when we work together. Now one side believes its opinion is the only one that matters. If certain groups find Mill Rd too dangerous, why are they not using the Carter Bridge? Why must others be put out to accommodate people who have alternative options, but just choose not to use them? Why is the council not working to make the Carter bridge more palatable for such people? Why is new cycling infrastructure not being built such as parallel to the railway lines, but instead infrastructure continues to be taken from other road users for cyclists?</p> <p>Closing the bridge is only an option when all surrounding roads have been improved to take on the additional traffic. Looking at other council plans, roads are being adjusted to handle reduced traffic loads whilst giving more priority to buses and bikes. Buses in Cambridge are awful and stagecoaches response to it is the same as your when told you're doing something illegal ie a shrug of a shoulder because frankly who cares. Assuming Stagecoach continue to behave as they have done for many years, travelling around Cambridge under current plans will only improve for cyclists and until all road users are benefiting, the bridge needs to remain open to help the many that cannot cycle for whatever reason even if you don't like that reason.</p>
Other	WhollyObject	
Traffic,Safety,Access,Parking,Disturbance,Environmental	WhollyObject	I do not support the proposal
Access	WhollyObject	I just don't get it
Access	WhollyObject	I strongly oppose this proposal.
Access	WhollyObject	I strongly object to this proposal
Access	WhollyObject	DO NOT EVEN THINK ABOUT CLOSING THE BRIDGE.
Access	WhollyObject	I totally object the bridge to close.
Traffic,Disturbance,Parking,Safety,Access	WhollyObject	Completely disagree with this plan
	WhollyObject	<p>Surely keeping the bridge open for everyone's use makes very sound economic sense so why close it?</p> <p>***</p>
Access	WhollyObject	As in all cities, this is a busy road. But the present situation copes well enough. There is negligible benefit to air quality or the environment by closing this bridge to through traffic. Just leave things as they are.
Traffic	WhollyObject	Keep Mill Road bridge open.
Access	WhollyObject	Do not close mill road bridge
Other	WhollyObject	This is yet another attempt by the GCP to get the response they want by repeatedly asking the same question.
Access	WhollyObject	Keep the Bridge OPEN!
Access	WhollyObject	KEEP THE BRIDGE OPEN!

Access	WhollyObject	I wholly object to this proposal
Environmental	WhollyObject	I completely object to the closer
Safety	WhollyObject	There is absolutely no reason for this money wasting exercise to go ahead! I understand the Council will keep pushing until they win as that's their agenda, trying to scrape millions more out of us working class people! I travel to Mill Road several times a week & traffic/pollution is not an issue at all!
	WhollyObject	I wholeheartedly object to the proposed closure of Mill Road bridge. ***
Other	WhollyObject	Do not go ahead - the adverse impact in all areas of concern too great
Access	WhollyObject	This looks to me like a resumbittal of the previous thrown out proposal with a few minor changes. I am totally against the restriction to access along the length of Mill Road that will cause. I can see no REAL reason for it other than financial gain for the council. It is time we stopped all this crazy traffic restriction in all its forma in Cambridge, reopen closed roads to reduce congestion and spend the money that would be spent on schemes like this one to repair the damaged roads we already have.
Traffic	WhollyObject	This proposal only serves to benefit the immediate residents of Mill Road and cyclists. There is zero benefit to closing the bridge to those of us that have to travel in by vehicle. It is selfish of those who have tabled and support this idea and it should be blocked.
Traffic	WhollyObject	Very much against
	WhollyObject	from: *** This proposed closure is an outrageous proposition which will seriously impact the lives and livelihoods of thousands of people. It's completely absurd And I can't stress strongly enough how important it is to throw this out. I can't understand how it ever even got off the ground or what could possibly be gained from it. It can't be pedestrianisation because there would be no businesses left to shop in. Yours sincerely, ***
Disturbance	WhollyObject	There is no requirement for any further restrictions to movement in Cambridge. Minority pressure groups appear to have disproportionately influenced the transport agenda. Roads should be for all forms of transport.
Other	WhollyObject	I object to this proposal. I used to be a cyclist and I would have objected then. I am now disabled and I still object.
Traffic	WhollyObject	Please make Mill Road accessible to all people, at all times, to all vehicles at zero cost. Please do not turn roads into weapons for making punitive monies or fund-raising tools. This is mean. Please do not restrict it only to a particular type of vehicle or user. Please enable roads to facilitate better flow of traffic, convenience and access for all residents and citizens. This creates a happy and positive environment for everybody. It feels like the Authorities are trying their best to make life as difficult as they can for one group and punish motorists. Why? Please do not be lop-sided. It is unfair, unjust and unjustified.
	WhollyObject	Thank you.
Access	WhollyObject	I object to the closing of Mill Road bridge
Access	WhollyObject	No
Disturbance	WhollyObject	This is a total waste of money
Traffic	WhollyObject	This is yet another example of Local Government trying to make life impossible for motorists. That needs to stop.

Access	WhollyObject	Little to say other than what a shockingly poor and ill thought out idea. It is clear someone with a vested interest is pushing this plan.
Access	WhollyObject	Don't understand why you are trying to kill our beautiful city. No one wants the bridge to be closed. Repair the roads and all the other problems first.
Access	WhollyObject	I wish Mill Road bridge to remain open
Access	WhollyObject	Will you stop keep wasting time and money leave the bridge open!!!
Access	WhollyObject	Wholly unnecessary.
Financial	WhollyObject	This project is total waste of money
Access	WhollyObject	There is no problem with the bridge being open how it is now too connect all communities on either side of the bridge with any kind of transport
Access	WhollyObject	Closure restricts my access to businesses on mill road and forces me onto longer routes which just adds to congestion.
Other	WhollyObject	There is absolutely no need for this to happen, hardly anybody wants it to happen and the need for it is not justified. There is nothing wrong with the way things are at the moment on Mill Road stop trying to mess with everything and making life which is already hard enough even harder for people
Access	WhollyObject	They shouldn't close the bridge on Mill Road in Cambridge. It should be open to all traffic. It didn't work last time they tried to close the bridge and it won't work this time. KEEP IT OPEN FOR ALL TRAFFIC.
Access	WhollyObject	The bridge needs to stay open to traffic
Access	WhollyObject	I oppose the closure
Other	WhollyObject	NO WE DO NOT WANT A BUS GATE! LEAVE OUR ROAD ALONE!!!! LISTEN TO THE MAJORITY NOT THE FEW EHO SCREAM THE LOUDEST!!!!
Traffic	WhollyObject	I wholly object.
		I object to the closure of Mill Road Bridge.
	WhollyObject	***
Traffic	WhollyObject	There is no reason to penalize any cars whether they are not purely electronic or otherwise from using a bridge. People travel by car often, and the opportunity cost to impose further penalties will increase the financial burden on individuals.
Environmental	WhollyObject	I object to these proposals
Access	WhollyObject	Haven't you idiots wasted enough of my money trying to railrod this through in the face of local opposition?
Traffic	WhollyObject	Please don't close mill rd bridge
Traffic	WhollyObject	Disagree with closure
Financial	WhollyObject	Why can't England be like Sweden and support business in stead of distroying people lively hood. It ridiculous. That bridge has been open years untill some idiot decides to close it.
Access	WhollyObject	Strongly object
Traffic	WhollyObject	Strongly opposing the bus gate proposal
Access	WhollyObject	I feel that we should have the right to access both sides of Mill road without any restrictions
Disturbance	WhollyObject	No need to close the road
Other	WhollyObject	Simple complete disagreement with the proposal
Traffic	WhollyObject	As someone that uses mill road on a daily basis the business and pleasure closing mill road to any vehicles would be a disaster for the immediate area and cambridge in general.
Access	WhollyObject	If this proposal is to make Mill Road safe then the ban on cars should apply to all cars, taxis, disabled and the rest. For me it will mean I stop serving the residents on *** as I cannot be bothered to travel the extra miles to get to the *** properties to deliveries to do my work.
		I am a 30 year Cambridge who walks, cycles and drives a car and around the city almost ever day.
		Restricting traffic flow on Mill Road bridge is 100% stupid in my opinion..
		I would support restrictions on large delivery lorries during rush hour as they are a major hazard during rush hour.
Traffic	WhollyObject	I would also support subsidised bus fares, especially during rush hour.

Parking,Access,Financial,Disturbance	WhollyObject	I object to more roads being closed for no reason. Bateman street, Nightingale avenue, Storey's way, Luard Road and many others have made life to move around Cambridge unbearable. Stop doing this and adding more houses around the city
	WhollyObject	I am opposed to any closure of the bridge to any through car traffic. *** Please confirm receipt and that my comment has been recorded.
Other	WhollyObject	I wholly object to this proposal
Access	WhollyObject	Freedom of movement / travel by whatever mean possible is a basic human right and must NEVER be decided /imposed to simply suit an intolerant and oppressive few. The public at large are totally fed up listening to such faux lobby grouping as ***. MRFP spouting only their one sided anti-car propaganda. Our Councils need to distance themselves from these by and large troublemaking groupings.
Traffic,Financial,Disturbance,Environmental,Access,Safety	WhollyObject	I'm a taxi driver and mill road bridge is main road to connect....I strongly oppose this
Traffic	WhollyObject	I fully oppose
Other	WhollyObject	Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge
Traffic	WhollyObject	All of Mill Road should stay open for everyone.
Access	WhollyObject	I don't agree that there is any need to change the current road set up which allows all traffic forms to utilise the bridge and therefore offers a positive influence on travel, commerce and visitor friendly access to Mill Road.
Access	WhollyObject	Mill Road is a major artery of Cambridge and closing it to road traffic is absolute madness!
Traffic	WhollyObject	GCP's anti car agenda is killing the city. I know many people who no longer visit Cambridge because the traffic and parking costs are a joke. This is just another nail in the coffin.
Other	WhollyObject	I wholeheartedly object to this ridiculous plan!
Access	WhollyObject	I work in Cambridge and use mill road to get there
Traffic	WhollyObject	Nothing else to say but keep the bridge open!
Access	WhollyObject	.road this shut not Do
Other	WhollyObject	Disgusting I'm disabled thank heavens I don't live down mill road or the surrounding areas ,how on earth do you expect every day folk to get around, absolutely ridiculous proposal by dare I say a bunch of tree huggers ,look at all the shops , businesses the council has allowed to be built in & around mill road ,plastic high raised hotels ,etc all of which need trucks ,lorries ,vans constantly to deliver Thier rubbish the council are not interested in every day folk whom have lived in Cambridge all Thier lives anyone whom waltz in a big corporate company & yep straight away gets a green light to build plastic monsters which increases the traffic to keep these plastic businesses going & then you have the audacity to blame everyone whom lives Thier for the environment if you left mill road alone stop big companies in Cambridge moving in where people live you wouldn't have all this pollution after all how many plastic coffee shops are allowed each year to be opened ,shops selling plastic water bottles come on when I grew up.. in Cambridge you didn't have coffee shops ,plastic bottles, plastic high chair mini me shops selling rubbish were all to lazy to make ,the answer would be to get rid of unnecessary shops cafes etc & make it law not talk that we all use electric vehicles stop blaming people whom have lived in Cambridge for years for the council & government allowing all this unnecessary business to be allowed to clog up our streets where we live , instead of allowing high named hotels, convenience stores to open why not build more doctors surgeries, community centres , hospitals schools which the country is crying out for ! Why because you lot make greedy money from these big companies,all the pollution they bring why don't you look back at how many hotels ,cafes ,shops actually have been granted permission to open in Cambridge in the last 50 years it's disgusting!!! Stand up people stand up I say to the right to go & return to your home how you choose !!!!
Traffic	WhollyObject	I object to this proposal
	WhollyObject	Please take note of my objection to this proposal. ***

	WhollyObject	<p>Dear Sir/Madam,</p> <p>I hope this finds you well.</p> <p>I am writing to object to the proposed new GCP bridge closure on Mill Road. I do not wish this to go ahead. I have been a resident and owner-occupier of *** since ***.</p> <p>With thanks and best wishes,</p> <p>Yours sincerely</p> <p>***</p>
	WhollyObject	<p>Dear Sirs,</p> <p>Please accept this email as an objection to the proposed TRO.</p> <p>***</p>
	WhollyObject	<p>To whom it may concern</p> <p>I am writing to object most strongly to this TRO.</p> <p>Yours faithfully,</p> <p>***</p>
	WhollyObject	I object to the TRO
	WhollyObject	I object to the closure of MILL ROAD BRIDGE
	WhollyObject	<p>I wish to register my strongest objection to the closure of mill road bridge and the implementation of the charge for crossing the bridge.</p> <p>***</p>
	WhollyObject	<p>I am against the closure of Mill Road bridge.</p> <p>***</p>
	WhollyObject	<p>Dear Policy and Regulation Team</p> <p>PR1058</p> <p>As a resident of Cambridge I would like it noted/put forward that I object to the closing of Mill Road Bridge, many thanks.</p> <p>Kind regards</p> <p>***</p>

		<p>Regarding https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-projects/cycling-pedestrian-improvements/mill-road-bridge-tro, I oppose the planned closure of Mill Road bridge.</p> <p>The provided reasons do not seem to support the plan to restrict Mill Road bridge traffic.</p> <p>"For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising."</p> <p>But buses and taxis (and potentially bikes to a lesser degree) still present a risk to pedestrians, and these are exempt from the plans. Indeed, as a pedestrian I find buses the greatest danger when crossing on the bridge.</p> <p>"For facilitating the passage on the road or other road for any class of traffic (including pedestrians)"</p> <p>During the Mill Road bridge temporary closure 2020-2021, as a pedestrian living nearby, I did not notice a significant improvement in terms of being able to cross Mill Road - even with the bridge closed to most cars, in practice there was enough traffic on the rest of the road.</p> <p>So restricting traffic on the bridge itself seems to offer little benefit. And pedestrians can't walk in the road on the bridge itself anyway, due to exemptions.</p> <p>It is unclear why an exemption is made for private taxi companies (including multinationals like Uber) at the expense of those who own cars (and live locally) - this seems to unfairly benefit taxi companies. The response to the earlier consultation said this was due to people with disabilities. But that same argument applies to cars also: just as</p>
	WhollyObject	

	WhollyObject	<p>Hi,</p> <p>I wish to voice my object to the proposed traffic regulation order for Mill Rd bridge.</p> <p>Please can you let me know the official channel for voicing my objection.</p> <p>Also, are there any public debate sessions planned for the proposal?</p> <p>Thanks,</p> <p>***</p>
	WhollyObject	<p>I wish to advise you that I object to the proposed TRO.</p> <p>Regards</p> <p>***</p>
	WhollyObject	<p>We'd like to object to the proposed closure of Mill Road Bridge, Cambridge.</p> <p>***</p>
	WhollyObject	<p>Sir madam trans and all</p> <p>I strongly object to yet another attempt to force the people of Cambridge to adopt the unwanted uncalled for ridiculous road closure of mill road bridge</p> <p>This is nothing but crass dictatorship</p> <p>Who do you think you are</p> <p>I suggest you get on repairing the terrible state of the roads in the entire area instead of wasting time and our money on a scheme already rejected twice</p> <p>Disgraceful waste of public money</p> <p>***</p>
	WhollyObject	<p>I object to the TRO and hope that you will take into consideration the views of those who have the same feelings.</p> <p>Kind regards.</p> <p>***</p>
	WhollyObject	<p>***</p> <p>I am in favour of keeping the Mill Road Bridge open.</p> <p>I consider that since Cambridge is famous throughout the world for its top class university and for its beauty it belongs to the world. And even though the wellbeing of Cambridge citizens need to be respected, we should allow the world to come and go and enjoy the city. And blocking one of the few entry points into Cambridge to private vehicles only will serve the interests of some local local inhabitants, and shows ignorance of the importance of Cambridge to the world.</p> <p>Yours sincerely,</p> <p>***</p>

		<p>Dear policy team,</p> <p>I am writing in regard to the above consultation, which you are inviting views on at present.</p> <p>I live just off ***. I have a young child and we frequently walk along Mill Road to the shops or on our way into town. My main mode of transport is cycling, and I frequently cycle up and down Mill Road.</p> <p>I am opposed to the Mill Road Bridge closure on the basis that it is a distraction from solving issues that are much more dangerous for those of us who walk and cycle along Mill Road frequently.</p> <p>By far the biggest problem on Mill Road is people driving onto the pavements to park outside shops. Yesterday on my trip between *** and the city end of Mill Road I counted six vehicles parked on the pavement. On the way back I counted seven, including the usual collection outside Zi's piri piri chicken. I have had numerous experiences of having to grab my child out of the way of a car or lorry pulling up onto the pavement. As a cyclist, it's common to find your route blocked by a van or lorry parked part on the pavement and part on the road.</p> <p>This behaviour is actively dangerous, and seriously harms the experience of pedestrians using Mill Road. I do not believe that slightly reducing the flow of traffic on the road will improve the pedestrian experience if we still have to contend with people using the pavement as a car park.</p> <p>This makes me opposed to the TRO because either:</p> <p>1) The Council are not capable of enforcing safe parking, and so won't be able to enforce the TRO either, or</p> <p>2) The Council could enforce safe parking but are choosing to prioritise the TRO over this.</p> <p>I would much rather the Council's efforts went into stopping driving and parking on Mill Road's pavements. This materially harms the experience of using Mill Road on foot or by bike, and creates a real safety risk - especially for young children.</p> <p>I would fully support any action to tackle this problem, but oppose anything that distracts us from solving it.</p>
	WhollyObject	***
	WhollyObject	<p>I am writing to state my objection to the proposed TRO.</p> <p>How, for example, are tourists, which the city's traders must rely heavily on, meant to travel into Cambridge?</p>
	WhollyObject	***
	WhollyObject	Please keep the mill road bridge open.
	WhollyObject	<p>This crazy idea should be scrapped immediately as it will trash a major social artery in an already ruined city. The GCP should be hung, drawn and quartered! Pompous egoistic has no place today!</p> <p>Romsey resident for ***years.</p>
Traffic	Neutral	I would like to see modelling of how this closure would interact with the proposed 20 mph limit on many of CB's other roads. In particular the effect on increased time for bus journeys - with more traffic on slower moving roads. I am also worried about the effect on Mill rd businesses.
Other	PartlyObject	I am extrememly concerned about the impact for the traders

Access,Safety	PartlyObject	<p>I think that a complete prohibition is not necessary. There are no details on how local businesses are being provided for. I use these shops and would not want them to suffer.</p> <p>When traffic was banned from the bridge recently I found Mill Road more hazardous to cycle in as vehicles moved faster. The vehicles allowed on the bridge were more likely to take an aggressive position into oncoming cyclists as there was less vehicle traffic to restrict this.</p> <p>Traffic could be greatly reduced by making it tidal or having closed times for vehicles on the bridge.</p>
Other	PartlyObject	<p>As a local resident I feel this proposal is a disproportionate to the issues at hand. The problems I experience with Mill Road are largely around pavement parking, about which the Council appears to have a very high tolerance level. I do not consider the congestion levels to be particularly high much of the time and I am conscious of the needs of businesses to have vehicle access and local residents to have use of the road for themselves and those visiting including tradespeople. Whilst the outdoor living/cafe society visualised might be lovely, I wonder if a better balance could be achieved by only closing the roads to cars at weekends. I am largely a person who walks and cycles in Cambridge but I am conscious not everyone does this, and some businesses need vehicles eg: plumbers, other tradespeople. I fear the proposal feels elitist for those of us who can do our business by bike but not recognising the needs of others. I would hope the Council could offer better balance for its residents and come up with a compromise that is less divisive. I am also puzzled why the improvements to the public domain eg cycle parking, planters etc are dependent on this scheme - why can't these be done anyway?</p>
Access,Traffic	PartlyObject	<p>I am a *** of a *** on Mill Road, and a previous resident of the area.</p> <p>I understand the need to address the traffic issue, but I had thought this was only for peak times. If so, I would support it. As a universal ban on crossing the bridge for normal traffic, I do not, for several reasons:</p> <p>Many buses do not run on Sundays or evenings when I need to come to church (including the two buses into Cambridge from my village), and Mill Road only has one, or in some places two, bus routes, so my only way to get to church is to cycle or drive. I cycle as much as possible but it is not always possible or desirable in bad weather.</p> <p>Many church members will have much longer journeys to our church and will not easily be able to swap to a bus on Sundays, and for some walking or cycling is not an option.</p> <p>I also don't think it works to restrict the flow of traffic over the bridge because of all the traffic restrictions on almost every side street off Mill Road- when the bridge was closed for repairs it created some significantly longer journeys which would have been very short had the bridge been open. This is problematic in increasing carbon emissions and traffic, affecting air quality in different places with an overall negative effect.</p> <p>I would like to see exemptions for local residents, so that people who live in the parish are not forced to make very long journeys and increase traffic to get to places on the other side of the bridge.</p> <p>I am also concerned for businesses on the Romsey side of the bridge potentially suffering. For example on the occasions when I drive to church, I won't stop at Eclipse Bakery or the greengrocer on our way there or back because I will no longer pass them.</p> <p>I fully support measures to reduce traffic and emissions through improved public transport and cycle and walking infrastructure, but I am not convinced this reduces either at the level of Cambridge city.</p>
Access	PartlyObject	<p>I oppose the proposed closure of Mill Road Bridge because I think it is too stringent. It will make it very difficult for many local people to get where they need to in any realistic manner.</p> <p>Yes, it is good to stop through traffic using Mill Road.</p> <p>But I think the bridge should remain open to more classes of users. For instance - traders, local people who need their cars to get around by reason of age or mild disability, delivery vehicles, anyone visiting a sick/elderly/disabled person.</p> <p>The closure will make Cambridge still more only a place for the young and fit, and for enthusiastic shoppers. It will make life very difficult for many ordinary residents of Cambridge.</p>

	PartlyObject	<p>Dear Cambridgeshire County Council,</p> <p>Whilst I can understand some of your reasons for the TRO, I do not agree with it.</p> <p>You have to consider the businesses and their customers. The residents who live on and near Mill Road itself. There are people who rely on being and to use the buses and their own transport. Making a longer journey, just one side effect, will cost more money, cause more traffic in other, already busy roads.</p> <p>This is not a fair idea, life may not be fair, but we can all agree to make changes that will improve lives not cause more problems in a time of very high cost of living.</p> <p>Kind regards,</p> <p>***</p>
Safety	PartlySupport	I am really concerned for the efficient delivery of goods to the shops in Mill Road and for delivery from the shops. Is it possible to make some exceptions to vehicles in these categories?
		<p>Thank you for opening this feedback portal. I support closure of the Mill Road Bridge. In addition to the vehicles specified in the proposal, I would also like the following to be allowed through a Mill Road Bridge gate: uber cars, scooters, mopeds used by deliveroo and other delivery drivers. I would also like additional signals to be installed to enforce the 20-km speed limit for all, e.g. 'smiley face' type of signals. I would also like to see chicanes installed on Mill Road and centre-of-the road obstacles on the bridge to prevent illegal overtaking. If it is decided that cars should after all be allowed over the Bridge, the chicanes will be essential.</p> <p>My reasons:</p> <p>1) Cars, lorries and motorcycles perennially ignore the speed limit. They zoom across the bridge and along Mill Rd with at times alarming speeds. In 2019, I was witness to a woman being knocked off her bicycle by a lorry driver on the bridge; the driver did not wait for the police, and the woman had to be taken to the hospital by ambulance.</p> <p>2) Cars, lorries and buses perennially ignore the no-overtaking road markings on the upward stretch of the bridge (either approach). They regularly veer across the white line into the opposite lane.</p> <p>3) Cars, in particularly the speeding cars, use Mill Rd as a rat line. They do not stop to shop or use services. I appreciate that commercial outfits along Mill Rd wish the road to be kept open as they fear a loss of revenue. However, the Mill Rd has been closed twice in the past eight years, once during Covid (2020-21) and once during work to improve rail services (July-Aug. 2019). I would welcome seeing actual statistics and spreadsheets of footfall before, after and during those closures to be able to check for myself if shops and services actually lost revenue. As far as I can tell, cars zooming through do not stop at shops.</p> <p>4) Yes, it was inconvenient to drive my car during the closure times in roundabout ways to avoid the Mill Rd Bridge. However, this inconvenience was an inconvenience. It was not a threat to life and limb, as the current speeding cars are.</p> <p>5) Mill Road was safer and more tranquil during the closure times. Riding across the Bridge now scares me and I feel nervous every time I do it.</p> <p>6) This may be an adjunct and not directly related to the Bridge closure or opening but recently, cars are parking on the pavement in Romsey every day, blocking pedestrian access, including on the weekends.</p>
Traffic	PartlySupport	Thank you. I look forward to closure of the bridge.
Access	PartlySupport	I support these proposals but am concerned that it doesn't impact on the success of our brilliant independent businesses on Mill Road. I am not clear how they will receive deliveries? This seems to be one of the key issues with congestion on Mill Road at the moment and I can't see how it will be addressed in the headlines from the proposal.
Access	WhollyObject	Bridge is vital for access to businesses & residents in different parts of Cambridge

Other	WhollyObject	<p>My *** lives in the Mill Road area. I don't agree with the bridge being shut to cars etc because it will change the whole of what Mill Road has come to mean to Cambridge over many years. Businesses will die off and the variety and diversity of these unique shops, restaurants. D cafes etc will be gone forever. It will cause congestion on surrounding roads that are already under heavy use because of roadworks,,!!!</p>
Traffic	WhollyObject	<p>This has been rejected by the residences, businesses and Cambridge as a whole. Why does this keep arrogantly being proposed. It affects traffic, business and accessibility for residences and is simply idiotic</p>
	WhollyObject	<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local trader, I am deeply concerned about the adverse effects this proposal could have on my business, our local economy, and the community at large.</p> <p>1. Economic Impact on Local Businesses</p> <p>Past closures of Mill Road Bridge led to a significant decline in foot traffic and accessibility, directly harming local businesses like mine. The current proposal risks repeating these negative consequences, which could result in reduced customer visits and potentially threaten the viability of small businesses.</p> <p>2. Accessibility Challenges</p> <p>The bus gate would create substantial difficulties for customers, suppliers, and service providers who need to access my business. This disruption would not only reduce sales but also increase operational challenges, particularly for tradespeople and delivery services.</p> <p>3. Inadequate Safety and Environmental Justifications</p> <p>The TRO is justified on safety and environmental grounds, yet there is insufficient evidence to support these claims. The displacement of traffic to surrounding roads could worsen congestion and pollution, negatively impacting the broader community.</p> <p>4. Cultural and Tourism Impact</p> <p>Mill Road is renowned for its cultural diversity and unique shopping experience. Limiting access to this area could diminish its appeal to both residents and visitors, leading to a downturn in tourism and harming the local economy.</p> <p>5. Lack of Comprehensive Analysis</p> <p>The Council has not provided adequate traffic or economic impact analysis to justify this significant change. Without a thorough understanding of the potential consequences, the implementation of a bus gate seems premature and potentially harmful.</p> <p>6. Call for Alternative Solutions</p> <p>I urge the Council to consider alternative solutions that would improve traffic management without negatively affecting businesses. Enhanced public transport options or targeted traffic-calming measures could achieve the desired outcomes without restricting access to Mill Road.</p> <p>In conclusion, the proposed TRO for a bus gate on Mill Road Bridge could have far-reaching negative consequences for local businesses, including mine. I respectfully request that the Council reconsider this proposal and engage with the community to develop a more balanced and beneficial solution.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
Financial	WhollyObject	<p>Affect small businesses on Mill road.</p>
Other	WhollyObject	<p>I believe that the perceived benefits that the council expects from the closure of the Mill Road bridge is wholly disproportionate to the disruption and inconvenience to local residents and businesses. It would be hugely disruptive to the flow of traffic in this part of Cambridge - forcing drivers onto other already congested routes.</p>

	WhollyObject	<p>I object strongly to closure of this bridge which, after about 150 years, continues to provide a vital life-line for shops, restaurants and residents.</p> <p>The whole scheme appears driven by a vocal minority of cyclist lobby, selfish dreamers (who care not the cost to others) and won-over GCP officials.</p> <p>I and many others received no original consultation/ lobby (as was claimed to have been delivered) by the local cycling lobby. In spite of some Labourite backing the great majority of traders and dwellers do not want their artery cut.</p> <p>What exactly is the reported accident rate (and severity of each) for this bridge?</p> <p>I object strongly to closure of this bridge.</p> <p>***</p>
	WhollyObject	<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local trader, I am deeply concerned about the adverse effects this proposal could have on my business, our local economy, and the community at large.</p> <p>1. Economic Impact on Local Businesses</p> <p>Past closures of Mill Road Bridge led to a significant decline in foot traffic and accessibility, directly harming local businesses like mine. The current proposal risks repeating these negative consequences, which could result in reduced customer visits and potentially threaten the viability of small businesses.</p> <p>2. Accessibility Challenges</p> <p>The bus gate would create substantial difficulties for customers, suppliers, and service providers who need to access my business. This disruption would not only reduce sales but also increase operational challenges, particularly for tradespeople and delivery services.</p> <p>3. Inadequate Safety and Environmental Justifications</p> <p>The TRO is justified on safety and environmental grounds, yet there is insufficient evidence to support these claims. The displacement of traffic to surrounding roads could worsen congestion and pollution, negatively impacting the broader community.</p> <p>4. Cultural and Tourism Impact</p> <p>Mill Road is renowned for its cultural diversity and unique shopping experience. Limiting access to this area could diminish its appeal to both residents and visitors, leading to a downturn in tourism and harming the local economy.</p> <p>5. Lack of Comprehensive Analysis</p> <p>The Council has not provided adequate traffic or economic impact analysis to justify this significant change. Without a thorough understanding of the potential consequences, the implementation of a bus gate seems premature and potentially harmful.</p> <p>6. Call for Alternative Solutions</p> <p>I urge the Council to consider alternative solutions that would improve traffic management without negatively affecting businesses. Enhanced public transport options or targeted traffic-calming measures could achieve the desired outcomes without restricting access to Mill Road.</p> <p>In conclusion, the proposed TRO for a bus gate on Mill Road Bridge could have far-reaching negative consequences for local businesses, including mine. I respectfully request that the Council reconsider this proposal and engage with the community to develop a more balanced and beneficial solution.</p> <p>Thank you for considering my objections.</p> <p>Sincerely</p> <p>***</p>
Other	WhollyObject	<p>we don't want bus gate it will kill my business and I have to let staff go.</p>

Financial,Traffic,Par king,Safety,Access	WhollyObject	<p>I am a resident living just off Mill Road. The closure of the Mill Road bridge to vehicular traffic will negatively impact me as a resident. Crossing this bridge is important as a means of access and it is not always possible or practical to use public transport to do so. Closure will increase traffic on the residential side roads towards the station as vehicles must redirect around the closure. These roads often have parking on at least one side if not both and are not suitable for this increased traffic. The additional traffic turning off and on the side roads will increase danger for pedestrians and cyclists as compared with traffic going straight ahead over the bridge. Part of the appeal of the area is the vibrant shopping and restaurant options on Mill Road. Reduction of vehicular access options both for customers and for trade will negatively impact these businesses in an already-difficult economic climate. The traffic improvements required for Mill Road are to reduce pavement width to provide real short-stay parking options, building a dedicated cycle lane segregated from traffic and considering reducing the road to a one-way road on the Parkside side of the bridge if additional space is required for these options. These changes would strike the right balance in a way that closing the bridge</p> <p>Dear Sir/Madam,</p>
Other	WhollyObject	<p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local trader, I am deeply concerned about the adverse effects this proposal could have on my business, our local economy, and the community at large.</p> <p>1. Economic Impact on Local Businesses</p> <p>Past closures of Mill Road Bridge led to a significant decline in foot traffic and accessibility, directly harming local businesses like mine. The current proposal risks repeating these negative consequences, which could result in reduced customer visits and potentially threaten the viability of small businesses.</p> <p>2. Accessibility Challenges</p> <p>The bus gate would create substantial difficulties for customers, suppliers, and service providers who need to access my business. This disruption would not only reduce sales but also increase operational challenges, particularly for tradespeople and delivery services.</p> <p>3. Inadequate Safety and Environmental Justifications</p> <p>The TRO is justified on safety and environmental grounds, yet there is insufficient evidence to support these claims. The displacement of traffic to surrounding roads could worsen congestion and pollution, negatively impacting the broader community.</p> <p>4. Cultural and Tourism Impact</p> <p>Mill Road is renowned for its cultural diversity and unique shopping experience. Limiting access to this area could diminish its appeal to both residents and visitors, leading to a downturn in tourism and harming the local economy.</p> <p>5. Lack of Comprehensive Analysis</p> <p>The Council has not provided adequate traffic or economic impact analysis to justify this significant change. Without a thorough understanding of the potential consequences, the implementation of a bus gate seems premature and potentially harmful.</p> <p>6. Call for Alternative Solutions</p> <p>I urge the Council to consider alternative solutions that would improve traffic management without negatively affecting businesses. Enhanced public transport options or targeted traffic-calming measures could achieve the desired outcomes without restricting access to Mill Road.</p> <p>In conclusion, the proposed TRO for a bus gate on Mill Road Bridge could have far-reaching negative consequences for local businesses, including mine. I respectfully request that the Council reconsider this proposal and engage with the community to develop a more balanced and beneficial solution.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
Traffic	WhollyObject	<p>I strongly object to the closure of bridge on Mill Road as it will affect my business operation where I need to move items between properties scattered on both sides of the bridge</p>
Environmental	WhollyObject	<p>Apart from the inevitable impact to local businesses on Mill Road, the proposed closure of Mill Road Bridge will create significant environmental impacts. For instance, as a resident with a young family that lives on the western side of the bridge, journeys that require a vehicle to travel Eastwood results in significantly higher levels of pollution. When the bridge was closed previously, our detour involves travelling via Hills Road (and sitting in stationary traffic as Hills Road is nearly always blocked these days as a result of adjacent road closures) and other connecting roads. A short 5 to 10 minute journey by car with the bridge open is at least twice the distance and three times the duration with the bridge closed.</p> <p>As some journeys simply require the use of a vehicle (ferrying kids with stuff!!), they will generate around triple the pollution levels with the bridge closed.</p>

Traffic,Access,Disturbance	WhollyObject	<p>I am opposed to the proposed TRO. I am a long-time resident of the Mill Road area. I believe the traffic restrictions will lead to a decline in local businesses as well as causing increased costs to residents by longer car journeys. There will also be cost to the environment in increased air pollution by longer car journeys to and from my place of work, longer queuing in traffic on East Road and Cherry Hinton Road. The inevitable result of the bridge closure will be increased congestion on two alternative routes over the railway on Coldhams's Lane and Hill's Road. Both routes are already heavily congested, especially so at peak times. I think congestion will also be felt along other routes, Newmarket Road for example, as closure of one central Cambridge road has a domino effect throughout the city. There is plenty of evidence for this from the many road closures we have experienced recently for road works, gas and water repairs.</p> <p>While recognising that the proposal is for a restriction of traffic types rather than closure, I will use closure as a shorthand, as it will be closed to most residents.</p> <p>It is claimed that the proposed restrictions will lead to increased use of cycling by commuters as well as a 'pavement café' culture. I think we will have the worst of both worlds: the inconvenience of restricted access by car to our homes with taxis, buses and delivery vans whizzing past whilst trying to enjoy a cup of coffee on the café pavement. There have already been many new welcome cycling routes in and around the city; I see no need for an extra one at the cost of closing a major road route.</p> <p>Mill Road Traders are convinced that this proposal will harm their business. They have evidence from 2 previous road closures during COVID. I am convinced that the closure will leave some local businesses unviable. As a resident of Mill Road for more than *** years, I and my family greatly value our local shops and eateries and patronise them very frequently – by walking. I do not feel unsafe or have ever had accidents whilst walking in Mill Road with the current levels and types of traffic. The only dangerous vehicles I have encountered or witnessed are taxis and they are not proposed to be excluded if Mill Road bridge is closed.</p> <p>The pro-closure lobby have claimed that closure of the bridge would create increased trade for Mill Road. I believe that the traders would welcome the proposal to close the bridge IF they thought it would benefit their business. I find it implausible that the Traders would oppose increased profits so firmly. Surely the business owners are more likely to be correct than the cycle lobby.</p> <p>Pro-Closure lobbyists claim that '72% of local residents favour the closure'. This is not correct. We do not know what fraction of local residents favour the TRO as we have never been asked as a single question which directly polled all local residents. As a ***year resident of***, I know a lot of local residents and opinion amongst them is mixed certainly but on balance opposed to the proposed TRO .</p>
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Traffic	WhollyObject	<p>I am opposed to the proposed TRO. I am a long-time resident of the Mill Road area. I believe the traffic restrictions will lead to a decline in the business amenity as well as causing increased costs to residents in accessing their premises by vehicle. While recognising that the proposal is for a restriction of traffic types rather than closure, I will use closure as a shorthand, as it will be closed to most residents and vehicles serving local businesses.</p> <p>Business. The Mill Road Traders are convinced that this proposal will harm their business. We have two recent previous closure periods to draw information from. The most recent closure was during the COVID-19 response period and certainly in the early period and during some subsequent restriction periods it is difficult to draw firm conclusions. However, the closure during the replacement of the bridge offers more robust data. Traders vary in their experience but overall the trend was for a significant loss of business. Mill Road already has a significant number of empty commercial premises, some of which have been unlet for many years e.g no 105, no 86 and the former pool hall among others. While some businesses are thriving, others are struggling. I am convinced that the closure will leave some local businesses unviable. As a resident of Mill Road for *** years, I greatly value our local shops and eateries and patronise them very frequently – by walking. When the bridge re-opened after the COVID period, I found the result did not reduce the numbers of cyclists or detract from the experience of walking along Mill Road, but it did increase the vibrancy and life of the street.</p> <p>Congestion. The inevitable result of the bridge closure will be increased congestion on the two alternative routes over the railway from central Cambridge in an South-Easterly direction namely Coldhams's Lane and Hill Road. Both routes are already heavily congested, especially so at peak times. This will result in costs to business, residents and workers in the City and also increased air pollution along the remaining routes. It may impact Newmarket Road to a lesser extent.</p> <p>False claims. The pro-closure lobby have claimed that closure of the bridge would create increased trade for Mill Road. I believe that the traders would welcome the proposal to close the bridge IF they thought it would benefit their business. I find it implausible that the Traders would oppose increased profits so firmly. Surely the business owners are more likely to be correct than the cycle lobby.</p> <p>It is claimed that the proposed restrictions will lead to increased use of cycling by commuters as well as a 'pavement café' culture. We already have as much pavement café culture as we are likely to get, given that buses and taxis will still be using the bridge. What evidence is there that commuting by bike will increase, given the alternative cycling routes already available?</p> <p>Pro-Closure lobbyists claim that '72% of local residents favour the closure'. This is not correct. We do not know what fraction of local residents favour the TRO as we have never been asked as a single question which directly polled all local residents. As a ***-year resident of ***, I know a lot of local residents and opinion amongst them is mixed certainly but on balance opposed to the proposed TRO .</p>
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		<p>Dear Sir/Madam</p> <p>As a Cambridge resident who has lived near Mill Road for more than*** years, I am writing to oppose the proposed vehicle restrictions on Mill Road bridge.</p> <p>I walk, cycle and drive over Mill Road bridge on a regular basis and the road is no more congested than it was 20 years ago.</p> <p>Below I list a number of points in favour of keeping the bridge open as a vital economic and transport conduit.</p> <ol style="list-style-type: none"> 1. Mill Road - the clue is in the name - is a road and therefore should be used as such as it has been for the last century. 2. The county council says in its latest statement that “Mill Road suffers from high levels of through traffic.” I would argue that, if this is correct, this is a good sign as it indicates people are moving about i.e. economic activity. I accept that others may disagree with this analysis. 3. Which brings me onto my next point. It is my understanding that local businesses along Mill Road are fearful of what restrictions of movement on the bridge would bring. If local entrepreneurs say that businesses are threatened and jobs could be lost, the county council should take serious note. 4. Restricting movement on the bridge would just be a displacement activity moving traffic to other parts of the Cambridge and making those areas less pleasant to live in. I think that would be a selfish thing to do. Drivers who need to use the bridge will just be sent on long, environmentally unfriendly detours clogging up other already congested city roads. 5. Instead of the severe restrictions on those crossing the bridge, I would suggest that there are a number of measures that could be introduced to make life more pleasant along Mill Road i.e. bollards to stop parking lorries/cars breaking up the pavements; greater regulation of food delivery drivers on their motorised bikes, as I have witnessed that these drivers, in their bid to deliver food at pace, are flouting the Highway Code regularly, endangering themselves and pedestrians; and a greater number of civil enforcement officers patrolling to ensure that the rules are not flouted. 6. I would be interested in seeing what plans are in development to make Mill Road a better place to live, should these restrictions be imposed. I suspect that these have not been fully costed and the benefits yet to be outlined. 7. Mill Road bridge is being made ‘the whipping boy’ for the failure of councillors and planners to devise a strategic transport plan for the greater Cambridge region over many years, such as the need to reopen the Cambridge to Haverhill railway line and having a bus service so attractive and regular that people don’t want to use their cars. 8. I can see the argument by the eco-warriors and the always-vocal cycling lobby for a pedestrian ‘heaven’ where cars are just a dirty word and a bad dream, but that’s not the real world. Mill Road bridge needs to be kept open as a vital economic lifeline for businesses and as an historic bridge for residents to travel over fulfilling their daily tasks, whether picking up children from school or visiting sick friends and relatives.
	WhollyObject	<p>Mill Road is the thread that provides a vital element in bringing communities closer together - we don’t want a Berlin-style ‘Checkpoint Charlie’ on the bridge.</p>

Financial	WhollyObject	<p>Dear Sir / Madam,</p> <p>As a long term resident of Cambridge, I wholly object in the strongest possible terms to the proposal to restrict use of Mill Road Bridge.</p> <p>The proposal is clearly and evidently against the best interests of businesses, residents and voters.</p> <p>The proposal undermines the economic growth, competitiveness and productivity agendas and manifesto commitments of the Labour Government.</p> <p>The proposal is undemocratic.</p> <p>There will be a major voter and press backlash against this wholly inappropriate and unreasonable proposal if it were ever to progress.</p> <p>I object wholly and in the strongest possible terms.</p>
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		<p>Please see the response or *** in the uploaded file. About ***:</p> <p>As part of *** offers its services to all members of the community regardless of race, sexual orientation, or religious belief. *** with a mission to deliver care and compassion to any in need, whatever that may be.</p> <p>In recent years, *** has issued an environmental and sustainability policy setting out a commitment to take considered and firm action concerning the use of natural resources and has put in place a strong ecological policy ***. A commitment has been issued to align its work to the wider sustainability agenda, measuring impacts and setting objectives to enable continual improvement. The impact of travel and transport is part of the plan.</p> <p>Having been present in Cambridge since ***. This has created a platform for delivering an expanded range of vital services to the local community, including ***. Additionally ***.</p> <p>Central to its existence is *** for running the buildings, *** to make a positive change in the places where they live and work.</p> <p>For more than *** has been a key part of *** service to the community. It is a place that offers ***, but also where members of the public can find valuable opportunities for ***. There are half a dozen *** who are part of the team who face ***. To them, *** is a place where they are welcomed and valued. The shop now trades from ***, a decision taken in ***, allowing *** to support community works.</p> <p>***</p> <p>- 2 -</p> <p>Throughout the year *** serves its community in multiple ways that include ***.</p> <p>*** is committed to the work it delivers to support the *** needs of those with whom it comes into contact. Year-round, *** partners with *** agencies in the city, ***** to meet the needs of Cambridge's homeless community. In recent years it has worked with the city council to ***. The recent ***, ***, *** offers practical assistance including ***. During Christmas 2023 it has worked with members of the public to ***, and for December 2024 it is once again preparing to assist as far as it is able. *** by car is an important part of this service, as well as undertaking the transporting of ***.</p> <p>Why this consultation is important to the ***:</p> <p>Approximately ***, *** decided to undertake a much-needed ***. There was an option to move out of the city, but, when considering the local area in Mill Road, the needs of those in the city, and opportunities to serve the community, the decision was made to stay in the existing ***, rather than move out to an alternate location to one of the rapidly developing new towns. The considerable need of this part of Cambridge should not be overlooked and the impact of organisations such as *** should not be underestimated.</p>
Traffic,Safety,Access,Financial	WhollyObject	
Access	WhollyObject	This proposal will be devastating for the local businesses on Mill Road and will kill off the vibrant feel of the place. I see no reason for this proposal to go ahead.
Financial,Environmental,Traffic	WhollyObject	Closing the bridge will cause significant disruption for residents and businesses alike. It will also create huge traffic problems on other Cambridge arteries, as we can safely assume motor traffic won't disappear overnight. Please stop this ill-advised plan.
Environmental	WhollyObject	Closure of the bridge would damage the local businesses, ruin the unique atmosphere of Mill road and increase the amount of pollution as car would have to travel much further to get from one side of the bridge to the other. It would also divide the communities on either side of the bridge. It would also impact on delivery drivers I think it is very important to take into account the opinions of local residents such as myself, who would be most impacted by the closure. Local trades people do not want to work in the area due to all the current restrictions, closing the bridge would make this much worse.
Access	WhollyObject	Going shopping will be harder. The shops around here will not survive the slow down of business. Shops will close and we will suffer from it.

Traffic,Access,Financial	WhollyObject	<p>As a resident of the town side of a street which joins Mill Road I object to the proposal for the following reason:</p> <ol style="list-style-type: none"> 1. The independent businesses of Mill Road are what makes up the character and reduced car access makes those businesses less viable, many are already suffering a downturn in trade post pandemic and the proposed traffic restrictions will further reduce their viability turning Mill Road into a less desirable location. 2. There is no provision for residents who need to drive to get to work as Cambridgeshire bus services have very poor provision outside the city of Cambridge. The peak hours of traffic on Mill Road are not driven by residents driving and many residents, including my household have significantly reduced the days we work outside our homes. The residents are being penalised for the city's failure to invest in public transport solutions and safe bike lanes. 3. The closure of the bridge will have little effect on the town side traffic - there are still multiple ways to access the town side and these routes will be more congested as people avoid the bridge closure. The town side of Mill Road is more congested than Broadway, especially between 3-6pm and the planned closure will make this worse.
Access	WhollyObject	<p>Although this proposal will be inconvenient for me, my main objection is the devastating impact it will have on businesses in Mill Road. Many of these businesses depend on visitors from outside Cambridge. Korean, Chinese, and a wide range of Asian shoppers use the specialist shops in Mill Road and this proposal will make it more difficult for them to access these shops.</p> <p>In addition closing the bridge massively increases the number of taxis turning off Mill Road and down Tennison Road and using local side streets. It will also push a lot of traffic from Mill Road onto Cherry Hinton Road and Hills Road. This traffic has to go somewhere and will just make things worse elsewhere, risking gridlock. Previous closure of the bridge has not resulted in any real benefits to local residents.</p>
	WhollyObject	<p>I am a longstanding resident of ***, Cambridge and strongly object to the proposed closure of the Mill Road Bridge.</p> <p>I support the stance taken by '***'. The livelihood of all the local traders and venues will be negatively affected leading to many closing down completely. There is no genuine gain in closing the bridge to through traffic.</p> <p>It is spurious to say that there will be environmental gains as a result of the closure of the bridge as the traffic will just be diverted to other areas of the city and with the added deficit of more congestion on some routes; the consequent idling of engines will cause even more fumes and pollution.</p> <p>The current traffic on Mill Road is not a problem and there are large parts of the day when there is no traffic at all. Car drivers follow the Highway Code whereas cyclists, e bike & e scooter riders do not; many ignore traffic lights and ride on pavements. If the road is closed to regular traffic these riders will take over and speed even more recklessly endangering pedestrians, especially those in wheelchairs or with children's prams and pushchairs.</p> <p>The answer to reducing pollution in central Cambridge might be bigger than tinkering with traffic over Mill Road bridge e.g. a target for all city traffic to be electric like many of the current fleet of buses.</p> <p>Yours</p> <p>***</p>
	WhollyObject	<p>To whom it may concern</p> <p>As a Cambridge resident who often walks or cycles down Mill Road, I am writing to ask you not to close the railway bridge to cars. I've never found the traffic a problem in Mill Road, when I'm on foot, cycling or on the rare occasion I drive that way in a Car Club vehicle. Closing the bridge would cause enormous disruption and would endanger our very popular independent shops and cafes.</p> <p>Kind regards</p> <p>***</p>
Traffic,Access,Financial	WhollyObject	<p>I am totally opposed to any restrictions on Mill Road bridge. It will impact on businesses in the area adversely and shift traffic to other roads, ensuring more congestion in those areas such as Coldhams Lane and Hills Road. Some claim Mill Road is a "go-to place, not a go-through one", it is both quite obviously. Many unsubstantiated claims have been made by those wanting restrictions.</p>

	WhollyObject	<p>Sirs</p> <p>I wish to lodge my objection to the closure of Mill Road, Cambridge bridge. The loss of business for all the small traders in the area would lead to a lot of them closing down. The other main problem would be traffic clogging up all the smaller roads in the area. In my opinion this matter has not been given the thought such a project requires.</p> <p>***</p>
Traffic,Safety,Access,Environmental,Other	WhollyObject	<p>I completely object the proposal of the installation of a bus gate on the length of Mill Road Bridge.</p> <p>I am directly involved as I am resident in***.</p> <p>I object the proposal because the bridge closure will severely affect the local businesses which are already struggling since covid but they also are the life and beauty of the Mill road area. The traffic on the bridge has greatly reduced since covid and it no longer represents a concern. The traffic in the very small Argyle street would become mad, Lorries and Coaches would get stuck. As a resident and cyclist I know how small is Argyle street. There would be no way out other than Argyle street. The bridge closure would separate the wealthier part of Mill road where house price is already much higher, creating an even bigger social divide. The houses on the west side will increase in price and those on the east side will decrease. In this division the people on east side of Mill road will be forced to do a long detour to go to the station even though this is only 2 minutes away. The already congested Cherry Hinton road will be even worse. All these changes are very unfair.</p> <p>This project will not be an incentive for people to give up cars and to go by bike. The only incentive to give up cars would be a better public transportation such as Trams. I have seen it in other cities. I believe that for a better and safer Mill road the improvements should be made on the whole road rather than just dividing it in half. I therefore would welcome some improvements such as: Traffic light to allow the bikes to cross Mill road from Kingstone street to Devonshire road. Something installed such as speed bumps or road narrowing to avoid cars speeding on the bridge. Force bikes to take the safer footbridge (like I do) rather than Mill road bridge which is too narrow for both cars and bikes.</p> <p>Thank you for your attention</p>
Access,Disturbance,Financial	WhollyObject	<p>I comment as a local resident who walks, cycles, takes the bus and has a car for access to places outside Cambridge.</p> <p>I am not clear that closing the bridge would not do a lot of good (if any). During the week (outside the rush hour) Mill Road is already fairly quiet.</p> <p>Much of the traffic on the in-town side of the bridge is taxis going to the station, which would continue.</p> <p>It would tend to displace traffic to other roads, e.g. Hills Road and Coldhams Lane and increase their congestion.</p> <p>It would make deliveries to the businesses in Mill Road more difficult and could lead to closures of those businesses. The area thrives because of these businesses and the closure would imperil this.</p> <p>It would make it more difficult to get domestic service engineers to come to our homes to carry out maintenance on heating and other systems. This is already a problem and the closure would only make this worse.</p>
	WhollyObject	We need to keep the bridge open,,more businesses will cease to trade if it closes...***
Financial	WhollyObject	As proven in the recent past, this proposal will dramatically affect the trade to my business in ***, to the extent if this proposal is approved we will close our shop and relocate to a more accessible location
Traffic	WhollyObject	I run a business at *** the last time the bridge closed we spent literally hours every day on the ring road or on rat runs trying to get the daily appointments done, it very nearly broke us. The hours of wasted time, the absurd environmental impact of sitting in traffic all day, the enormous needless cost and utter lack of passing trade. *** Mill road turned into a ghost town. One of the most ridiculous I'll thought out descions I have witnessed I'm Cambridge. If it is to go ahead, which I strongly disagree with, there must be some dispensation for businesses who are completely affected by it. This is a business which has occupied those premises for *** years, we have supported that community the entire time and we would have to leave as it would not be viable again.

Other	WhollyObject	<p>It is naive to believe this proposal would be a benefit to anyone or anything.</p> <p>It would doubtlessly harm small local businesses and merely move the flow of traffic to other roads, which as a result would get busier with the diverted traffic. We, a family of four, really value and support local independent businesses and want them to stay right here in our local community; and stay alive with all the trade they can get! Including customers and deliveries arriving by motor vehicle.</p> <p>It would be incredibly inconvenient for residents' movement if the bridge were closed for general traffic. Local residents and the whole community around here truly deserve to have Mill Road bridge open for ordinary traffic, including motor vehicles. We use Mill Road every day by bicycle or foot and have lived here since ***. We have never ever experienced any issues of the kind, claimed by some, to be justification for closing the bridge for general motor traffic.</p>
	WhollyObject	<p>To whom it may concern</p> <p>I am *** and own ***</p> <p>I have been trading there for *** years . I strongly object on mill rd bridge being closed . If this does close we will close simple as that , our suppliers has told us if the bridge closes they will not be able to deliver to me as they will not be able to turn there trucks around safely , there is now where to turn around safely with a truck .</p> <p>And can some please explain to me why the cyclists can't use the carter bridge ? They should be made to dismount and walk over mill rd bridge .</p> <p>Please can some explain to me where all the traffic from mill rd is going to go you are just creating a bigger problem for everyone and transferring traffic in front of other peoples doors . I need vehicles to run my business if I have got to do an estimate or a fitting in ***from my shop when the bridge is open 5 min . If I had to go there with the bridge closed 1 & 1/2 hours sat in traffic engine running so can you answer what journey would cause the most pollution ?</p> <p>Please do the right thing and keep millions rd bridge open .</p> <p>Many thanks</p> <p>***</p>
Access	WhollyObject	Closing the bridge will effect my business and it would have to close.
Access	WhollyObject	<p>The closure of Mill Road bridge to most traffic will have disastrous effects to local businesses and will make congestion considerably worse in other parts of the city. This was seen during lock down when the bridge was previously closed for works. When the bridge is closed it can make some journeys that would usually only be a few minutes take upwards of 10, which is forcing residents to be in their cars longer, creating more traffic on other routes in a city that already struggles with too many people on the roads, and thereby increases pollution.</p> <p>It's also been noted by a lot of local residents and business owners that businesses 'our' (**) side of the bridge will suffer if the bridge is permanently closed. It ill simply not be viable for some businesses to continue, which will lead to more empty shop fronts and generally have a negative effect on Mill Road.</p> <p>For the sake of the environment, ease of access and the aid small local businesses, I would strongly urge the council to reconsider this plan, and keep Mill Road bridge open to all traffic.</p>

Access	WhollyObject	<p>Having lived at my current address for over *** years, I have seen the use of the Mill Road change, including during Covid. I do not think that the closure of the bridge should in any way be related to the experience during covid, as the impact was felt not only due to a lack of traffic but as businesses were forced to be closed.</p> <p>I have noted that when sections of the Mill Road are closed (such as the junction with Brooks and Perne Road) that reduced traffic results on the road users speeding up rather than slowing down making the road more dangerous. The best way to address road safety, rather than closing the bridge, would be to install speed cameras. These would be essential even if the bridge is closed, as the double decker buses are often driven above the speed limit when it is quiet. I would suggest that traffic is limited to 15mph. A 15mph would ensure a steady flow of traffic. I do not think that installing anything out into the road is helpful, as this backs up traffic and causes pinch points for cyclists. The best thing for cyclists is to ensure there is a steady flow, rather than stop-start measures. In my experience, whenever there is a need for a cyclist to stop they end up bumping up on the pavement and are a risk to pedestrians. I also think that it is extremely important to be better balanced and find a way to ensure a safe flow of traffic and also to expect better from the cyclists as well as other traffic. Cambridge spends a lot of money appeasing cycling groups for the cyclists to then act as if they have a superior right of way (see Chisholm Trail as an example where some cyclists are now a danger to pedestrians). I would also suggest limiting car traffic by installing parking permits and parking bays on the surrounding streets. As technology has improved, residents should have parking permits but there should also be the option to pay for parking for up to 2 hours. This would generate money for the council and allow people to visit and use the local businesses, rather than using the streets to park and go into town or to the station etc. Having traffic wardens or local police who can manage the illegal parking, stop scooters and bikes on pavements etc would make the place a much more positive place to live. A car is needed by residents for a myriad of reasons and whilst I limit the driving I do there are times when it is essential. For example, I like to use the local vet -*** and have done so for the last ***years. I do not think that other residents of Cambridge should have to put up with extra traffic on their streets on the odd occasion that I have had to take my cats to the vets (which taxis do not allow). Also, during this time my family and I have occasionally had health issues and I am sure others will have too - such as plantar fasciitis or broken bones. The proposal does not help families with acute conditions that warrant car use, only those that require a blue badge. There must be some sort of allowances for families to access the road as required.</p>
Financial	WhollyObject	<p>This closure will affect our business significantly along with all the other businesses.</p> <p>It will also create far more traffic on the already congested Hills Road and Coldham's Lane bridges</p>
Traffic,Access	WhollyObject	<p>This will have a major impact on local residents, in terms of the long diversion that will be needed to get from Romsey to/from Petersfield. It will also affect traffic flow on surrounding roads e.g. Coldhams Lane, Cherry Hinton Road. The traffic won't go away, it will just be diverted elsewhere. Local businesses and residents will be affected (e.g. deliveries, tradepeople accessing properties in the roads off Mill Road)</p>
Access	WhollyObject	<p>I whole heartily stand against this proposal. I believe this is significantly reduce access around the city for residents in this area as well as those who have their own businesses such as traders. I use this road to commute to work and it would significantly impact me if these changes were made. I stand against the councils repeated attempts to limit and reduce people's autonomy to travel, drive, commute and work using their personal car, which clearly measures like the one are trying to achieve. If these changes are made to mill Road I will very likely move out of Cambridge in the next few years. Councils have no right to limit an individual's autonomy in this manner, and I think it will simply cause people to slowly but surely find more desirable places to live and set up businesses. As measures like the one suggested such as LTNs and enforced 20mph zones clearly have a common thread of logic that councils want to reduce people personal autonomy regarding their own cars in the city. I believe that shutting down roads to the general public, has only increased congestion elsewhere on the main roads through Cambridge, the lack of context and awareness of this is quite frankly frightening.</p>
Access	WhollyObject	<p>Total shambles of the road network sitting hours in traffic when the bridge was closed last time causing all other roads to be blocked , and local businesses suffering who needs the bridge open to go about there day to day business</p>
Access	WhollyObject	<p>I wholeheartedly object to this proposal due to the impact it will have on the Mill Road traders and increase traffic on an already overcrowded Coldham's Lane .</p>
Access	WhollyObject	<p>I feel the closure proposed will greatly affect the business in Mill Road and we will loose trade in the shops so these key independent shops will start to close.</p> <p>Mill Road is a thriving Community and both sides of the bridge need to remain open to all traffic.</p> <p>When the bridge was closed before it changed the atmosphere on the road and only now has the former character of Mill Road returned.</p> <p>My sister lives in *** and I had to drive over Hills Road bridge to drop off her shopping on a daily basis.</p>

Traffic	WhollyObject	<p>Having lived on *** and *** for *** years I have watched and listened to proposals with great interest.</p> <p>In my opinion closing the bridge to the non-authorised vehicles will only have a negative effect on the businesses in Mill Rd, residents of adjacent areas and people who use Mill Road as an access route to the city and suburbs in the north of the city.</p> <p>In reality those vehicles currently using the bridge will be diverted onto other roads eg Coleridge Rd, Cherry Hinton Road, Coldham`s Lane and Newmarket Road. This will increase journey times, add polution and create significant problems for deliveries to retailers and tradesmen working in the area.</p> <p>It will also reduce the numbers of people using the Mill Rd shops and create difficulties to those that continue to visit.</p> <p>It seems that this has become a process driven by a vocal minority but the needs of the wider population need to be taken into account.</p> <p>How does diverting traffic onto longer journeys with increased polution solve anything?</p> <p>There are many also people who are not able to cycle, not able to walk long distances but who do not qualify for a blue bade. Whilst I recognise that they are in a minority they also need to be heard and understood.</p> <p>To try to create some dream like status for Mill Road whilst ignoring the whole community would be immoral.</p>
Financial	WhollyObject	<p>The council has not properly assessed the impact on local businesses, the council should consider action against illegal street parking a unregulated delivery scooters before it inconveniences law-abiding business and van/lorry drivers.</p>
Traffic	WhollyObject	<p>I object to the proposal to close Mill Road Bridge to traffic.</p> <p>I believe it will have a negative impact on what is now a thriving and vibrant street full of independent businesses.</p> <p>Closing the street to traffic will also inconvenience local residents by restricting their access to the town centre.</p> <p>It will force traffic onto other already busy roads, such as Coldham's lane and Coleridge road.</p> <p>If the bridge is shut, I believe traffic will start cutting through from Mill Road to Coldham's Lane, via the back-streets of Romsey, rather than diverting via the ring road.</p> <p>As a resident of *** I see a huge increase in traffic along St. Philip's Road and Ross Street whenever Mill road is closed. For example during the week beginning 5/8/2024, Mill Road Broadway was closed, and the traffic diverting past our house was non-stop. I witnessed a number of near-misses at the junction of Ross Street and St. Philip's road due to drivers being unfamiliar with the give-way signs and contraflow cycle routes.</p> <p>I do not believe that closing the road will reduce overall traffic, just divert it via more inconvenient and potentially hazardous routes.</p>
Traffic	WhollyObject	<p>Every time this bridge is closed on Mill Road the diversification of the local shops gets less</p> <p>We are now virtually a cafe/food area with charity shops</p> <p>There were many more local businesses on this road the last to go was Cutlacks which was a hardware shop that thrived in the past</p> <p>There were clothes shops delicatessen book shops kailash that sold everything from birthday cards to suitcases</p> <p>All of this diversity has disappeared hugely influenced by the shutting of the bridge and people outside the immediate area do not pass through and use the shops</p> <p>Many people object to the closure but those few who want it closed are being given more weight</p>
Disturbance	WhollyObject	<p>I oppose this TRO in the strongest possible terms. There is simply no justification for this closure. Post Covid, there are limited traffic issues, any issues only being caused by other road closures in the city. The local restrictions, in particular the closure of Vinery Road, are enormously disruptive to residents and businesses. This TRO is completely unnecessary and any justification presented is fabricated and unfounded. Mill Road is a unique place and it does not need to be gentrified and interfered with. Let cities and their local businesses thrive.</p>
Access	WhollyObject	<p>The Mill Road community is an open, transparent and happy community. Restricting access in Mill Road via the closure of the Mill Road Bridge to all but certain types of traffic goes against these values. Residents and trades people will be inconvenienced and their lives made more challenging as a result. There is a cycle way already for cyclists to cross the railway line and get into/from town. It does not require the closure of Mill Road Bridge to support cyclists.</p>
Traffic	WhollyObject	<p>Keep the bridge open to all traffic both ways! It's an essential route for residents and visitors alike as well as trade/industry. The impact on traffic and pollution along other routes if mill road is restricted would be completely unacceptable. The inconvenience to residents not just along mill road but also along the alternative routes is unfair and unnecessary. There is no real material benefit to the proposed restriction.</p>
Other	WhollyObject	<p>I believe this proposal will negatively affect business and character of Mill Road, as well as will just relocate traffic to other roads causing bigger traffic jams there and problems for those residents</p>
Access	WhollyObject	<p>Despite being a very close business who utilises Mill Road and the bridge, we were not consulted on the previous closure in any part. We wholly object on the proposals, the current bridge provides vehicular access to residents and small businesses from the centre of Cambridge and will disrupt the operating of all businesses in the area. The bridge is also never congested or dangerous and closing it would only push traffic to other areas of the city unnecessarily creating bottle necks which are dangerous.</p>
Access	WhollyObject	<p>I object to this proposal which will affect local businesses, divide communities cause more traffic on coldhams lane and cherry Hinton rd etc .</p>

Safety, Access, Traffic, Environmental, Parking, Disturbance, Financial	WhollyObject	<p>This proposal would mean local small business on mill road would suffer dire consequences & possible closure.</p> <p>In addition it would cause local residents gross inconvenience & restriction of movement. I feel the current ethos of traffic management in Cambridge is designed to cause the maximum delay & environmental damage in order to misconstrue & mislead factual data. I wholly disagree with the closure of mill rd bridge & I feel it constitutes a flagrant disregard of the needs of working people who live & work in Cambridge.</p>
Access	WhollyObject	<p>I object to the closure of Mill Road bridge for the following reasons:</p> <p>1) The closure of Mill Road bridge to the majority of vehicles will have a detrimental impact on businesses on either side of the bridge. As a result of the bridge closure, there will be a decreased footfall resulting in loss of business. A lot of the businesses on Mill Road are small independent businesses relying on constant footfall which will be greatly reduced by the proposal.</p> <p>2) The closure of Mill Road bridge will lead to an inevitable increase in vehicular mileage in Cambridge as commuters need to find alternative routes to their destinations. For example, a resident living on the Broadway side of Mill Road bridge wishing to travel to the railway station will need to make a huge detour along Coleridge Road, Cherry Hinton Road and then Hills Road to get to the railway station. This detour almost doubles the distance travelled as well as increasing the travel time. Likewise, residents on the Parkside end of Mill Road bridge will be required to make equally lengthy journeys to get to for example, Sainsbury supermarket on Coldhams lane. This increased distance travelled and time spent on the roads in order to avoid Mill Road bridge will result in increased pollution in other areas of Cambridge.</p> <p>3) I do not think Mill Road bridge is a particular accident hot spot compared to other roads such as East Road in the city.</p>
Safety, Traffic, Access, Disturbance, Environmental	WhollyObject	<p>Resident on ***.</p> <p>I fully oppose closure of millroad bridge for public for below reasons.</p> <p>1) closure will increase traffic on adjacent roads such as hills road and coldhams lane. Hills road is commercial but coldhams lane isn't.</p> <p>2) health and safety of residents on coldhams lane if the traffic increases</p> <p>3) pollution</p> <p>4) will be unable to easily access independent businesses we love on mill road.</p> <p>5) will add double the time to our journey to the station if dropping of friends and family.</p> <p>2)</p>
Financial	WhollyObject	<p>The impact of this closure upon the independent businesses along all of Mill Road on both sides of the bridge will be extremely negative, affecting both their supplies and custom. Larger, chain businesses will be able to absorb the additional cost of the extended delivery route whilst the independent retailers who frequently are supplied by smaller sources and have more frequent deliveries from those will see their costs increase or have their options reduced as suppliers refuse to deliver through the convoluted path they would have to take.</p>
Traffic	WhollyObject	<p>Accessing Mill road by car is the life blood of the road. If this is restricted then I may as well drive to a retail park. Poor local business owners, it's a difficult climate as it is, reducing access and footfall will be terminal for many businesses. It's also not just about business but the diversity and variety of the independent businesses</p>
Traffic	WhollyObject	<p>Hello</p> <p>I just want to voice my concern about the Mill Road closure. I do not think this is going to benefit anyone, it will kill businesses, increase congestion by rerouting traffic to other already congested road, etc This is a very bad idea and I and most residents strongly oppose it so why is this happening again?</p> <p>Best regards</p> <p>***</p>

Access,Traffic,Disturbance	WhollyObject	<p>While I am, of course, in favour of reducing unnecessary car journeys, ensuring that Mill Road is safe for pedestrians and cyclists, and minimizing pollution, I strongly object to the proposed closure of the bridge.</p> <p>I have lived here for *** years, and in Cambridge on and off for many years before that. I was born here, went to school and university here, and am very familiar with the town and how it has changed over the past *** years.</p> <p>I walk, cycle, and occasionally drive. I am disabled, but not "sufficiently" to merit a disabled badge. The idea that anyone who has trouble walking or carrying shopping, and who would therefore like to use a car to get down Mill Road, can simply apply for a blue badge and get one (even if a blue badge scheme for the bridge were to prove workable, which at the moment I gather it is not) is pie in the sky. To get a blue badge, you basically have to be permanently unable to walk more than 50 meters, as well as capable of jumping through all the administrative hoops of proving this to the government. A very great number of people who struggle to walk/cycle/carry things do not fulfil this criterion. Closing the bridge would potentially make life very difficult for some of us by adding a lot of time and distance to journeys.</p> <p>Closing the bridge will force traffic onto Coldham's Lane, Cherry Hinton Road and Hills Road, as during the closures in 2019-2021. This is not solving the traffic problem, it is simply displacing it and making things much worse for our neighbours.</p> <p>The problem is worse on the Petersfield side than Romsey. I see several reasons for this, but the main one appears to be people parking illegally — half or wholly on the pavement, and/or on double yellow lines. In six years here, I have only seen a traffic warden on Mill Road on THREE occasions, all in the past six months.</p> <p>As long as people know they can park on the pavement with absolute impunity, they will continue to do so. When I have pointed out to drivers sitting in their vehicles that they are parked on a double yellow and are blocking traffic, they either look at me blankly or simply shrug. I have the impression some aren't even aware they're doing anything wrong, because everybody does it all the time.</p> <p>Walk down Mill Road any day in daytime and between Donkey Common and Catharine Street you may see as many as ten or more cars parked in this way. Even if they are half on the pavement (which of course is terrible for pedestrians, not least as the pavements are so narrow), they are blocking that lane of traffic until drivers can overtake, so traffic backs up right down the road.</p> <p>Every time I have seen traffic backed up, it has been either behind an illegally parked vehicle, or behind the all-too-frequent roadworks. I imagine rush hour is probably busy, as it is everywhere, but at other times of day it is not the amount of traffic that is the problem, but the traffic flow.</p> <p>The 20mph speed restriction seems to me perfectly adequate for ensuring the safety of cyclists and pedestrians, as long as it is observed. It therefore needs to be properly enforced, especially on the bridge, where cyclists should also not be overtaken if traffic is coming from the other direction, or near the blind summit (not an issue if the road were one-way). A speed camera could be installed on the bridge, for example.</p> <p>The idea that Mill Road should become a "destination" seems to me absurd. There are already some nice restaurants and cafés, but the buildings along the road itself are not particularly attractive. Whatever you do in terms of planters outside the Coop and the like., Mill Road is not somewhere people are going to walk/cycle a couple of miles to see when they have the beautiful centre to wander around. Rather than more 'destination' cafes and restaurants, what we locals need are more of the useful shops like the ones we've lost in the past few years — Cutlacks, Kailash, the Sea Tree.</p> <p>Already, many of the shops are restaurants and takeaways. If you imagine that the customers who park up on the pavement in their big black Audis will suddenly start cycling if you close the bridge, I</p>
Financial	WhollyObject	<p>I feel that the closer of Mill Rd bridge will damage local businesses too much.</p> <p>As they have had a hard time over the last few bridge closures and Covid.</p>
Access	WhollyObject	<p>I think it will kill a lot of local businesses, cause lots more traffic down smaller roads, reduced access for lots of people and force them to use already congested areas</p>
Access	WhollyObject	<p>As a local business based in ***. The proposed closure would fundamentally prohibit access to our enterprise. Over 75% of my work force live within 1/2 mile of this planned closure. I have no doubt that this would result in lower economic growth of my company, resulting in less local jobs for Cambridge citizens.</p>
Financial,Parking,Access,Other	WhollyObject	<p>This will make it difficult for the independent businesses on Mill Rd and for some clients to my own business who come from out of town and need to park nearby. It also causes bad traffic in surrounding streets and cuts off an important route through town. Cycling and walking isn't accessible for everyone and Cambridge doesn't have a good bus service (it is also expensive to travel by bus).</p>

	WhollyObject	<p>Good afternoon</p> <p>I object to the Cambridge County council plan to restrict use of the Mill Road bridge which carries both traffic and pedestrians to the rest of Cambridge and beyond. It follows that I object to the new Traffic Regulation Order issued it appears to defeat the challenge to the closure brought by the Mill Road community, rather than have a full and further debate on the matter.</p> <p>To the specific points raised on both sides: Mill Road may be prone to accidents but a closer look would reveal poor understanding of traffic regulations by all users, cyclists and drivers, exacerbated by the unregulated use of electric bikes and scooters. Since the first closure during 2020-21, the quality of driving and riding, also pedestrian behaviour, has markedly decreased. With the road largely limited to a pedestrian precinct, the public treated it as such. With the bridge re-opening, improvement in this behaviour has been too slow, it would seem. Interestingly, the level of traffic does appear to have reduced, especially outside the rush hours, since the first closure of the bridge. With more people working at home, is there in fact a major traffic problem at all? I do not think so.</p> <p>The plan to reduce space for traffic rather than find viable alternatives for it (the bus is not a viable or obviously an equivalent alternative) is fatally flawed.</p> <p>The outlook for businesses is already challenging, without increasing costs by restricting delivery times, as seems likely to happen. The research you do not cite of course is the tendency for those in cars and vans to shop where they can park, also shop for smaller items while en route to work or home. Traders have cited a drop in this kind of business. You claim an increase in footfall by those who walk and cycle, but what proportion of the Cambridge and Mill Road populations do actually cycle and walk habitually? How many are able to? A viable consultation cannot rely on incomplete arguments that a child can see through!</p> <p>Regarding disabled people, not all those with physical and mental impairments are blue badge holders; surely, they deserve as much consideration as those with the badge? How are able-bodied residents who simply want to do a weekly shop or buy bulky items for the home or garden, supposed to do this by bus? Delivery services cost, as does road pricing. Who will agree to pay these fees, assuming road pricing is still part of the Greater Cambridge Plan, hiding inside County Hall it appears (did I vote for this organisation to tell me what my locality is for? I don't think so).</p> <p>Less traffic means a semi-dead street, reliant on those with the time and level of fitness to cycle to visit. A tourist destination perhaps with gift shops to suit. Something like Port Meiron? It is the level of activity, of busy-ness and business, which gives Mill Road its vibrancy. Take that away and you have a deadened, semi-cut-off visitor precinct. Just the plan needed for an economy in recession. If the council and county council are serious about improving the air quality and use of space, spend the money on subsidising electric vehicles and using minibus style buses. Remove the electric bikes and scooters. This would allow those who run businesses and who actually live here to use the transport they need to run their lives, and continue to live here, rather than being priced out.</p> <p>My details:</p> <p>***</p>
	WhollyObject	<p>I am writing to express my strong opposition to the proposed closure of Mill Road. As a local resident, I am deeply concerned about the significant negative impact this closure will have on our community's vital local businesses. Mill Road is a crucial access point for customers who drive to our area to support local shops and services.</p> <p>Closing this road will undoubtedly deter many customers from visiting, leading to a sharp decline in foot traffic. With businesses already struggling financially, this reduction in customers could be devastating, potentially driving some to the brink of bankruptcy.</p> <p>Our local businesses are the backbone of our community, and they need support now more than ever. Closing Mill Road will only exacerbate the challenges they face, pushing them further into financial difficulty. I urge you to reconsider this decision and explore alternative solutions that would not put the survival of our local businesses at risk. Thank you for your attention to this critical issue.</p> <p>Sincerely, ***</p>

Access	WhollyObject	<p>I am resident off Mill Road (east of bridge) Personally I use the bridge for access to businesses, friends who are resident, the railway station, access to Hills Road where *** members of my family have their ***. The small businesses on Mill Road will be affected if access is restricted, which will change the thriving "high street" it currently is. Many hours of the day there is very little traffic on the east side, apart from morning and evening rush hours (7.30-9 am, 4.30 - 6pm). Has anyone actually done a traffic use survey for this consultation?? The cycle bridge was put in years ago but could be used more ,with encouragement from the cycle lobby.</p>
		<p>I have had my then councillor telling me "it has been decided, this is not a democratic exercise, it will happen whether people like it or not". I would hope that that was a personal stance and that indeed the council and authorities that may be accepted that perhaps they should accept and leave it be: Mill Road should remain open.</p> <p>There are so many wrongs with this proposal.</p> <p>Shall we start with the fact that my elderly friends that are not frail enough to hold a blue badge will no longer be able to visit our young children because driving them will be impossible? And that that will lead to mental and physical health decline?</p> <p>Can we agree that mothers will be the most negatively affected by this idiocy, and especially those on lower incomes who cannot afford shelling out £1000s on an electric cargo bike? It's all very nice for those who are better off to want everyone to cycle and walk, for those who work duple shifts, it may simply not be in the realms of possibility.</p> <p>Can we also pause and think about all those opportunities that younger less well off children will not have, as their working parents tight for time will simply not be able to take them to those very special activities they may have after school?</p> <p>Can we also think about the businesses which will close in the city centre because it will become simply impossible to get in and out of town?</p>
Other	WhollyObject	Closing Mill Road to traffic is an absolute lunacy, as well as a huge detriment to my neighbourhood safety. Less traffic means less people keeping an eye out for each other.
Access	WhollyObject	This proposal will adversely impact businesses along Mill Road and people who work on those businesses.
Disturbance	WhollyObject	<p>As a business it will make working very difficult</p> <p>Why are blue badge holders and council vehicles allowed over</p>
Financial	WhollyObject	We have delivery business. After this bridge closure, it will be a big trouble for us to operate delivery business in this area

Access	WhollyObject	<p>I think that it would be a terrible thing to close Mill Road bridge because there would be many socio-economic impacts. Many businesses would go out of business altogether due to there being less through traffic and to customers altogether avoiding Mill Road due to the ban. Some businesses have already moved out, citing the proposed bridge closure as the reason, whilst another has said that they will not renew the following lease on their shop.</p> <p>It would make it difficult for deliveries to reach the shops/Cafés/restaurants. These delivery vans would need to drive a much longer way around in order to reach their destinations, incurring a higher charge to the shops, cafés, restaurants due to a higher use of petrol and a greater use of their time, which in turn would push prices up for local customers. All our groceries/coffees/teas would become even more expensive (costs have already risen exponentially since the pandemic!) and this would impact local residents as well as local businesses.</p> <p>When the bridge has been closed previously, I have noticed feeling less safe on the mill road after dark because the bread the roads become so much more lonely. This is clearly unsafe.</p> <p>The closure would also be very difficult for people who have a trade and have a van that they take around different jobs. They would need to drive the long way around to each site, incurring higher use of petrol and using much more time and therefore need to charge more to each customer (as well as it will be highly impractical).</p> <p>I think that the idea of charging people a fine each time they drive over the bridge is absolutely diabolical. Imagine some poor people who don't know the area making that mistake and suddenly being slapped with a fine. Imagine those people being pensioners and having to contend with an awful fine like that. On top of the huge issues for them re: cost of living, it is clearly a money making exercise.</p> <p>The claim that it would help combat pollution just doesn't hold up. Cars would only need to drive the much longer way around, thus incurring even more pollution.</p> <p>I find the closure of mill road bridge an extremely worrying prospect, which will have huge socio economic impact on the community of Romsey, and hence the rest of Cambridge too. It is my wish and my dream that the council would finally listen to what people who earn their livelihoods working on Mill Road are concerned about re: the closure and take it seriously when they say that they have a 25-30 percent loss in profit every time the bridge is closed. Given how much was lost financially during the last few years due to the pandemic, as well as due to the bridge being closed during the pandemic, as well as due to money lost when the gas lines were put down in 2019 and the whole of millroad was closed for the whole summer (this last one had to happen, I do understand that) for many businesses to close the bridge now would be a final nail in the coffin.</p> <p>All in all it is extremely concerning and I find it extremely disturbing that the council does not seem to be bothered about the reservations and concerns of the traders, the fact that pollution would increase and traffic would increase everywhere else in the city. In the end closing Mill Road bridge would help no one at all and would hurt a lot of people's lives.</p>
Financial	WhollyObject	<p>This will cause nothing but chaos, depression, stress</p> <p>And a big financial burden to businesses and residence</p> <p>And contractors who will have to travel further longer and have to defer the cost to clients Not to mention</p> <p>The chaos you will cause with traffic and funneling all the traffic onto other roads which are already busy</p>
Other	WhollyObject	<p>Will affect businesses, independent shops were affected during the closure in Lockdown. Also cause traffic problems on other roads such as Coldhams Lane, Cherry Hinton Road. The restrictions seem utterly pointless.</p>
Access	WhollyObject	<p>Despite supporting the intention of limiting through traffic on Mill Road (for all the stated reasons), I wholly reject your proposed solution because of the impact it will have on residents, particularly those living on the west side of the bridge who will be funnelled into existing congestion hotspots (at the station and on East Road) in order to complete normal every day activities like leaving the city or buying food in a reasonably priced supermarket.</p> <p>At every stage in this process there has only been one solution proposed to improve perceived issues. It is a simple, cheap solution to a complex problem that has not included any consideration for the impact on residents.</p> <p>There are other solutions that could achieve the stated aims. Please do better.</p>
Access	WhollyObject	<p>I fear for all the businesses along Mill Road and how deserted it was when temporarily closed two years ago.</p> <p>Also, it is crazy that those of us who, even occasionally have to use their cars to drive into the centre will have to do a two-mile detour with all the fumes, petrol consumption and extra congestion that involves.</p> <p>Mill Road, the major East-West artery, will become a dead zone instead of a thriving thoroughfare.</p>

Access	WhollyObject	<p>As someone who is active supporter of Mill road, I cannot allow this to happen. The previous occasion the Bridge was closed, it had a seriously negative impact on the local business which Mill Rd a diverse and unusual, valuable part of the town. Closing Mill Rd will also lead to congestion on Coldhams and Hills road and for what reason? I can see no benefit to closing the bridge to general traffic as cars will still need travel either side.</p> <p>A bit like the dutch roundabout (which is now being removed) or the guides busway which has been expensive and problematic, these agenda seem to implemented by people who don't understand the local needs. There seems to be a assumption that the council knows best, but most people I speak with are actively against these measures as they will negatively affect the area that we all love!!</p>
Access	WhollyObject	<p>I totally OBJECT to this proposal.</p> <p>The shops on Mill road have suffered enough with this county councils pet projects to close roads to traffic, this leaves shops like this with no trade.</p> <p>Mill road has no problems with traffic, pollution or accidents. There is NO data to support this. This County Council are just spinning lies to achieve their own goal. Disgraceful behavior.</p> <p>Mill road is like any other road with shops aligned to it. If this gets through and is voted for by a biased council again, then I would hope another court would follow.</p>
Access	WhollyObject	<p>I do not feel this is in any way necessary, there is no benefit to residents, visitors, traffic, or businesses. Cambridge will loose mill road businesses if this goes ahead. It's fine as it is.</p>
Access	WhollyObject	<p>When the bridge was closed previously, romsey town turned into a ghost town. The local shops suffered tremendously.</p> <p>I never felt safe at night walking on Mill road. There were 2 reports of men following women when this road was closed to cars, I don't want this to happen again.</p> <p>Mill road is a safe and vibrant road to walk, cycle and drive. Do not ruin it.</p>
Access	WhollyObject	<p>I think closing the bridge to most users is a very bad thing. I'm a cyclist and feel very vulnerable when buses pass close by me, as they often do due to the narrow roads in central Cambridge. So allowing buses to continue to use Mill Road bridge along with cyclists will not make me feel safer. Taxis drivers often do not drive in accordance with the law. Stopping on double yellow lines, parking on pavements, or doing u turns wherever they want, so closing the bridge will make no difference to their behaviour. How will delivery drivers be able to make their deliveries to the likes of the Co ops, Sainsburys etc? There is not enough room if they have to turn round at either end of the bridge, that doesn't sound very safe for cyclists or pedestrians. What about older or less able residents, who can no longer cycle or can't walk far who need to rely on their car? Mothers with young children and buggies? Public transport is not always easy to use, or goes where you need to be. Sending motorists to Coldhams Lane or Hills Road to get across town is only going to increase their journeys, and cause more pollution and congestion in that area. If you choose to live in central Cambridge you can't expect it to be like living in a rural location, with less congestion, pollution etc.. If you want that sort of life, move out of Cambridge.</p> <p>Are you trying to get a car free utopia? Cambridge is for everybody, not just those who chose or are able to cycle or walk. Some of us don't have jobs that enable us to work from home, stop punishing us who need to use our cars.</p> <p>You should be looking at other ideas to improve the area. Stop Taxis parking wherever they fancy, doing u turns etc. stop all the illegal scooter riders who cause mayhem. The delivery riders on non registered electric mopeds, go wherever they want,..... Road blocked, just use the pavement instead, or ride on the wrong side of the road. Pavement parking needs to be addressed. I think you would be better tackling these areas.</p>
Financial	WhollyObject	<p>Closing the bridge will have a significant detrimental effect on the community and local businesses.</p> <p>Perhaps reducing the number of new properties being built will have a greater positive impact on the environment.</p>
Financial	WhollyObject	<p>This will destroy businesses and cause residents to drive further (using more fuel and creating more pollution).</p> <p>Please have consideration for residents rather than constantly pandering to students and ***.</p>
Environmental	WhollyObject	<p>Disruption to business, and environmental damage.</p>

Access	WhollyObject	Just leave the bridge alone leave people to get on with life using the roads & bridges that have been there for yrs if toffee nose people don't like the noise the shouldn't live in a busy city with high traffic but don't take no notice of the train lines we need trucks lorrys vans to bring in stuff that every body needs in life 2 live so just leave alone no fines for using a bridge stop making life harder for people than it is already it will push people away from the city it's bad enough already with way of life don't make it worse by blocking more rds n bridges off
Financial	WhollyObject	I wholly object to this proposal due to the untold negative effect it would have on footfall and therefore the micro businesses that trade along Mill Road. You would also create a log jam along all other arterial roads creating more pollution which is supposedly a theme that you wish to address to reduce. Idling vehicles will affect all of us with increased emissions.
Traffic	WhollyObject	if passed, will be a handicap for local traders, difficult for care workers, and create more congestion on other roads eg Coldhams lane, Cherry Hinton Road plus side roads between Mill road and the two just mentioned. It wii cause distress for people who live either side of the bridge and need acced for trade on the other side of the bridge. Many of us cannoy walk far or cycle..
Other	WhollyObject	I feel For the owners of the small businesses along mill Road and for the people who drive along mill Road to access these shops.

<p>Safety, Financial, Traffic, Access, Environmental, Other, Disturbance</p>	<p>Wholly Object</p>	<p>County Council consultation on the proposed TRO for Mill Rd Bridge.</p> <p>My wife and I live in ***; we are among the many directly affected Mill Road area residents. who have not received hard copy consultation material relating to this draft TRO.</p> <p>We use Mill Road bridge many times a week, both cycling (for the Mill Road shops and on our way into the city centre) and by car (the latter mainly for access to Mill Road shops for bulky purchases, and for delivering and collecting people from the station).</p> <p>One of us has limited mobility and is a blue badge holder (though not able to cycle at the present time, I am a cyclist, and do anticipate being able to cycle again). Being able to drive over the bridge when needed has been invaluable for us.</p> <p>While very much appreciating the exemption for blue badge holders, we are very concerned for others, both within our immediate Mill Rd area as well as more widely, who struggle with limited mobility. The proposed vehicle restrictions will make lives already made difficult due to limited mobility, even more difficult if they are not able to use the full length of Mill Road.</p> <p>As longstanding Mill Road area residents and shoppers, we also object to the TRO on the ground of its potential impacts on the viability of Mill Road shops and businesses. These include many small businesses, 'sole traders' and even some medium sized contractors who visit premises in the area for their work. For these people, as well as for many residents there will be increased costs arising from the longer journeys that become necessary as a result of the proposed bus gate.</p> <p>What does not appear to have been considered at all is the impacts of displaced traffic and pollution. Some of the existing Mill Road traffic will be displaced into the very narrow and densely populated side streets that feed off, and into Mill Road. With the consequence for residents in these streets and the wider surrounding area, of greater levels of pollution. Pollution that will also have a tendency to become concentrated within those very narrow streets. Not great for the many students and young families living in and around the wider Mill Road area.</p> <p>Another big consideration within the wider Mill Road area is access to the rail station. These proposals would force many to have to go all the way round via Hills Road, and Hills Road Bridge, in order to be able to access the rail station. Very hard to judge the journey times while being forced to be part of extra traffic on this already heavily used route – causing people to use more petrol, to be the cause of extra unwarranted pollution on Hills Road (and Bridge), as well as taking up unnecessary time in order to be able to get to trains.</p> <p>We have not been able to see the full details of what is being proposed, but we find the idea of build-outs on the bridge very disturbing. These would add to the discomfort of cyclists already affected by the existing bumps in the road surface leading up to the bridge from Romsey (dealing with these would be an obvious first step in making cycling easier – but this is not included in the proposals).</p> <p>The reality and perceptions of cyclists' safety need further consideration, as highlighted by the very contradictory situation we experienced during the previous closure of Mill Road bridge. It was initially much more pleasant to cycle along Mill Road. Until it became more dangerous than when the road is full of traffic!</p> <p>This being for several reasons: with untrammelled access at least as far as the bridge (on either side) drivers of vehicles would drive far too fast up to the bridge in either direction. Extraordinary the speeds that some drivers (notably including taxis) thought were appropriate on the often narrow residential and commercial lengths of Mill Road.</p> <p>Also drivers would emerge from the side streets off Mill Road without looking. I many times experienced an accident very narrowly averted because a driver had turned into Mill Road, right in front to of me, on my bike. Cycling along Mill Road during the bridge closure became hazardous and very scary.</p> <p>Yes, of course it is like that now, with lots of traffic. But in a traffic jam, by definition the traffic is moving very slowly. Thus giving cyclists the time to negotiate the situation, and act appropriately.</p> <p>There being four notable differences between the current situation and what is proposed:</p> <p>One - the speeds. Drivers crossing the bridge from either side will have their speeds untrammelled.</p> <p>Two – during the previous bus gate closure, cyclists were lulled into a false sense of security by the apparently clear road.</p> <p>Three – during the previous closure, as legitimate traffic approached the top of the bridge, vehicles were directed to the opposite side of the road. Meaning that as one cycled up one side of the bridge once could be faced with a vehicle coming down – on the same side of the road as one is legitimately cycling up. This was SOOO scary, and SOOO dangerous. Especially when the vehicle driver does not perceive the need to give way to the cyclist who he/she is bearing down upon. I had a successful argument with a police car! But did not attempt to argue with a bus!</p> <p>Four – at least in the current maelstrom it is possible to see when the traffic is at a standstill, and so make better judgements as to how best to negotiate the traffic. Including getting off the bike and walking for a distance. A blight and a nuisance. But this is a considered choice, as well as being accident reducing. Rather than a situation in which one has no control and very little pre-warning of</p>
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Traffic,Safety,Access,Disturbance,Financial,Environmental,Other	WhollyObject	<p>My husband and I live in Coteridge; we are among the many directly affected Mill Road area residents. who have not received hard copy consultation material relating to this draft TRO.</p> <p>We use Mill Road bridge many times a week, both cycling (for the Mill Road shops and on our way into the city centre) and by car (the latter mainly for access to Mill Road shops for bulky purchases, and for delivering and collecting people from the station).</p> <p>One of us has limited mobility and is a blue badge holder (though not able to cycle at the present time, I am a cyclist, and do anticipate being able to cycle again). Being able to drive over the bridge when needed has been invaluable for us.</p> <p>While very much appreciating the exemption for blue badge holders, we are very concerned for others, both within our immediate Mill Rd area as well as more widely, who struggle with limited mobility. The proposed vehicle restrictions will make lives already made difficult due to limited mobility, even more difficult if they are not able to use the full length of Mill Road.</p> <p>As longstanding Mill Road area residents and shoppers, we also object to the TRO on the ground of its potential impacts on the viability of Mill Road shops and businesses. These include many small businesses, 'sole traders' and even some medium sized contractors who visit premises in the area for their work. For these people, as well as for many residents there will be increased costs arising from the longer journeys that become necessary as a result of the proposed bus gate.</p> <p>What does not appear to have been considered at all is the impacts of displaced traffic and pollution. Some of the existing Mill Road traffic will be displaced into the very narrow and densely populated side streets that feed off, and into Mill Road. With the consequence for residents in these streets and the wider surrounding area, of greater levels of pollution. Pollution that will also have a tendency to become concentrated within those very narrow streets. Not great for the many students and young families living in and around the wider Mill Road area.</p> <p>Another big consideration within the wider Mill Road area is access to the rail station. These proposals would force many to have to go all the way round via Hills Road, and Hills Road Bridge, in order to be able to access the rail station. Very hard to judge the journey times while being forced to be part of extra traffic on this already heavily used route – causing people to use more petrol, to be the cause of extra unwarranted pollution on Hills Road (and Bridge), as well as taking up unnecessary time in order to be able to get to trains.</p> <p>We have not been able to see the full details of what is being proposed, but we find the idea of build-outs on the bridge very disturbing. These would add to the discomfort of cyclists already affected by the existing bumps in the road surface leading up to the bridge from Romsey (dealing with these would be an obvious first step in making cycling easier – but this is not included in the proposals).</p> <p>The reality and perceptions of cyclists' safety need further consideration, as highlighted by the very contradictory situation we experienced during the previous closure of Mill Road bridge. It was initially much more pleasant to cycle along Mill Road. Until it became more dangerous than when the road is full of traffic!</p> <p>This being for several reasons: with untrammelled access at least as far as the bridge (on either side) drivers of vehicles would drive far too fast up to the bridge in either direction. Extraordinary the speeds that some drivers (notably including taxis) thought were appropriate on the often narrow residential and commercial lengths of Mill Road.</p> <p>Also drivers would emerge from the side streets off Mill Road without looking. I many times experienced an accident very narrowly averted because a driver had turned into Mill Road, right in front to of me, on my bike. Cycling along Mill Road during the bridge closure became hazardous and very scary.</p> <p>Yes, of course it is like that now, with lots of traffic. But in a traffic jam, by definition the traffic is moving very slowly. Thus giving cyclists the time to negotiate the situation, and act appropriately.</p> <p>There being four notable differences between the current situation and what is proposed:</p> <p>One - the speeds. Drivers crossing the bridge from either side will have their speeds untrammelled.</p> <p>Two – during the previous bus gate closure, cyclists were lulled into a false sense of security by the apparently clear road.</p> <p>Three – during the previous closure, as legitimate traffic approached the top of the bridge, vehicles were directed to the opposite side of the road. Meaning that as one cycled up one side of the bridge once could be faced with a vehicle coming down – on the same side of the road as one is legitimately cycling up. This was SOOO scary, and SOOO dangerous. Especially when the vehicle driver does not perceive the need to give way to the cyclist who he/she is bearing down upon. I had a successful argument with a police car! But did not attempt to argue with a bus!</p> <p>Four – at least in the current maelstrom it is possible to see when the traffic is at a standstill, and so make better judgements as to how best to negotiate the traffic. Including getting off the bike and walking for a distance. A blight and a nuisance. But this is a considered choice, as well as being accident reducing. Rather than a situation in which one has no control and very little pre-warning of hazards, and choices are greatly curtailed.</p>
Other	WhollyObject	<p>If the bus gate goes up the businesses and community will suffer as shops will close or relocate and I believe this consultation period needs to be extended longer as many are away on holiday and will miss the chance to voice their opinion and also it's unfair this consultation is available only online and many might not have a computer or internet</p>
Traffic	WhollyObject	<p>Please adhere to the previous results where the plans were rejected. This road is major artillery road from the City to the south of Cambridge and has been for years. The GCP plans to force everyone out of their cars and either onto buses cycling or walking will not work for the majority who have already over whelming rejected it. Businesses on Mill Road will be adversely affected with loss of trade, deliveries will be a nightmare, air pollution will go up. Stop trying to force this through on a second consultation and respect the results of the people. Keep the bridge open for everyone to enjoy Mill Road as it is.</p>
Access	WhollyObject	<p>The bridge should remain open to all traffic. The impact on residents and businesses and visitors would be too great if the bridge closed. Access arrangements indicate that this has nothing to do with the environment. The area east or south of the bridge will be isolated. Do not close it please.</p>

Access	WhollyObject	This is a major road in Cambridge that connects both sides of the city, closing the bridge will impact my business and the way I live my life whilst causing more traffic on different roads impacting on many other residents . The court has ruled it should stay open so open it should stay !
Access	WhollyObject	Closing the bridge to cars has always been a dreadful idea. Adding more buses even more stupid. It has no merit, has no benefit to residents or businesses and it's tiresome the amount of times that you can propose for it to be closed to cars. It creates longer traffic diversions which in turn create more pollution across the city. There are so many reasons for it not to close and it's both immoral and one would question whether it's even legal to have this many consultations and failed attempts at closing the bridge. Stop with these stupid vanity projects that do not serve any purpose other than wasting tax payers money.
Traffic	WhollyObject	As a life long resident of Cambridge I have used Mill Road and have been a customer to businesses on both sides fo the bridge. Closing the bridge would require a huge round trip to get to the businesses I use on the town side of the bridge. This would be a huge shame as I value the unique nature of the retailers on mill road. On another level I object to closing roads as a way to reduce congestion. It is a lazy and unimaginative solution. The money spent on this scheme would be better spent on improving the state of the roads in Cambridge which, as a cyclist and motorist, are in an appalling state. This scheme will directly affect residents who live on Cherry Hinton Road by increasing traffic and congestion.
Other	WhollyObject	The closure of the bridge was tried before and the closure negatively affected the footfall in the local shops. As a resident I want the shops to continue stay open. Lots of my friends couldn't come on this site of Mill road as a result of the closure. Lots of traffic was moved to the nearby roads. Taking a taxi from either train station or city it costs me more with the Mill road closure. Will you contribute to my extra expenses?? It seems you want big chains and money in your pockets. It seems you do not listen the residents, you neither care!
Traffic,Disturbance, Access	WhollyObject	Closure/fee charge of this bridge would prevent people from using mill road which may impact business but also cause congestion on other routes with the new influx of commuters
Traffic	WhollyObject	This proposal will have a serious negative impact on local business. It will also have a serious negative impact on side roads off Mill Road, creating rat runs. You will not stop people using cars or vans, they will still travel from A to B but take longer routes, causing congestion elsewhere and causing more harm to the environment.
Access	WhollyObject	Lowering the speed limit to 20 has addressed safety issues. This is an issue of access to businesses. There will be too much pressure on other access routes should mill road bridge be closed.
Traffic	WhollyObject	People need to get across Cambridge and to do that you need to cross the railway track somewhere. I live in *** and work in ***. I cannot get to work using public transport. I am tired of feeling restricted in my own city. Not everyone is able to cycle or walk to places they need to get to. Local businesses will be adversely affected. There is already a lot of congestion in Cambridge and schemes like these only make it worse. All this will do is divert traffic elsewhere such as Hills Road and Coldhams Lane. It does not reduce traffic overall. Open honest communication is vital and this is not happening. The previous consultation was a joke with responses being taken out of context to guide the narrative in the desired direction. The council and GCP know that they would have lost the court case otherwise they would have continued, but still they try and steamroller this project through against residents and local business owners wishes. So much money is already being wasted Milton Road and Addenbrookes roundabout for example to make things "safer" that were not dangerous in the first place. The result is more congestion, more pollution and frustrated motorists who are more likely to take risks. Lose, lose!
Access	WhollyObject	I totally object to closure of Mill Road bridge. It will ensure more shop closures, Cutlacks already gone! Mill Road is such a lively road, there is absolutely no need to close it to traffic. By closing Mill Road, you are creating more traffic by only having Hills Road to get into city. Why is the GCP not allowing a democratic process instead instead of forcing through changes that the actual citizens of Cambridge do not want!
	WhollyObject	Please add my name to those objecting to the Mill Road Bridge closure. ***

Other	WhollyObject	<p>As a tradesman I strongly object to the idea of closing Mill Road bridge.</p> <p>Often I schedule jobs in the Mill Road area on the same day as it makes both financial and common sense to do so, but they are also often on either side of the bridge. Additionally sometimes it is necessary to go from one end to the other for parts.</p> <p>If the bridge is closed then it means either a long diversion of Brooks Rd-Coldhams Lane-Newmarket Road-East Road or Perne Road-Cherry Hinton Rd-Hills Rd-Gonville Place to get from one end to the other with all the additional time, congestion and pollution that would incur.</p> <p>Inevitably there would be either additional costs for any customers in the Mill Road area or, given enough work from other areas, simply refusal to care out works there.</p> <p>Cambridge has the opportunity to become motorist friendly to allow easy access and cheap parking for both residents and potential visitors alike which can only result in increased trade for local businesses, and make it a very pleasant place to live. Please consider this chance to change in the right e.</p>
Access	WhollyObject	Access through Mill Road is a necessity for a lot of people and businesses WILL suffer if it is closed
Access	WhollyObject	I am not agree to close the bridge bridge in Mill Road this bridge helps businesses on the both sides of the Mill road and if it closed it has negative effects on the businesses. Also from point of environmental issues people for accessing to the shops have to drive long route to reach them and this is not environment friendly at all and wasting time too. It would cause more traffics on the other roads to reach to either sides of Mill road.
	WhollyObject	<p>***</p> <p>I STRONGLY object to the Mill Road Bridge being closed!!</p> <p>Getting to and on to Mill Road is difficult as it is without closing the bridge, businesses I'm sure will suffer so it's a bad,bad idea.</p> <p>Regards</p> <p>***</p>
Environmental	WhollyObject	<p>Utterly disgraceful!</p> <p>No regard to local business, and the negative impact this would have. Also forcing normal traffic into congested areas making the environmental impact worse. This is an appalling plan.</p> <p>Closing of the bridge would add to people commute and cause additional congestion adding to the gridlock that already plagues the city.</p> <p>Please think before acting on this plan!</p>
Access	WhollyObject	This will have a detrimental effect on local people and businesses. We must support mill road residents and businesses, they are the heart of Cambridge.
Traffic	WhollyObject	I strongly object to shutting the Mill road bridge. This will have negative consequences on the independent stores/cafes/restaurants. Additionally traffic will increase on Coldhams road
Other	WhollyObject	<p>By closing the bridge small independent shops will loose trade and have to close plus it will increase traffic in Devonshire rd St Barnabas Rd Tennenison Road to get onto hills Road over hills rd bridge and down Coleridge rd to enable people to get back on mill rd how insane it that A 5 mile trip instead of just a half mile. Who are these people that want the road closed certainly not Romsey town people I lived in Romsey for *** years and there was never a problem wake up Cambridge look again.</p>
Access	WhollyObject	Please consider the local businesses and the build up of traffic that will inevitably end up on other local roads. Keep the bridge open to all traffic.
Access	WhollyObject	It will affect the local business and access. It should be everyone's right to access that road
Access,Traffic	WhollyObject	The proposal of restricting access to a major route in the city is appalling,, restricting access to many local people not going to go about their daily business but restricting the access to business which will have a detrimental impact on the entire error. This proposal belongs in the bin.

Access,Financial,Environmental,Other	WhollyObject	This proposal is for a minority group whose sole objective is to make the lives of local residents difficult by restricting the use of private motor vehicles, not everyone has the ability or the capability to walk or cycle. Closing a major arterial route in & out of the city centre serves no purpose, this will effect local businesses income, when we are in dire need for local independent businesses to strive the minority who want to see this put in place have their own views being forced upon the majority who need this access for their day-to-day work and community, this closure will also force traffic onto other roads causing other communities to suffer noise, pollution and additional risk, this whole scheme is about a minority who want to live in a 'bubble' where they feel that they are entitled to have what they believe forced onto the hard working and suffering residents of Cambridge and the wider area this smacks of "NOT IN MY BACK YARD" mentality and everyone should ride a bike or walk
Traffic	WhollyObject	<p>Is this for real? What on earth are you thinking? Personally I should be in favour of this as I only access Mill Road on bike but I am not so devoid of compassion for others as to completely ignore the needs of others for my personal benefit. The closure of Mill Road bridge will have an extremely negative impact on anyone delivering any kind of service in the area, including people providing personal care for patients or delivery services. This will mean additional costs for all residents of the area who will need to pay their service providers additional travel expenses/time. The additional traffic on Coldhams Lane and Hills Road as drivers seek to avoid the area will further clog up these already busy roads and lead residents there to also suffer for the personal gratification of a very few councillors who seem to think the answer is always to ban cars in favour of large stinky buses and for some bizarre reason taxis. Given the cost of taxis what makes you think that they should be exempt from the blockage? Is this to allow those wealthy individuals in the city to travel unhindered while the plebs suffer the indignity of prolonged bus journeys or limited access for their service providers.</p> <p>I presume the underlying plan is to increase congestion in Cambridge to the point where it becomes a car and people free haven with just a few cafe's with everyone leaving the town for retail and leisure activities? Just a few solitary wealthy tourists to look at the colleges and attend the university. Why would you want the town to work for residents. It is almost as if your response to the rejection of the congestion charge is to block up the city instead.</p> <p>You must be out of your minds. I sincerely hope you suffer the consequences of this harebrained scheme at the next elections.</p> <p>Why not spend some time, money and effort on maintenance of the existing cycle lanes, repair of the incredibly damaged roads (see Coldhams Lane and Newmarket Road) and complete the promised green ways and chishold trail expansions. Get the traffic moving smoothly oh and get the buses to actually use those ridiculous bus lanes and forget this absolute nonsense.</p>
Access	WhollyObject	Blocking the bridge completely shuts off the East end of Mill Road and can only reduce footfall on businesses across that side of the bridge. Any side street on the west side will come inundated with traffic and cars trying to find street parking to avoid taking any form of diversions to gain access
Access,Financial	WhollyObject	I think the bridge should be kept open to allow residents to access their properties from all routes and for the shops/businesses on Mill Road to not lose out on any business and have to close.
Traffic	WhollyObject	<p>If the bridge is shut I believe that the local shops ,pubs and takeaways will have to put up their prices to cover increased delivery costs to their premises.</p> <p>When the bridge was shut before Pedestrians and cyclists were not paying due care and attention to cars on the Parkside side of the bridge.I witnessed numerous close accidents between cars and pedestrians who were not paying attention to crossing roads safely.</p> <p>I am concerned about the traffic flow around the arterial roads in Cambridge if Mill Rd bridge is closed to cars. When the bridge was closed before the traffic was moved to Hills Road and Coldhams Lane causing long traffic jams and more cars idling with their engines on waiting to get through the traffic.</p> <p>As a long term Cambridge resident in*** I can see that if the bridge is closed I would be forced to use routes around Cambridge to go anywhere using more petrol and mileage.</p> <p>I also work for a charity as a volunteer and could see that the charity would lose out as they pay volunteers mileage.If the bridge is closed it would impact on my ability to continue with the voluntary work .</p>
Access	WhollyObject	Main routes in and out of Cambridge need to stay open for both businesses and residents. Creating congestion by limiting routes is not a desirable option. Keep Mill Road Bridge open.
Access	WhollyObject	I want smooth access in my area
Other	WhollyObject	<p>I have been a resident of the Mill Road area for over *** years. Since moving here we now have a family and are well settled into this area. We use the local shops on Mill Road frequently and are firm believers in supporting our local independent traders. Every time I mention the proposal to close the bridge to local businesses situated on Mill Road I'm met with the same response. It will have a detrimental impact on business because car drivers make up a sizeable proportion of where their money comes from. Post COVID independent shop keepers have found it difficult to get back on their feet anyway without also having to contend with the proposed throttling of traffic.</p> <p>I have yet to hear an argument that justifies closing the bridge. It seems totally arbitrary and without merit. It will just immiserate the area and force traffic onto other routes.</p>
Traffic	WhollyObject	Damaging to businesses, increased traffic on alternate routes, discriminatory to elderly and others who have mobility issues who are not able (or who are in the process of registering) to be classed as disabled and need to use vehicles as their mode of transport
Access	WhollyObject	As a business trading in this area for more than *** years I have already witnessed the damage the last closure did to the industry and divided the community, Cambridge is already on the decline for businesses and this will only cause more damage to our industry.

Disturbance	WhollyObject	I know there is no point in filling this out as these are never actually listened to, used only to make it look like you are thinking of the public but here we go. The closure of Mill Road bridge will affect the community, the small business', and traffic around the area. When it was previously closed a few years back, it caused nothing but disruption. It is a vital road, allowing access through the city. The traffic will build up in surrounding areas (which is already bad due to ridiculous changes in road layouts, constant roadworks that seem to make no difference and side road closures) , causing more pollution and long queues. What could be a 5-10 minute journey using Mill Road will turn into 15-30 minute journeys. Cambridge goes on about being 'green' but yet constantly make it more difficult for road users. People will always drive, that will never change, from locals to visitors, closing the bridge will not make people drive less, it will make people drive longer routes. if you want to make things greener, improve public transport!! lower the costs, make buses more frequent, the train system in the country is diabolical, a fortune to use and never on time. I feel that this is coming from cyclists, as I certainly can't see anyone else moaning about this wonderful, historic and multicultural hub of a road, and as a cyclist myself (as well as a car user) I do appreciate Mill Road can be a little stressful to navigate but what I do is user safer roads and quieter routes that are actually faster then going down mill road anyway! Stop wasting money on things like this and focus on the community and what the normal people actually want and need! Stop drug users from frequenting local playgrounds and parks, provide more adequate bike stations to stop with thefts, fix the enormous pot holes covering the roads...the list goes on! PLEASE do not close Mill Road, fix actual problems!!!
Access	WhollyObject	Valued access to mill road shops and town. Hard enough getting around town without closing remaining access roads
Traffic	WhollyObject	Please stop closing roads in Cambridge and restricting the flow. When I first learnt to drive roundabouts were the norm and cut through were a bonus for "locals". You've closed the cut through. Narrowed lanes. Put in bus lanes and cycle lanes. Don't now cause more issues but stopping traffic on a wonderful diverse and vibrant place such as Mill Road. You'll stop deliveries, people visiting, the general Vibe of the road. Slow the traffic down if you must but do not block it off completely. Cambridge will miss it
Traffic	WhollyObject	Bridge is a vital traffic link between communities & businesses in the immediate areas; closure will push traffic to other bridge crossings such as Hills Rd where I live, with adverse impact to pollution & congestion.
Access	WhollyObject	Appalling decision and very short sighted. This will decimate trade on mill road and turn it into a ghetto. Friends, family, tourists, tradesman are given no thought and are just cast aside on ypur whim
Financial	WhollyObject	I am a landlord and operate an Accomodation business in Cambridge. I drive over the Mill Rd bridge twice a day
Access	WhollyObject	Dismay again re suggested closure of Mill Rd bridge. The detrimental affect on residents and businesses will be enormous. It will also put considerable pressure on other roads in Cambridge increasing congestion
	WhollyObject	I object to the closure of Mill Road bridge on the following grounds: 1) It will restrict those who trade along Mill Road as well as others who shop there but who need cars to access the area due to mobility problems. 2) It will cause traffic to gather in other areas already congested (just see the traffic problems recent cycle lanes on Trumpington Road near Fen Causeway have caused). 3) It will inconvenience local residents who use cars, which although an increasingly dirty word among policy makers, remain essential for a large part of the population. 4) There has been no formal consultation on the scheme. ***
	WhollyObject	Dear sir With respect to your ongoing consultation on this bridge I strongly object to the proposed traffic closure. I believe it will cause significant problems for the businesses and shops and eateries on mill road and will increase traffic congestion in nearby areas of Cambridge due to traffic diversion Best regards ***
Access	WhollyObject	This is yet another example of restrictions and.road closures in Cambridge imposed by the council on the residents of Cambridge that forces everyone who lives and works in the city to use fewer and fewer available roads to go about their daily lives. It destroys resilience in transport in the city, destroys local shops, destroys liveleyhoods and is at risk of destroying and separating local communities reserving islands for dormitory residential areas or coffee shop chains. The communities on both sides of the bridge are classic examples which open access to all across the bridge encouraged. Forcing all those not allowed to take long detours through other parts of the city's road network only builds on the councils agenda that the city is congested, ironically by the councils own making. Those forced to take alternative routes will almost certainly not support the local business on each side of the bridge. Bridges are there to connect communities not divide. I urge everyone who cares about Cambridge and it's local communities to oppose this proposal.
Other	WhollyObject	I object as I feel it will adversely affect small businesses on Mill Rd.

Access	WhollyObject	I am concerned about businesses on both sides of the bridge. Without access over the bridge it would mean that deliveries and vehicular access would have to go round much longer routes causing more traffic on other roads around the area. Why close a road of such importance to the city?
Traffic,Access,Financial,Environmental,Disturbance	WhollyObject	<p>There has not been an adequate impact assessment on the impact of closing Mill Road to motor traffic on other nearby roads, including Hills Road, Cherry Hinton Road, Perne Road, Coldham's Lane, East Road, Newmarket Road.</p> <p>Congestion will get worse on neighbouring roads.</p> <p>Air pollution will get worse, particularly in Coleridge.</p> <p>Drivers will have to make significantly longer journeys to travel from A to B. This particularly penalises tradespeople and delivery drivers.</p>
Access	WhollyObject	<p>Traffic here is rarely an issue. The road is a hub for small independent businesses that simply would not be visited if you make it difficult to access. Literally no one benefits from blocking a road that's historical success is born on the fact it offers a bridged road over the railway line.</p> <p>Stop closing roads. You are solving no problems just creating different ones.</p> <p>Buses are the problem and not the solution. You can't just throw more buses. Modern society doesn't want to get on a bus. They want freedom to choose how to get between A and B. Not have to walk to A, wait and then slowly go to C before having to walk to B!</p>
Access	WhollyObject	Shutting Mill rd bridge is completely outrageous. It will destroy business, it is unfair to disabled people and will cause congestion on surrounding roads

		<p>Objection to the Proposal for Pedestrianization of Mill Road</p> <p>Dear Sir or Madam,</p> <p>I am writing to express my objection to the proposal to close Mill Road to traffic and make it pedestrianized.</p> <p>While I appreciate the intent behind the proposal to create a safer and more pleasant environment for pedestrians, I have several concerns regarding the impact this change will have on the local community and businesses.</p> <p>1. Economic Impact on Businesses:</p> <p>Mill Road is a vital commercial hub, and many local businesses rely heavily on vehicle traffic for their customers. By closing the road to traffic, there is a significant risk that businesses will experience a decline in footfall, particularly from customers who rely on convenient access by car. This could lead to reduced sales, and in the worst-case scenario, the closure of small businesses that are already struggling in the current economic climate.</p> <p>2. Traffic Congestion and Displacement:</p> <p>Closing this busy road to vehicles may exacerbate traffic congestion in surrounding areas as drivers seek alternative routes. This could lead to increased travel times, pollution, and frustration among residents and commuters, especially during peak hours. The displacement of traffic may also negatively impact other neighborhoods that are not designed to handle higher traffic volumes.</p> <p>3. Access and Convenience:</p> <p>Many residents, particularly those with mobility issues, depend on access to Mill Road by car. The pedestrianization may limit their ability to reach essential services and shops conveniently, especially for those who are elderly or disabled. Public transport options may not fully address their needs, leading to greater inconvenience and potential isolation.</p> <p>4. Parking Challenges:</p> <p>The closure of Mill Road could create significant challenges related to parking in the surrounding area. Shoppers and visitors who would typically park on or near this road may struggle to find alternative parking, deterring them from visiting the area altogether.</p> <p>Given these concerns, I respectfully request that the proposal be reconsidered. If pedestrian safety and environmental benefits are the primary goals, I would suggest exploring alternative solutions such as:</p> <ul style="list-style-type: none"> - Implementing traffic calming measures rather than a full closure. - Enhancing pedestrian crossings and safety features without restricting vehicular access. <p>Thank you for considering my objections. I hope that any decision made will take into account the potential negative impacts on local businesses, residents, and the broader community.</p>
	WhollyObject	
Traffic	WhollyObject	<p>The whole idea is completely wrong.</p> <p>To close this road going to cause lots of problems for businesses and add to Cambridge traffic.</p>

Access,Financial,Environmental,Disturbance,Traffic,Parking	WhollyObject	<p>Dear [Recipient's Name],</p> <p>I would like to express my strong opposition to the proposed plan to close Mill Road Bridge. While I understand that safety is a concern, several important factors seem to have been overlooked, particularly the significant impact this will have on local independent businesses, religious institutions, and families living on the other side of the bridge.</p> <p>Cambridge is a small city that has experienced significant overdevelopment. Rather than addressing the underlying traffic and access issues, this plan seems to prioritize cyclists without considering a more balanced approach. A more effective solution would involve creating separate access points on the bridge for all users—pedestrians, cyclists, and vehicles—rather than simply closing it and imposing fines through camera surveillance.</p> <p>The reality is that people still need to cross the bridge for practical reasons, such as taking their children to school, visiting places of worship, and supporting local businesses. Closing the bridge will only force them to use alternative, less convenient routes, further burdening the city's infrastructure.</p> <p>In my view, it would be more beneficial to focus on other pressing matters in Cambridge, such as repairing potholes, improving medical facilities, and addressing school capacity. These issues would provide a far more meaningful improvement to residents' daily lives.</p> <p>I am also deeply concerned about the way independent businesses, particularly those run by international communities, are being impacted by recent decisions, including the closure of Mill Road Bridge. Independent businesses are the heart of Cambridge's vibrant community, yet their concerns seem to be disregarded. In many other countries, efforts are made to protect and support small businesses, ensuring they thrive. Unfortunately, it feels as though the opposite is happening here.</p> <p>Cambridge is known for its diversity, with a range of independent businesses run by individuals from various cultural backgrounds. However, it seems that these establishments are being neglected in favor of larger developments or other priorities. The sense of community fostered by these businesses is invaluable, and their loss would be a great detriment to the city's character.</p> <p>It's difficult to shake the feeling that this lack of support disproportionately affects international businesses and individuals, which leads to a sense of exclusion. I strongly believe that if the street were primarily run by British-owned businesses, there might be more hesitation before imposing such decisions. This raises concerns about discrimination—whether intentional or not—based on ethnicity, background, or culture. It is vital that Cambridge remains a welcoming city that protects all of its residents equally.</p> <p>I urge you to reconsider this plan and instead invest in solutions that accommodate the needs of all Cambridge residents and protect the future of our diverse and vibrant local businesses.</p> <p>Thank you for your time and attention to this important matter.</p> <p>Sincerely,</p>
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Access	WhollyObject	<p>I regularly use many shops and restaurants on Mill Road, mainly on the city side of the bridge, on my way home and at weekends. As I live outside of the city to the south east, I continue my journey by going over the bridge and joining the ring road directly or by going down Coleridge Road and joining Cherry Hinton Road. During the last closure, I tried to continue to support the businesses on both sides of the bridge, but it was near-impossible. Using the Gwydir Street car park meant returning to the city via Tenison Road, Station Road, Hills Road and Cherry Hinton Road - about 20 minutes longer at rush hour. There is essentially no public parking on the south side of the bridge, so you either run the gauntlet or irate residents or the traffic wardens, or both. I gave up using Mill Road altogether in the end.</p> <p>It was a very happy day when I learned the bridge had re-opened. In discussions with the various independent businesses I support, I know how much their trade suffered during the closure and they said that my experience during the closure was typical of the many, many customers they had lost. For some, the re-opening came just in time, for others it was too late.</p> <p>So much is done deliberately to make car-driving in Cambridge difficult, unpleasant, time-wasting and expensive. The narrow-minded aim of making Cambridge car-free will only come at the expense of many businesses. This consultation, unlike many, has unambiguous evidence of the damage that this proposal will cause from the illegal earlier closure. It is not surprising that the anti-car zealots are trying once more, but depressing that ideology is overcoming common sense and closing the bridge again will actually damage the environment.</p>
Environmental	WhollyObject	<p>The city is already constantly gridlocked due to lane mergers and traffic light where roundabouts would be better.</p> <p>There are also small businesses who this will affect greatly.</p>
Access	WhollyObject	I want local business to be able to carry on without taxing them
Access	WhollyObject	<p>I am in favour of keeping Mill Road bridge open so that local business can continue to operate without unnecessary restrictions.</p> <p>I am both cyclist and driver.</p>
Other	WhollyObject	I 100% believe local businesses on Mill Road will suffer as a consequence. You should be supporting local businesses. Plus you will be making traffic problems worse elsewhere by closing this link road between East rd to Brooks Road. I use Mill rd frequently when delivering buffet lunches and it now means I have to spend much longer on the roads, adding to the pollution and general Cambridge hideous traffic. Stop messing around with this once great city. I have lived in and around Cambridge all my life and truly despair at what this city has become. In fact in leisure time I avoid it at all costs.
Traffic	WhollyObject	To continue to close road in Cambridge is making the city centre unrecognisable. Independent shops are disappearing from our beautiful city. The chaotic road works and aggressive mass building result in traffic building up, so closing mill road to cars will just make it worse. In addition the buses are not reliable enough to dedicate more roads to. If someone would just take a look at how many buses do not use the already dedicated lanes, I believe it would be helpful to assess just how inadequate the service and the service providers are. I would fully support a tram line in and out of Cambridge or the re opening of the village train stations to reduce commuters. Unfortunately, the residents of Cambridge city are proving insufficient in number or will to support the city centre, the surrounding residents are desperately needed! If this goes ahead, I am more than happy to go and do my shopping in Bury St Edmunds, although it's further away it takes roughly the same amount of time to get there!
Access	WhollyObject	This will damage businesses south of the bridge.
Access	WhollyObject	it will be difficult for us to do the business
Traffic	WhollyObject	I object to the proposed closure of Mill Road bridge. Firstly because of the effect on many businesses in and around Mill Road - many of them will be unviable and will close. Secondly and more importantly I object because this will cause serious disruption to the already difficult movement of traffic in Cambridge because traffic will have to move to other roads which are already clogged up even at the best of times. Any further disruption to traffic on those other roads (such as roadworks) will then cause even greater disruption. The long term effect of this will be to drive businesses and people out of Cambridge, and the reputation of Cambridge which is already seen as a city which is very difficult to drive in, will get even worse than it already is. This will have consequences which you should be able to understand better than I can. The expected benefits to non-vehicular users of the bridge and the surrounding area should not outweigh the real needs of the city as a whole. The real consequences of this proposal have not been thought through.
Traffic	WhollyObject	This is such a bad idea for local trade and business

	WhollyObject	<p>Ahead of the upcoming consultation regarding the permanent closure of Mill Road bridge, I would like to state my objection to these plans.</p> <p>The main reasons for my objection would be:</p> <p>Risk to closure of the numerous small businesses along the road. I personally use a number of these businesses on a semi-regular basis and I would be very much dissuaded from using these again if access to them was permanently restricted.</p> <p>Traffic being diverted off of Mill Road and its side-streets onto the surrounding areas of Brooks Road, Cherry Hinton Road and Coldhams Lane, all of which are heavily congested on a regular basis.</p> <p>I fully support the need for consultation upon the safety of road users and members of the public along Mill Road but I strongly believe that the closure of the bridge is total overkill and a decision that would ultimately kill of large areas of one of the few remaining roads in Cambridge where independent business is encouraged to thrive.</p> <p>Yours faithfully,</p> <p>***</p>
Financial	WhollyObject	This will cause a big loss with in my company due to extra time getting to jobs, additional fuel used and excess traffic.
Access	WhollyObject	It will kill the restaurants
Financial	WhollyObject	Don't do it. It'll destroy the local independent traders.
Traffic	WhollyObject	Terrible idea for traffic and local business.
Other	WhollyObject	<p>The claimed benefits of the TRO are not based on objective data from traffic flows, or data-based models of pollution levels, in Cambridge as a whole.</p> <p>Unfortunately the TRO appears to be based on the dogmatic belief that by restricting the flow of traffic across the Mill Rd bridge, Cambridge residents and businesses will benefit. This view is simply unfounded.</p>
Traffic	WhollyObject	I own a market stall in town and I also have to go to suppliers across town and it is so much harder with that bridge closed. I've lived here my whole life and much prefer the bridge open! DO NOT CLOSE IT
Access	WhollyObject	I strongly oppose the closing of Mill Road Bridge it's an important route in and out of town, local businesses will suffer and with the new development it will push traffic into town rather than out to the ring road.
Access	WhollyObject	<p>This is another scheme which is designed to make money for GCP to try and make travelling into the city by car almost impossible.</p> <p>People live in Cambridge but they also work, have friends and shop in Cambridge. Every time you close a road (which is what this essentially is) you build a barrier to trade, between friends and another reason for employers to move their business out of Cambridge. This is not the way. Do not restrict this road.</p>
Access	WhollyObject	This will be damaging to businesses and tourism to the area
Financial	WhollyObject	Are you hellbent on ruining the local economy in and around Mill Road?
Traffic	WhollyObject	I am home delivery driver in Cambridge, the proposed closure will only serve to cause more congestion on surrounding roads leading to higher pollution levels on those roads effected if the clouse goes ahead, also in those areas it will cost local businesses money in lost revenue as people will shop elsewhere, which has already been proven by comments on posts on social media, it will cost businesses money in dead time by their employees sitting in traffic and wasted fuel. One large shop on Mill Road has already ceased trading because of the plan to close the bridge. The narrow roads off Mill Road already struggle with volume of traffic as it is without adding extra traffic going around the closure. On a personal level I strongly disagree with any of the road closures that have already been put in place across Cambridge and I believe they should be removed. It strikes me that the council will not be happy until there is not a single car on Cambridge's roads. If the council chooses to disregard the feelings of the people or cherry pick the data it wants to show what the council wants, at least have the common courtesy to be honest about what you have done. If and only if the good people of Cambridge genuinely want the bridge closed at least allow blue bade holders and delivery vehicles to use the bridge as well.
Access	WhollyObject	Shutting the bridge to traffic will destroy businesses and livelihoods along Mill Road. The road will become nothing more than restaurants and have nothing too offer any residents in the Cambridge area. There is absolutely no need to close the bridge to traffic in this way. Outrageous idea.

Other	WhollyObject	This proposal to close Mill Road bridge to motorised traffic will destroy businesses and people's lives.
Access	WhollyObject	<p>I have business properties on both sides of the bridge, and not being able to motor from one side to the other without going miles and spending a lot of time going a long way round to travel a short distance will seriously effect my working day.</p> <p>That the council made the bridge the widest part of Mill Road, and thus considered it at the time to be the one part that didn't require closing, is just indicative of the muddled thinking at the council offices.</p> <p>I notice that this muddled thinking has now followed through to 'decluttering' the road by proposing to add more clutter to it! Is there no-one at the council who can see and think straight?</p> <p>The closing of this arterial road will strangle the whole of Cambridges road system, and make the difficulty of getting round Cambridge 10 times worse, and giving absolutely no benefits.</p> <p>I strongly oppose the ideas incorporated in this proposal.</p>
Access	WhollyObject	Until public transport is improved and access to city centre by routes other than driving are improved we need to allow people access to city centre by road. Businesses such as Sainsbury's and companies along mill road would suffer.
Other	WhollyObject	The restrictions will adversely affect businesses in Mill Road. Furthermore, the limitations on Blue Badge holders to two nominated vehicles is an unwarranted restriction on disabled persons movement. A Blue Badge is assigned to a person and is effective for any vehicle in which that person travels.
Access	WhollyObject	There is absolutely no need to close Mill Rd bridge in any way, shape or form. Mill Rd is a vital artery for traffic in Cambridge, and it is also important to keep it open for the businesses that operate along the length of the road.
Access	WhollyObject	<p>As a regular senior visitor to the diverse Mill Road shops and also to visiting friends in both Peters field and Romsey town .</p> <p>Closing the bridge would not benefit the shops</p>
Access	WhollyObject	I strongly appose shutting mill road bridge as it will affect business and residents. There is a good cycle bridge already fir active travellers
Other	WhollyObject	<p>I'm an *** in Cambridge and run my own practice here. Having studied and worked in the space of *** for many years I do believe it is a shame that many times we see documents (not policy, nor regulation), being taken out of context, when the majority of the time, good design and gradual implementation and education is the answer. Please see below some of the concerns.</p> <p>The proposal aims to prioritise bus and cycle traffic, this is great, and I very much welcome this - giving priority to pedestrians and cyclists in the very heart of the city is excellent and should be celebrated - (in Cambridge's case, this would apply to areas within the inner "ring-road" (consisting of East Road, the Backs, Chesterton Road and Elizabeth Way). Mill Road does not fall within that area but very much services that inner ring-road area.</p> <p>That I know of, there is only one bus that actually goes all the way down Mill Road and that's the no. 2. It seems quite unusual to close an arterial route into town to cars for just 1 bus, taxis, blue badges, and cyclists.</p> <p>I think it would be reasonable to say that if a section of an arterial road was closed to cars that is used by services such as the Park and Ride and other City buses there would be a case for a closure as cars are parked at the Park and Ride car parks on the outskirts. But of course, that wouldn't happen and arterial roads must be maintained for cars, buses and cyclists.</p> <p>What about businesses that front Mill Road?</p> <p>The elephant in the room would be, where will this traffic go instead? Cars will forced to go around and the problem of congestion will be diverted upon other areas like Cherry Hinton Road or Coldhams Lane (2 arterial roads which are already very congested). We have already seen this. Not only so, a lot of traffic would be diverted down small perpendicular roads such as Catharine Street and Ross Street, which are already narrow, full of disrepair speed bumps and potholes everywhere.</p> <p>So I come back to my initial point about good design and education, this is the solution along Mill Road. Not closures and diversions. The intent in the proposal is there, but must be and can only be applied to certain scenarios.</p> <p>I would welcome any further consultation with myself and hopefully other external professionals, in addition to the public. For the sake of fairness and transparency, in-house council professionals (knowingly or not) produce bias to their employer and professional judgements are compromised.</p>

Other	WhollyObject	<p>As a regular traveller and visitor to Cambridge I have experienced the vibrant and almost unique atmosphere of Mill road. It is extraordinary to see the mixture of independent businesses operating along the road. I find it hard to believe that the Highways and Transport committee of the County Council have proposed that this extraordinary community should be divided by the closure of the bridge over the railway to the majority of motorised traffic. The businesses which have taken root on Mill Road, did so on the basis that there would be free access and unfettered use of the bridge. If the bridge is closed then many, if not all would struggle to retain sufficient footfall to remain viable.</p> <p>I may live far away but on my travels I see many places which I admire and Mill Road is one of them. Do not close the bridge.</p>
Traffic	WhollyObject	<p>I strongly object to road closures on Mill Road. Any closure will affect business, residents and visitors adversely as well as creating traffic problems elsewhere. You only have to look at the roundabout where Lensfield Road meets Trumpington Road for evidence of traffic displacement; reducing the two lanes down to one lane on this small stretch of road leading to the next roundabout where Fen Causeway meets Trumpington Road, traffic tailbacks are now a real problem all along Trumpington Road, Lensfield Road right back to Hills Road and even Parkside, and Fen Causeway. Please don't make the same mistake again. Please do not close any stretch of Mill Road.</p>
Access	WhollyObject	<p>A completely stupid idea, and a waste of tax payers money. Also detrimental to the small businesses operating in Mill road</p>
Access	WhollyObject	<p>Closing Mill bridge will reduce valuable trade to the shops on Mill Road. Will increase congestion on all surrounding roads and therefore increase pollution. Tradesmen will have difficulty accessing parts of Mill Road.</p> <p>Mill Road is thriving and eclectic, this pointless proposal can only damage the trade and be bad for residents and shops alike as well as people who have to work in Cambridge and cannot carry out their business using public transport or bicycle.</p>
Traffic	WhollyObject	<p>I strongly oppose the closure of Mill Road bridge to cars. We love to visit Mill Road and support the many independent and creative businesses there. The closure of the bridge to private cars will heavily impact the income of these amazing small businesses and contribute to closure.</p>
Financial	WhollyObject	<p>Times are hard enough as it is, this will have a massive impact on businesses.</p>
Traffic	WhollyObject	<p>This is just a vanity project on behalf of a few selfish individuals who refuse to listen to the concerns of the majority of residents and businesses. You have already been defeated in the courts, yet you still insist on wasting more of the tax payers money to satisfy your own egotistical needs. When are you going to accept this is NOT what people want??!!</p>
Access	WhollyObject	<p>Although I only drive over Mill Road Bridge very infrequently, I have tried to follow the debate over this proposal. It seems to me that there are two important points to be taken into consideration.</p> <p>Firstly, the campaign in favour of these changes seems to emanate from a well-organised vocal minority, whereas the majority opposing the scheme have been largely unaware of the existence of the consultation.</p> <p>Secondly, from a practical point of view, I note that commercial vehicles need to have relatively easy access both the the businesses and to the domestic properties in the area; some of these vehicles are relatively large, difficult to turn and difficult to manoeuvre on side-streets, so it makes sense to allow them a straight route over the bridge.</p> <p>A lesser consideration is the matter of access to Brookfields Hospital. This is just a personal matter but I have had to go there from time to time and, starting from ***, it is easier and quicker to go via East Road and Mill Road than to use any of the other possible routes. Public transport is completely impracticable for that journey.</p>
Traffic	WhollyObject	<p>I object to the bridge being closed. As has been mentioned by business owners on Mill Road it would cause significant disruption to their businesses and deliveries being made. I use the bridge sometimes to drive into Cambridge and to use Mill Road shops, cafes, restaurants and support small independent businesses as I am also one myself. Closing the bridge would mean traffic jams on other nearby routes into Cambridge.</p>
Other	WhollyObject	<p>I used to run a business at the end of ***. This proposal will have a negative effect on business and visitors</p>
Financial	WhollyObject	<p>As a small business owner I visit clients in Cambridge on a daily basis. I need my vehicle to carry equipment. And I need to be able to move around the city easily, which I can do at present. Any time spent travelling is not earning me money, it is costing me money.</p> <p>Closing major roads to through traffic just moves that traffic onto other roads making them more congested.</p> <p>While I understand the need to encourage more walking and cycling, closing roads is not going to do this. Because people are still going to walk or cycle on other routes with vehicles on them. The cost of this outweighs any benefits for the few who want it. I've walked up and down Mill Rd many times and never felt there were too many vehicles around.</p> <p>Closing this route would affect my business and my clients who depend on me.</p> <p>There are many other businesses who will be in the same position.</p> <p>The cost of the scheme and the money wasted so far on it could be used for much better purposes. Keep bike lanes clean, secure bike parking, fix potholes, fix pavements. Small changes to existing infrastructure rather than big vanity projects.</p>

Other	WhollyObject	The proposal will severely impact access to shops and businesses along mill rd.
Access	WhollyObject	Ruining business and traffic flow
Financial	WhollyObject	I am concerned about the damage to local businesses and that restricting traffic in Mill Road will not solve the traffic problems, but will merely create a traffic problem elsewhere in the city (which has been the effect of other transport restrictions elsewhere in Cambridge). These kind of restrictions do not help if reliable frequent public transport are not in place. Our local public transport is not yet reliable and robust enough for these changes. I don't object in principle to traffic restrictions but it has to be for better reasons than creating revenue through traffic fines which I believe was the detail fact situation the last time access to the bridge was restricted.
Access	WhollyObject	The hardship this will cause Mill Roads businesses and general users is too much, this is simply not needed
Access	WhollyObject	I regularly use mill road business and feel that the closure of the bridge will ruin it for the business down there.
Access	WhollyObject	This will destroy local businesses and create even more traffic on the major trunk roads
Other	WhollyObject	<p>I think this is a bad idea for Cambridge. Traffic is already bad during peak times and closing the Mill Road Bridge to motor vehicles will worsen things for all ... Commuters / Businesses / Locals and more.</p> <p>I understand an HGV limit to reduce noise and air pollution, but banning vehicles is not the solution we the people of Cambridgeshire need.</p> <p>I hope you will listen to the people and reconsider this idea</p>
Disturbance	WhollyObject	It will have an impact on my business
Access	WhollyObject	Mill Road has always been a friendly, accessible, vibrant, multicultural area of Cambridge. Putting in a bus gate will kill all the businesses on Mill Road. People prefer to shop online if the alternative is an hour's bus ride to the shops, so if the Council wants to destroy small local businesses and give more revenue to Amazon or Temu, a bus gate will do that for them. I think the Council is full of people who pretend to be "Green" and really are just using that as an excuse - they are selfish middle class people who prefer quiet streets for their own comfort and couldn't care less about struggling business owners and the workers of this nation.
Access	WhollyObject	I rely on being able to transport goods in my car to my business. Residents of Petersfield use the Bridge to attend the Doctors Surgery and the Dental Clinic further down Mill Rd. Carers attending elderly and sick Residents of *** would have to take long detours putting even more pressure on the time restraints they are currently working under. Muslim worshippers would also be inconvenienced if they wanted to travel by car to the Mosque. It is not fair to put other residential Streets under additional pressure by diverting car users into their area. Many Thanks, ***
Access	WhollyObject	<p>Mill Road is a vital arterial road in Cambridge. Closing the bridge will cause congestion on other routes - especially Hills Road.</p> <p>The closure of the bridge will have a detrimental effect on the businesses on Mill Road and will hit a lot of small traders where it hurts: in the wallet.</p> <p>I have cycled over Mill Road bridge on numerous occasions and it is perfectly safe as it is.</p> <p>The closure of the bridge would have a detrimental effect on the residents of Romsey who are unable to walk or cycle. Not all of these people qualify for a Blue Badge.</p> <p>This is a retrograde step and not progress. It is extremely ableist and does not recognise the importance of Mill Road as a through-road.</p>

Financial	WhollyObject	<p>This will be disastrous for the Mill Rd businesses.</p> <p>Until very recently lived in the city itself and still go to Mill Rd alot.</p> <p>Denying vehicular access across the bridge will probably be catastrophic to the businesses the other side of the bridge (Devonshire Arms side) as, if this goes through I won't be able to get from Arjuna, for instance, and then onto the Black Cat cafe for lunch with out a considerable detour, in the bigger queues which will no doubt ensue around the Parkside Pool junction.</p> <p>There will probably be a huge increase of traffic along Tennison Rd as they won't be able to cross from the town side.</p> <p>Without some kind free transport to get from town to mill Rd, I personally will probably not even attempt to get near Mill Rd, with having 3 primary aged kids, it's just going to be a non starter visiting the far end. There's no way they will be able to walk from town to there and back without repercussions, so I just won't go there anymore.</p>
Parking,Traffic,Access,Safety,Financial,Environmental	WhollyObject	<p>We have to regularly use mill road to get to ***, if bridge closes that adds almost 15 to 20 mins more, i know this because it had a big impact when council closed the bridge during the covid and at that time traffic was not even bad. City needs more roads not less , its already pretty crowded on nearby streets, by taking this decision this will add significant cost and time to our business.</p>
Access	WhollyObject	<p>Whilst the road is narrow and at times restricted by poor parking for loading/unloading, it would be far more obstructive and disruptive to block an entire travel group from free access. I personally would not be able to visit businesses easily along the road as using public transport from outlying villages in Cambridge is not feasible with young children.</p>
Access	WhollyObject	<p>I completely disagree with this proposal, the disruption to businesses, local residents, general access into and out of town. I think it's a disgrace to even be an idea. Cambridge is being ruined by these ridiculous proposals. I genuinely can't remember a good one you've all had. Better off training chimps to run the city. Imbeciles.</p>
Traffic	WhollyObject	<p>Closing Mill Road Bridge will cause harm too all busines and makes deliverys very difficult as turning round is difficult for large vehicles and in my opinion is a silly idea just pandering to cyclists!</p>
Traffic	WhollyObject	<p>I use this road a lot to get to businesses down mill road both sides, I probably won't use them as much if I don't go past them.</p>
Other	WhollyObject	<p>This will negatively impact business on the Mill Road . I use the shops at Mill Road a lot and wouldn't want them to be negatively impacted.</p>
Traffic,Financial,Environmental	WhollyObject	<p>I am ***. We strongly oppose this decision and we say NO to Mill road bridge closure. We think this will effect our business.</p>
Access	WhollyObject	<p>I believe restricting access by car is anti-growth for our own local businesses. Most online alternatives actually boost the American economy.</p> <p>Also, the problem may be solved by making the whole stretch one-way. By taking away my right to drive, you're only taking away my shopping tendencies from the area. I love to cycle and mostly do, but cycling is not for all weather or when I want to carry my weekly shop.</p> <p>For the businesses, every minute added to their servicing and restocking is taking away work that could be added into our GDP. Multiply that by all staff affected. Why should logistics be slowed down? I think the whole idea is not long term thinking about the revenue our high street.</p> <p>Finally, why allow taxis? What can they do that private cars cannot?</p>

Parking,Traffic,Access,Environmental,Disturbance,Financial,Other	WhollyObject	<p>Dear [Recipient's Name],</p> <p>I would like to express my strong opposition to the proposed plan to close Mill Road Bridge. While I understand that safety is a concern, several important factors seem to have been overlooked, particularly the significant impact this will have on local independent businesses, religious institutions, and families living on the other side of the bridge.</p> <p>Cambridge is a small city that has experienced significant overdevelopment. Rather than addressing the underlying traffic and access issues, this plan seems to prioritize cyclists without considering a more balanced approach. A more effective solution would involve creating separate access points on the bridge for all users—pedestrians, cyclists, and vehicles—rather than simply closing it and imposing fines through camera surveillance.</p> <p>The reality is that people still need to cross the bridge for practical reasons, such as taking their children to school, visiting places of worship, and supporting local businesses. Closing the bridge will only force them to use alternative, less convenient routes, further burdening the city's infrastructure.</p> <p>In my view, it would be more beneficial to focus on other pressing matters in Cambridge, such as repairing potholes, improving medical facilities, and addressing school capacity. These issues would provide a far more meaningful improvement to residents' daily lives.</p> <p>I am also deeply concerned about the way independent businesses, particularly those run by international communities, are being impacted by recent decisions, including the closure of Mill Road Bridge. Independent businesses are the heart of Cambridge's vibrant community, yet their concerns seem to be disregarded. In many other countries, efforts are made to protect and support small businesses, ensuring they thrive. Unfortunately, it feels as though the opposite is happening here.</p> <p>Cambridge is known for its diversity, with a range of independent businesses run by individuals from various cultural backgrounds. However, it seems that these establishments are being neglected in favor of larger developments or other priorities. The sense of community fostered by these businesses is invaluable, and their loss would be a great detriment to the city's character.</p> <p>It's difficult to shake the feeling that this lack of support disproportionately affects international businesses and individuals, which leads to a sense of exclusion. I strongly believe that if the street were primarily run by British-owned businesses, there might be more hesitation before imposing such decisions. This raises concerns about discrimination—whether intentional or not—based on ethnicity, background, or culture. It is vital that Cambridge remains a welcoming city that protects all of its residents equally.</p> <p>I urge you to reconsider this plan and instead invest in solutions that accommodate the needs of all Cambridge residents and protect the future of our diverse and vibrant local businesses.</p> <p>Thank you for your time and attention to this important matter.</p> <p>Sincerely,</p>
Access	WhollyObject	<p>This is typical idiocy of an arrogant council trying to rewrite the narrative... this proposal has already been dismissed but the council appear to think they can walk on water and overturn the decision. The city is difficult enough to navigate as a disabled driver and the impact on local businesses is unquantifiable. This is an invasion of our human rights to use the highways which we as rate payers finance and the stress is seriously affecting my mental health. It's a diversary tactic designed to prejudice our freedom of choice</p>
Other	WhollyObject	<p>We do not want a bus gate! This will effect my business really negatively</p>
Disturbance	WhollyObject	<p>As a resident of Cambridge since birth I do not see the closure of Mill Road Bridge will be benefit Cambridge. You will be slicing the city in two, creating a divide which will be a threat to families, friendship, communities and the local businesses. Stop wasting our money on solutions to problems that do not exist!</p>
Other	WhollyObject	<p>I totally object as it will decimate the livelihoods of traders on and around Mill Road.</p>

Access	WhollyObject	Honestly, if you're not going to implement any cambridge congestion charge, a tourist tax or stop the previously suggested right turn out of grand arcade car park which causes a nightmare for pedestrians on benet street and the open part of kings parade why are you focusing on mill road bridge ??? Locals need to use it to get around. Shops need the business. Get a grip and actually focus on the appalling pavement parking across the city, the illegal use of escooter by teenagers, cyclists, escooters & fast bikes plus delivery drivers using pavements and scattering pedestrians at best, injuring them severely at worst. You have your priorities completely tops turvy. There's no space for residents now in the city centre. Local council have allowed it to become a theme park for tourists whilst residents who pay their council tax don't feel it's their city anymore. Keep mill road bridge open and focus on the more important issues for all of us who actually live and work here
Traffic	WhollyObject	To close Mill Road will be to close the businesses and the community, the high court ruled, accept the ruling and stop trying to steamroller through anti traffic/anti business measyres to keep the nopisy minority quiet
Traffic	WhollyObject	In face of strong opposition you are constantly trying to place a strangle hold on business either side of the bridge, whilst more than doubling half of the journeys taken by locals. How and why you refuse to accept the clear message that we DO NOT WANT THIS is inexplicable.
Other	WhollyObject	I object to the idea of closing the Mill Rd bridge to traffic as proposed. This objection is due to inevitable impact it will have on the ability of local businesses to access their customers (and vice versa) and to deliver their goods & services effectively.
Access	WhollyObject	This will affect local businesses and access to them and other facilities in the area
Access,Traffic,Safety,Environmental	WhollyObject	The closure of the bridge will recreate the problems of the past when the council closed the bridge as an experiment. We saw first hand issues of businesses struggling, increased traffic, longer journey times, more pollution in other parts of the town. Why do blue badge holders need an exemption? What does that give them? The closure would put immense pressure on coldhams lane bridge and the right turn T Newmarket Road can't cope. It will cause huge delays here. Safety on mill Road will suffer as a result of the closure. I object to the scheme.
Environmental	WhollyObject	Issues of access, effect on businesses and overall inconvenience of this scheme are well documented. The environmental impact of traffic having to drive much further and being displaced onto other neighbouring areas of the city will increase both pollution and cost, and the use of significantly more fossil fuels. This is a scheme that has no merit in terms of encouraging use of public transport or walking/cycling. It only adds to inconvenience and makes the roads more dangerous for all users.
Traffic	WhollyObject	My clients need their cars taken go down Mill Road all the way through to come to my work it will seriously damage my business if it is closed
Disturbance	WhollyObject	The closure of Mill Road bridge will present significant challenges for businesses along Mill Road. While the closure may offer some benefits to residents in the surrounding neighbourhoods, the resulting diversion of traffic to alternative routes is likely to exacerbate congestion and create additional problems for both residents and local businesses in other neighbourhoods.
Access	WhollyObject	As a resident in Cambridge I cannot think of a benefit of this closure. I think it will negatively impact small businesses around the bridge who are already struggling in this economic climate; especially for those who rely on passing trade. The detour to go around is not necessarily worth someone's time, plus it will cause a bigger carbon footprint for those that have no choice but to detour by car. It is not always possible for people to walk or take the bus so there will be more cars making unnecessary journeys, causing gridlocks and pollution elsewhere. I don't live on Mill Road but from what I understand, there is a massive anti bridge closure contingent and I feel their voices and concerns are not being taken into consideration. If the council has money to spend on this project - which many feel is a waste - is it not better to spend this on more bus journeys into the city centre on routes where you don't have to change in the city centre, in order to get people to travel more by bus? For instance a direct bus route up and down East Road would make me reconsider driving places as currently I have to get a bus into town and then change to another to get to Mill Road, or go all around the houses. Alternatively the money that would be spent on this project could be spent on other more important things: dealing with potholes, housing homeless, foodbanks, tidying up the disgraceful pavements with weeds all over the place, making more playparks for children etc. I strongly feel that the priorities are all wrong and this is a complete waste of money with no discernible benefit.
Access	WhollyObject	Surely the community has made it's views very clear. The bridge should not be closed. To do so will result in the economic demise of the upper part of Mill Road.. Also important to police street parking at the mosque on Friday afternoon. The bus cannot get past cars parked on the pavement.
Access	WhollyObject	Mill Road is unique in being a multicultural street of independent shops. I believe many will not survive if this bus gate is implemented. I have chronic health problems that don't meet the criteria for a blue badge but cause pain, fatigue and isolation. I visit friends, shops and the Dr on Mill Road regularly and this won't be possible if the drive (bus and cycle are not options for me) is lengthened and I have to walk over the bridge to visit both sides. Traffic will move to Coldhams Lane but it seems that the GCP is only interested in the opinions of a tiny percentage of wealthy residents and students. I feel invisible in Cambridge due to the many measures, such as this, to exclude me from the city.

Access	WhollyObject	Access to the shops on Mil Road is important for their survival for deliveries and for shoppers on both sides of the bridge. Residents need to be able to drive around their city. You could move the road flush against the wall of the bridge on one side and thereby install a segregated cycle and pedestrian lane over the bridge.
Traffic	WhollyObject	<p>Absolutely ludicrous decision, no thought what-so-ever to the Mill Road. traders who need deliveries to survive/maintain their business.</p> <p>Roads were built for road users, not pedestrians and cyclists.</p> <p>Closing the bridge will only send traffic on larger detours, increasing traffic/congestion on neighbouring/surrounding roads/neighbourhoods = increasing the environmental impact/pollution imprint for us all, along with helping to make Cambridge a no go place and the death of the City centre, as we know it.</p> <p>Cyclists and pedestrians already have an equally ludicrously expensive, little used bridge 100 yards away, why not spend money on educating them to use it, and make Mill Road bridge exclusively for motor vehicle/road fund payers use, remove the footpaths thus making a nice wide and safe bridge for motor vehicle users only. Pedestrians and cyclists have their already safe haven, they simply need to use it!</p> <p>Too many roads have already been cut-off to help support the GCPs Cambridge Congestion case. Open up all these closures, remove the constant road works, and hey presto, Cambridge doesn't have a problem. Wake up and get real, roads are for motor vehicle users, end of!</p>
Access	WhollyObject	The closing of the bridge will mean a longer journey creating more traffic on alternative roads, therefore more pollution as journey times will be increased and will also impact negatively on local business's . It will create congestion on alternative routes. Just leave it as it is. The bridge was built as a facility for all Cambridge residents not just Mill Rd residents. Closing it discriminates against the rest of the community, DONT DO IT.
Other	WhollyObject	This proposal will negatively effect local business and culture on Mill Road.
Access	WhollyObject	Having to travel between premises each side of the bridge to close the bridge would severely impact my work day
Access	WhollyObject	Traders will close through lack of business, there'll be no access to Coldhams Lane & Perne Road via the city centre, East Rd, Gonville Place etc, other than to circumvent the city, causing unnecessary congestion, but then, that's what the GCP wants, isn't it! Best closure would be that useless (dis) organisation!
Access,Other	WhollyObject	The closure of mill road bridge will greatly effect the shops on the far side and the emergency dentist, Brookfields hospital and physio services. Traffic will increase on coldhams lane and Perne road where hold ups are regularly seen. This will destroy a thriving community and shopping area. Cambridge authorities need to support local services for the permanent residents of Cambridge.
Traffic,Access	WhollyObject	I am involved in many *** groups in Cambridge, and need to use my car because I have lots of sports equipment, or am transporting things for events etc. It will be impossible for me to keep up the same activity in these areas if the bridge is closed. I will have to find groups more local to me, which is a shame as I have built connections. It will also mean a loss of income for the area as I always eat or drink nearby afterwards.
Other	WhollyObject	I believe it would kill all the businesses on Mill Road. It would be more reasonable to enlarge the bridge to give cyclist and pedestrian a safer road.
Access,Financial,Environmental	WhollyObject	<p>I have a business on mill road.</p> <ol style="list-style-type: none"> 1. Customer access will be hindered thus affecting revenue. 2. When we have to go to bookers and Sainsbury's for stock we will have to take a longer route - resulting in more emissions from the car. This will have a negative environmental impact. 3. Access for us will be hindered, this will cause delays in deliveries and general footfall
	WhollyObject	<p>I am writing to register my objection to this</p> <p>Nonsense proposal for the Bridge Closure, I have a local small business that will be badly impacted</p> <p>By this proposal.</p> <p>***</p>
Access	WhollyObject	Causes at a chaos for me and my business as we constantly work in the area and around the road
Access	WhollyObject	I do not support the proposal as it will majorly impact businesses on Mill Road. I also cycle back late at night along Mill Road and did not feel safe when the bridge was closed previously.

Traffic	WhollyObject	<p>I strongly oppose the proposal to close Mill Rd to motor cars, it is a central road artery , closing the road just increases journey times ie increases pollution, pushes traffic onto the ring road ie increasing pollution for persons living on cold hams lane and the ring road. I regularly travel on MillRd as I have ***and need to use my car.</p> <p>I am very concerned about the impact on the local independent businesses on Mill Rd who are still recovering from the covid restrictions and the impact of the trial closure to citizens cars.</p> <p>The high court judged the last TRO illegal due to bias and the very same week the council relauches a bid to create a busman gate , this is beyond belief that the council ignores a court judgement and the views of businesses and citizens.</p> <p>Democracy and the law need to prevail</p>
Traffic	WhollyObject	<p>I have lived and worked in Cambridge for over *** years and currently run a small heating, plumbing and renewable technology business.</p> <p>I run a fully electric van to travel around Cambridge and Mill Road is a crucial route for me moving around Cambridge supporting my customers with ***.</p> <p>I see first hand the issues with heavy traffic and cannot see how closing this vital route will help the levels of congestion. It is my strong belief, based on my experience with the temporary closure, that such a move will make life more difficult for me and my customers leading to increased journey times.</p> <p>I do not polute the atmosphere with my van, nor do other fully EV cars, taxis and vans.</p> <p>There may be an argument for controlling traffic in Cambridge. I can support this principle. But closing Mill Road bridge cannot be in any rational world part of this process.</p>
Traffic	WhollyObject	Damaging to local businesses on Mill Road
Access	WhollyObject	I object to the closure of Mill Road. This is an arterial road through Cambridge with a diverse and vibrant population and independent shops that will suffer if Mill Road is closed. Surrounding roads will be adversely impacted by rat running. Access to the rail station is already tricky this will make it worse.
Access	WhollyObject	Closing the bridge denies easy access to the businesses in the area which will result in business closures and a further downturn in the economy of the area. It also makes it less accessible for disabled persons. This is such a bad idea.
Access,Safety,Traffic,Disturbance,Environmental	WhollyObject	I think closing the bridge will effect all the local shops and businesses on mill road. Mill road is also such a major link to different areas in the city. We need mill road open for work ,shopping,visiting family and friends. The bridge is a major link. Absolutely ridiculous idea to close the bridge,extremely inconvenient

		<p>Hetto</p> <p>In relation to the proposed TRO I have the comments below:</p> <p>I have many concerns concerning the proposed order:</p> <p>Constitutional The Council did not challenge the original objection and instead went back to the drawing board. How much has this cost and is it good use of council taxpayers' money? And does it result in faith being reduced in the democratic process particularly when the proposed order is introduced only a short time after the original order was challenged</p> <p>Priorities Does the council and the public sector in general not have more important priorities such as social and community care?</p> <p>Evidence for proposed order Where is the specific cost benefit analysis and impact statement for the public to consider?</p> <p>Local businesses The Traders organisation is against the proposal. Should this not be given high priority?</p> <p>Displaced traffic and overall motor traffic numbers What are the working assumptions for the reduction in the volume of the motor vehicle traffic that the proposed order is likely to result in?</p> <p>Where will displaced traffic go and what will be the impact?</p> <p>Examples of particular journeys Exemptions – for example not everyone with mobility problems and who wants to travel by car will be a blue badge holder. Also presumably there will be exemptions for emergency services but what about doctors, social workers etc? Why has a list of exemptions not been provided at this consultation stage? For example how will vehicles visit the town end of Mill Road (eg Gwydir Street) from Cherry Hinton direction? It will be a massive detour</p>
	WhollyObject	<p>If a vehicle wants to go from East Road to Sainsburys in Brook Road then what will be the substantial detour?</p>

	WhollyObject	<p>Dear Sir or Madam,</p> <p>I am against TRO for a bus gate on Mill Road bridge. I believe vehicle access is vital to businesses along Mill Road, both for deliveries and customers. Whilst I appreciate the environmental impact, I think it would be a tragedy to see such a thriving part of Cambridge life be lost. It's proven that big retail business removes money from the local community whilst small family owned shops keep it, Mill Road is already desperately short of parking compared to the beehive for example, this action will only erode what diversity we have in Mill Road.</p> <p>Thank you for your time,</p> <p>***</p>
Access	WhollyObject	The closure of Mill Road bridge would be detrimental to the area, through custom, access to town and Mill Road without the necessity of traveling through town on east and Newmarket roads
Access	WhollyObject	This a main through road, and has always been the route to vibrant shops both sides off the bridge ,you can park both side and then visit the shops you need , its too far for me to walk as one length , and therefor make good use of the fact i can shop and park , the full route , , it would be a sad day for all that like me make use off these shops now , but will be restricted , if the road and community are divide and isolated to those that can not walk or cycle due to poor health
Other	WhollyObject	I believe that installing a bus gate on the mill road bridge will adversely affect the mill road community and businesses
Traffic	WhollyObject	All these plans of closure with no thinking on how it affects local business and residents. It is preposterous. The bridge has been there and been serving well. Why close now? It will be detrimental to the local businesses
Traffic	WhollyObject	This proposal will have a massively detrimental affect on businesses and individuals in the area. It will create mayhem on the surrounding roads and cause more people to use the side streets as rat runs. I cross this bridge in my vehicle 20 plus times a week. This will mean I have to increase my prices due to increased travel time. Its utter madness.
Access	WhollyObject	Why cut a road off from traffic when it supports some of the businesses in the area . If you can't drive there you are not going to walk or use a taxi or public transport if if your mobility is impeded
Access	WhollyObject	As an Ex resident of *** I totally cannot support the closure of the road as it is detrimental to the community and small businesses that operate there. Please listen to those that live and work there.
Environmental	WhollyObject	Don't close the bridge and force traffic down residential areas,. Ruining business in the ground. I fact this a very bad idea so don't do it.
Environmental	WhollyObject	This is not an answer to divert traffic, people that live on this road as well as businesses are truly disrupted by this proposed road closure. PLEASE RETHINK THIS IDEA, it has been opposed by residents a nd businesses already.
Traffic	WhollyObject	I strongly object to the proposed closure of Mill Road Bridge to through traffic. Mill Road is not only for people who live in nearby streets to enjoy, it is for EVERYONE. It currently has many independent businesses who can only survive because their customers come from all over the county and beyond, and it is clearly going to affect their trade if the bridge is closed, as it did previously when the bridge was closed for repairs and on other occasions. I do not support the argument that it would be "safer" if it were closed as it is the cyclists and people on scooters who continually ignore traffic lights and the general laws of the road, not the motorists. Closing the bridge will not help to alleviate traffic problems in Cambridge, it will add to them. A proposal that is so controversial with so many people against it, should never be allowed to be implemented.
Access	WhollyObject	<p>I was previously a resident of ***.</p> <p>I currently live in *** but use mill Road daily for business services and access is important from both ends of the town.</p> <p>I have family who I visit which would have a negative impact if the bridge was to close permanently</p>
Access	WhollyObject	<p>I am against this proposal for 2 main reasons:</p> <ol style="list-style-type: none"> 1. On the behalf of the businesses, both along the proposed area, as well as those either side of this, on not just Mill Street, but adjoining roads too, as this would adversely affect passing trade for many of them. 2. This will increase pollution and traffic in the local area, due to vehicles having to 'detour' (as such) in order to reach their destination. <p>For these reasons, I believe the proposed plan should not be allowed. At the very most, make the road a 1 way street, but do not close it to vehicle access please.</p> <p>Thanks</p>

Traffic	WhollyObject	I work for a large Technology Company based in Cambridge (***). Making this change will effectively kill off business visitors to Cambridge centre for myself and other colleagues since it means access to Cambridge centre from the east of Cambridge becomes almost unviable.
Access	WhollyObject	I think this would be detrimental to the businesses along the street for all aspects of their daily business.
Access	WhollyObject	I shop in Cambridge and mill st regularly especially at Christmas time for Mill st Fair. I feel this would be detrimental to all these businesses along the Street for deliveries access and trade.
Access	WhollyObject	I am a ***. This will make my access to shops very difficult along with my deliveries via hgv impossible meaning we will lose valuable business
Financial	WhollyObject	The proposal to restrict the public from driving over is bad for businesses. Attempting modal shift this way simply fails and leads to many still using their cars. This increases congestion elsewhere as well as bad for the environment. This hurts the most vulnerable and disabled who need private cars. On buses disabled people may get subsidies, but carers do not. The GPC and Mayor have no overall ambitious strategy, simply piecemeal disruptive proposals like this one.
Financial,Parking	WhollyObject	Another ridiculous “green” policy that will simply drive businesses from Cambridge.
Access	WhollyObject	<p>I am an employee of ***. These proposals would prevent us from accessing customer's premises for installs and repairs on Mill Road, and would force us to take much longer round trips to other customers in the city.</p> <p>Second, these proposals would reduce use of mill road businesses meaning that we'd also lose customers.</p> <p>It makes no sense to close the bridge to commuter and commercial vehicles especially whilst public transport remains inadequate and it's still at the whim of its private owners.</p> <p>Rather than closing the bridge so only buses can use it, consideration should be given to larger infrastructure projects such as light rail which could better connect Mill Road to the rest of the city whilst reducing traffic.</p>
Financial	WhollyObject	There is nothing good to be said about this proposal. It's bad for business, bad for access, bad for residents , visitors, students, everyone.
Traffic	WhollyObject	Is it part of the 15 minute city stealth plan? We do not want it. It is totally unnecessary. It's inconvenient and I really cannot see any benefit whatsoever.
Traffic	WhollyObject	Will clogs up roads for businesses
Traffic	WhollyObject	<p>I totally object to the closing of this Mill Road rail bridge to traffic except busses, taxis and cyclists.</p> <p>The road needs to be kept open to all types of traffic, pedestrians and cyclists. All forms of access should be allowed all the time, freely to use and pass, as the bridge was intended.</p> <p>Business will collapse due to the loss of trade if the bridge is closed.</p> <p>You will create more traffic as it will have to travel somewhere else to get to the same location.</p> <p>You will increase pollution, as cars will travel longer to get to the location across the bridge.</p> <p>It will not encourage people to cycle or walk they just won't at all to the businesses/ the numbers of people will be reduced.</p> <p>No to congestion charges</p> <p>No to ULEZ schemes</p> <p>No to pay per mile</p> <p>No to Zone only areas/ or 15, 20 minute cities!</p> <p>No to anything to restrict or try to alter peoples behaviour and reduce their freedom of movement.</p>
Traffic	WhollyObject	This is an arterial route into and out of the city. It can not be closed either way due to the access it provides both for the local residents but also the businesses and through traffic for amenities east of the city.
Financial	WhollyObject	I utilise the services of local businesses in aid of *** in Romsey. Closing the bridge will prevent me from utilising existing businesses.
Other	WhollyObject	This will generate more congestion in other areas of the city. I say generate because actually cambridge need not have the congestion that it does. It is very clear that much congestion is already caused directly by previous road closures. Silver Street, Bateman Street and Sedly Taylor Road are good examples. This new proposal will affect businesses on Mill Road (they have told you this) and will create issues elsewhere. Please consider all road users. Many of us do not have a direct vote on issues such as this but we are affected by them. Open up Cambridge a little more, don't shut it down!

Environmental	WhollyObject	<p>This proposal would be highly detrimental to members of the public and businesses in Cambridge</p> <p>It will cause more congestion on all alternative routes and a waste of money (again) trying to force this onto the people of Cambridge whom have already objected and won the case against it.</p>
Access	WhollyObject	<p>If closing Milton road this will reduce access to the local business as to go there we will have to do a long loop to cross the railway. This will congestion even more the 2 closest bridges and will increase pollution as people will undertake longer journeys between point a and b. I can't see any benefits of it.</p> <p>To whom it may concern,</p> <p>I am writing to object to the proposed road closure on Mill Road. While I understand the intent behind this decision, I believe the closure will have several negative impacts outweighing any potential benefits.</p> <p>Impact on Local Businesses: The closure will disrupt access to local businesses, potentially leading to a decline in customers and affecting the local economy.</p> <p>Increased Traffic Congestion: Diverting traffic to smaller neighbouring streets will lead to increased safety risks, increased congestion and longer commute times for residents.</p> <p>Accessibility Concerns: The closure will create challenges for residents, especially those with disabilities, elderly residents, and families with young children, limiting their access to essential services.</p> <p>Environmental Impact: Increased congestion on alternative routes will lead to higher emissions and noise pollution, negatively affecting the environment and public health.</p> <p>I urge the council to reconsider the proposed road closure and explore alternative solutions that address the underlying issues without causing undue hardship to the community. Solutions such as partial closures, improved signage, traffic calming measures, or enhanced public transportation options could be explored to mitigate the concerns that led to the closure proposal.</p>
Other	WhollyObject	<p>Thank you for considering my objection. I hope the council will take these concerns into account and work towards a solution that benefits all stakeholders in our community.</p>
	WhollyObject	<p>Good evening,</p> <p>I was shocked to hear that you are proposing yet again to push through the closure of Mill Road at the railway bridge, a road connecting a local community, religious groups and the wider city. I can't understand why there is such a desperate need to close this arterial City route. I find it unbelievable that it is being raised again after a democratic vote on only 27th July 2021 by Cambridgeshire County Council's highways and transport committee to end the experimental traffic order early following pleas from the public and businesses on whom it had a massive negative effect. Indeed, on 10th December 2020 Mill Road Traders Association set up a petition against the closure which got over 4000 signatures. It probably would have gained more had the bridge not have reopened in 2021. I believe that very few people were aware of the recent consultations and I doubt they'll be made aware of this one. I'm not sure if the previous consultations were only promoted to small local groups giving an unrealistic result but this closure will affect the whole city. I am against the closure of yet another road in the city of Cambridge causing more inconvenience to many and hope that you will rethink this proposal but I think it is already a done deal.</p> <p>From***</p>

	WhollyObject	<p>Dear Sir/Madam</p> <p>I wish to object to Mill Road Bridge being closed for the following reasons:</p> <ol style="list-style-type: none"> 1. There will be less shop business as cars will not be able to park nearby. As a result it could mean some shops will close down, it will as a result look unsightly and could attract squatters. 2. Some people come a long way to use the shops and will not be able to get there, it means going the long way round and not having the convenience. As a result they will go elsewhere. 3. It will cause great inconvenience as there will be more traffic going along the other route. All you are doing is taking traffic from there and making other roads more busy. It will therefore be harder to get children to school and people to get to work. There will be traffic jams on other roads. <p>I am very much against the closure.</p> <p>Regards</p> <p>***</p>
	WhollyObject	<p>I am writing to strongly OBJECT to the possibility of closing Mill Road bridge to vehicles. I am a Cambridge resident of most of my life, born at the old Mill Road maternity hospital.</p> <p>Mill Road is an extremely lively and diverse area which includes many restaurants, cafes and independent unique shops. Many shops and business would suffer and probably close if people could not drive to shop for larger items such as carpets, furniture etc.</p> <p>If cyclists (of which I am one) don't feel safe riding over the bridge they should use the cycle bridge from Rustat Road to and from town centre. I believe the majority of people who want to close the bridge are not from Cambridge and don't understand the history of the area. It would be more helpful to stop people parking on the pavement (for haircuts for example).</p> <p>I have to be able to take my elderly parents to appointments or shopping as my dad particularly is disabled and cannot walk far. Therefore please listen to my objections and keep the bridge open!</p> <p>Thank you.</p> <p>***</p>
	WhollyObject	<p>Dear Sir,</p> <p>I am against the closure of Mill Road Bridge. We are a *** in Cambridge and will affect our business.</p> <p>Kind Regards</p> <p>***</p>
	WhollyObject	<p>Hello</p> <p>I just want to voice my concern about the Mill Road closure. I do not think this is going to benefit anyone, it will kill businesses, increase congestion by rerouting traffic to other already congested road, etc This is a very bad idea and I and most residents strongly oppose it so why is this happening again?</p> <p>Best regards</p> <p>***</p>

		<p>Dear Sirs,</p> <p>In response to your renewed consultation on the proposed Mill Road Bridge TRO I would wish to make the following points:</p> <p>Having lived close to Mill Road bridge from 1957 until 1986 (I am now in *** but regularly use the road) the claim that the road now is congested and and that pavements are inadequate for footfall are frankly disingenuous to the point of nonsense. When I cycled daily to work over the bridge in the 70s and 80s traffic was stationary from end to end. Now the only traffic build-ups are caused by buses and delivery lorries and, at the east end, on-carriageway car parking.</p> <p>The Mill Road shopping experience has been in near-terminal decline for many years and most of the businesses that still survive appear to be struggling. There are already numerous vacant premises and closure to traffic can only make this worse, particularly at The Broadway end. I have this morning visited The Broadway for a haircut and traffic was minimal, as was pedestrian footfall. Businesses there are already struggling for precisely these reasons - my barber is hugely pessimistic as to his future. Closure of the bridge to traffic can only exacerbate this decline.</p> <p>Relatively few people actually live on Mill Road. The vast majority live in the side streets, away from the immediate congestion and pollution, and the closure is going to make their vehicular access more difficult while bringing minimal benefit. It will also potentially turn some of these side streets into rat-runs.</p> <p>If the traffic is so congested, where is it going to go? A few will find alternative modes of transport but most people are to car-dependent to change. So the traffic and (supposed congestion) will move to Cherry Hinton Road, Coldhams Lane and Newmarket Road, all of which are, in my view, already more heavily congested than Mill Road. The traffic queues in Coldhams Lane, which I have the misfortune to need to use regularly, can often extend from Newmarket Road past the Airport at peak times. All this proposal is going to achieve, at vast expense, is to move the problem elsewhere and the nuisance to other unfortunates.</p> <p>In conclusion, this proposal represents nothing more than a huge waste of taxpayer's money and to continue is simply throwing good money after the bad already wasted.</p> <p>Regards</p> <p>***</p>
	WhollyObject	

		<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local trader, I am deeply concerned about the adverse effects this proposal could have on my business, our local economy, and the community at large.</p> <p>1. Economic Impact on Local Businesses</p> <p>Past closures of Mill Road Bridge led to a significant decline in foot traffic and accessibility, directly harming local businesses like mine. The current proposal risks repeating these negative consequences, which could result in reduced customer visits and potentially threaten the viability of small businesses.</p> <p>2. Accessibility Challenges</p> <p>The bus gate would create substantial difficulties for customers, suppliers, and service providers who need to access my business. This disruption would not only reduce sales but also increase operational challenges, particularly for tradespeople and delivery services.</p> <p>3. Inadequate Safety and Environmental Justifications</p> <p>The TRO is justified on safety and environmental grounds, yet there is insufficient evidence to support these claims. The displacement of traffic to surrounding roads could worsen congestion and pollution, negatively impacting the broader community.</p> <p>4. Cultural and Tourism Impact</p> <p>Mill Road is renowned for its cultural diversity and unique shopping experience. Limiting access to this area could diminish its appeal to both residents and visitors, leading to a downturn in tourism and harming the local economy.</p> <p>5. Lack of Comprehensive Analysis</p> <p>The Council has not provided adequate traffic or economic impact analysis to justify this significant change. Without a thorough understanding of the potential consequences, the implementation of a bus gate seems premature and potentially harmful.</p> <p>6. Call for Alternative Solutions</p> <p>I urge the Council to consider alternative solutions that would improve traffic management without negatively affecting businesses. Enhanced public transport options or targeted traffic-calming measures could achieve the desired outcomes without restricting access to Mill Road.</p> <p>In conclusion, the proposed TRO for a bus gate on Mill Road Bridge could have far-reaching negative consequences for local businesses, including mine. I respectfully request that the Council reconsider this proposal and engage with the community to develop a more balanced and beneficial solution.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
	WhollyObject	

		<p>To Council Members and other parties this may concern</p> <p>I am writing to express my strong objection to the proposed closure of Mill Road Bridge to motor vehicles. As the owner of ***, a business specializing in flooring and soft furnishing care, I have been serving the Cambridge community since 2005.</p> <p>Over the years, we have built a loyal customer base, particularly in the Mill Road area, where we provide essential cleaning services that contribute to the upkeep and sustainability of homes and businesses.</p> <p>The proposed closure of Mill Road Bridge presents a significant challenge not only to my business but also to the broader community. If the bridge were to be closed to motor vehicles, I would be forced to consider two equally undesirable options:</p> <p>Cease Serving Clients in the Mill Road Area: Without accessible routes to Mill Road, continuing to serve clients in this area would become unfeasible. This would lead to a direct impact on the cleanliness and maintenance of homes and businesses. As a result, carpets and furnishings would deteriorate more quickly due to the lack of professional cleaning services, potentially leading to increased waste and environmental harm as these items may end up in landfills sooner than necessary. The closure of the bridge could inadvertently contribute to an increase in waste and a decrease in the overall quality of life for residents in the area.</p> <p>Increase in Journey Times and Pollution: The alternative would involve taking significantly longer routes via East Road and Newmarket Road, both of which are already heavily congested. This would not only increase the time it takes to reach our clients but also contribute to greater pollution due to longer driving distances and time spent idling in traffic. Such an outcome runs counter to the objectives of reducing emissions and fostering a more sustainable environment.</p> <p>The potential closure of Mill Road Bridge would therefor lead to a paradoxical situation where efforts to reduce traffic and pollution could inadvertently increase them. Local businesses, like mine, that rely on efficient access to the area would suffer, and the economic vitality of Mill Road could decline as a result.</p> <p>Moreover, the closure would disproportionately affect the residents and businesses that rely on Mill Road as a crucial thoroughfare for daily activities. The increased traffic on alternative routes could exacerbate congestion issues and degrade the quality of life for those who live along these roads, as well as for the broader community of Cambridge.</p> <p>I urge you to consider the broader implications of this decision on local businesses, residents, and the environment. Mill Road is not just a route but a vibrant community hub that requires accessible transportation to thrive. The closure of the bridge would not only disrupt the daily lives of those who live and work in the area but also undermine the economic resilience of one of</p>
	WhollyObject	
		<p>I object to the closure of Mill Road Railway Bridge. The grounds for my objection are as follows.</p> <ol style="list-style-type: none"> 1. It will restrict trade on Broadway and Mill Road and has already caused several closures notably Cutlacks. 2. It will reduce the number of routes on the Southern approach to Cambridge town centre. 3. It will cause more congestion on nearby through-routes, which have already been pressured due to restrictions nearby Bateman st etc. 4. It will be vandalism to a perfectly sound and much loved bridge. 5. Local residents who already have their routes limited will have their freedom to move in their own neighbourhood hugely limited. <p>There has been no proper consultation and the whole scheme is a gross miss-use of public funds.</p> <p>***</p>
	WhollyObject	

	WhollyObject	<p>I would like to object to the proposal to shut Mill road bridge to private cars and vans.</p> <p>I am a local builder and a local resident. My road, ***, has already been turned into a cul-de-sac without any prior consultation and this short sighted plan to shift traffic into neighbouring streets is selfish in the extreme.</p> <p>*** do not represent the majority of Cambridge residents views and should not have the say in such an emotive and important issue</p> <p>***</p>
	WhollyObject	<p>I have been a Petersfield resident for 43 years. Like many people I walk and cycle when I can, drive when I need to.</p> <p>I use Mill Road virtually every day. As a grandparent I frequently cycle my grandchild to nursery using Mill Road. My experience of Mill Road is that it is no more congested than other areas of Cambridge.</p> <p>My concerns are the community and the small businesses which serve it will be severely effected by a bridge closure:</p> <p>Mill Road is the only road in Cambridge that has mainly independent small businesses. It's community runs across the bridge linking Petersfield and Romsey. To close the bridge will severely effect business on both sides of the bridge.</p> <p>the proposed closure would not 'preserve or improve the amenities in the area' on the contrary it would destroy many businesses. Unlike in the city centre and other areas of Cambridge there are hardly any shops not in use demonstrating that it is a thriving area.</p> <p>*On the Petersfield side of Mill Road the pavement is narrow, in parts, on one side but the opposite side is average, sometimes above average in width. Where the pavement is narrow there are NO businesses only housing so this does not pose any particular danger.</p> <p>*On the Romsey side of Mill Road the pavements are above average in width in places on both sides of the road.</p> <p>Petersfield residents especially small businesses e.g. electricians, builders, plumbers, parents with young children, those who are less mobile, grandparents looking after grandchildren, elderly who need to drive into Romsey and do not have a blue badge would have to travel via Coldhams Common or East Road and Hills road, then Cherry Hinton, Perne road to access:</p> <ul style="list-style-type: none"> * the Mill Road Mosque for prayers and community activities *Brookfields Hospital Centre e.g. the Peacocks Children's centre etc *Doctors surgery *Romsey Community Centre *the unique businesses on that side of the bridge *schools

		<p>I am against the closure and believe all traffic should be allowed over it all the time</p> <p>I have lived in Cambridge almost 70 years and in Romsey town 20 of them</p> <p>The cycle bridge was built to alleviate any cycle problems so in my opinion there is no need to close the bridge</p> <p>Businesses will suffer and it will become a ghost area</p> <p>Yours</p>
	WhollyObject	***

		<p>I am writing to you regarding the current GCP proposal to close Mill Rd bridge to cars. I have lodged a formal complaint with the County Council, involved our MP and are now giving you my feedback.</p> <p>In summary, it's an incredibly selfish move that is going to cause huge inconvenience to thousands of people (12,000 road users is the quoted figure for Mill Rd) and serious congestion on other roads. Other local roads that are busy now face gridlock and numerous businesses will be severely impacted. I have serious concerns about the whole process, who has asked for it and how the consultation is being carried out. The whole assessment should be carried out by an independent company appointed by the Council, not a body with an interest in the results going their way (the GCP).</p> <p>The issues I have:</p> <p>A) Bias: The consultation is being carried out by the GCP - a group known to be run by cycling supporters, and *** members (some of whom live along Mill Rd and are anti-car). Clearly they have an agenda (to support the closure) and I'm concerned the consultation is not being run fairly. Any consultation should be run by an independent company to be considered unbiased.</p> <p>B) Lack of consultation with road users from out of Cambridge: It has become obvious that car drivers are not being asked for their thoughts or opinions. Many do not even know the consultation is currently taking place due to poor advertising by the GCP. I have colleagues from outside Cambridge simply not aware of these plans - how is that fair? It appears as though the GCP are selecting who they ask, or at the very least, not asking those who they know would not support them. This is simply not reasonable and not properly reflective of the road users' views.</p> <p>C) Claims of high levels of congestion/questions over data collection: This claim of awful congestion is simply not true. Yes, during rush hour the road is busy, but outside that it is not. I know because I drive over the bridge two to four times every week between 4.30-5.15pm - even then traffic flows easily. I also often drive through in the daytime and it's very quiet. You only have to walk along Mill Rd mid-morning or afternoon to see that it is not congested. Closing the bridge will add more cars to other roads, causing congestion in other areas. Can you imagine the gridlock on those roads? Please visit Mill Rd and see for yourself how busy it is/isn't. I would question what data has been collected on road use for Mill Rd and other roads in the city.</p> <p>D) Air quality: Cambridge is well below the target national levels for air pollution so it makes no sense to claim otherwise. The use of electric cars means this will improve further over time, and hybrid homeworking has also reduced traffic levels. *** is trying to bully people into this closure by claiming their children are being choked by fumes. It's simply not true.</p> <p>E) Accidents: There are claims that the road is being closed because it is unsafe. How many accidents have happened on the bridge over the past 3 years? Is it worse than other roads? Can other safety measures not be brought in? See below suggestions.</p> <p>F) Cafe culture: Supporters of the closure claim they'd like to be able to sit outside cafes, but they can't due to congestion and pollution. Most of this cafe culture would be held outside of commuting times and can</p>
	WhollyObject	

	WhollyObject	<p>Dear Sir</p> <p>Please can I take this opportunity to discuss the proposed closure of mill road bridge.</p> <p>My family have lived in Cambridge all my life. My mum and Dad came from ***, and I was born in ***.</p> <p>Cambridge has change a lot in my life time (60 years) but in all that time I have always found the traffic around Cambridge including Mill Road acceptable. In this time I have been a cyclist, motorcyclist and car driver.</p> <p>I do not agree with Mill Road bridge being closed for the following reasons.</p> <ol style="list-style-type: none"> 1. The traders in mill Road will be adversely impacted. 2. Mill Road is a major artery in the road structure of Cambridge and the traffic will just migrate to other roads, probably less capable of having the sufficient capacity to keep the traffic moving. 3. There is no safety issue requiring Mill Road bridge to be closed. <p>Kind Regards</p> <p>***</p>
	WhollyObject	<p>Dear Sirs</p> <p>I wish to object to the 'Bridge Closure Consultation'. I run an ***just off Mill Road and we know, from past experience , that the bridge closure to cars has adversely affected trade not only in our shop but many others as well. When the bridge was closed in the past, we had many customers complain about access and were obviously 'put off' visiting our shop by having to drive via the centre of Cambridge to reach us.</p> <p>I cannot understand why the council is fixated on trying to re-introduce these restrictions when it has already been voted down once in council and subsequently lost a legal case. Business will suffer more closures and the only possible advantage of less air pollution will disappear with the increase use of electric vehicles.</p> <p>Yours Sincerely</p> <p>***</p>
	WhollyObject	<p>I wish to object to the ongoing attempts by the council to close the railway bridge in Mill road to vehicles, (other than buses and taxis). Although I live outside the city, I frequently use Mill road to enter the city and access the shops in Mill road . The alternative is via a much longer more congested route and so will just add to the traffic pollution in that area and encourage me to avoid shopping in Cambridge altogether.</p> <p>Yours Sincerely</p> <p>***</p>

		<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to express my strong objection to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local resident, I believe this proposal will have significant negative impacts on our community's connectivity, safety, and overall quality of life.</p> <p>1. Disruption to Daily Life</p> <p>The introduction of a bus gate would severely disrupt the daily routines of residents, particularly those who rely on Mill Road Bridge for commuting, accessing services, and visiting local businesses. The increased difficulty in crossing the bridge would reduce the convenience and accessibility of the area.</p> <p>2. Safety Concerns</p> <p>While the TRO is proposed as a safety measure, there is little evidence to support this claim. During previous closures, many residents, including myself, felt less safe due to the reduced presence of vehicles, particularly at night. This raises concerns that the TRO may not actually improve safety as intended.</p> <p>3. Environmental and Traffic Diversion Issues</p> <p>The proposed bus gate could lead to increased traffic congestion and pollution on surrounding roads, such as Coldham's Lane and Tenison Road. The environmental benefits of the TRO are questionable without a thorough impact analysis, and the displacement of traffic could worsen air quality in other parts of the city.</p> <p>4. Impact on Vulnerable Groups</p> <p>The TRO disproportionately affects vulnerable groups, including the elderly, disabled, and those with mobility issues. The current provisions do not adequately address the needs of these individuals, potentially increasing social inequality and reducing access to essential services.</p> <p>5. Lack of Comprehensive Consultation</p> <p>I am concerned that the public consultation process for this proposal has not been fully accessible or inclusive, particularly for those with disabilities or residents who were away during the consultation period. This raises questions about the fairness and validity of the feedback collected.</p> <p>6. Alternative Approaches</p> <p>Rather than implementing a bus gate, I encourage the Council to explore alternative solutions that would enhance safety and traffic management without restricting access to Mill Road. Options such as improved public transport services or targeted traffic-calming measures should be considered.</p> <p>In conclusion, I believe the proposed TRO for a bus gate on Mill Road Bridge would have numerous adverse effects on the community. I urge the Council to reconsider this proposal and to work with residents to find a solution that benefits everyone.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
	WhollyObject	
		<p>o whom it may concern,</p> <p>I wish to register my objection to the proposed closure of Mill Road Bridge in Cambridge.</p> <p>Reasons being that within the property maintenance company I work for, we service many properties on and around Mill Road and regularly use the bridge to travel between the properties and local letting agents and suppliers. Without the use of the bridge for example would mean instead of driving from *** on the south side up to *** on the north side of the bridge we would be required to travel all the way around Coldhams Lane making it a 20 minute journey rather than a simple 5 minute journey. This simply does not make sense to increase carbon emissions in such a way and also the increase the burden of other traffic on Coldhams Lane and Hills Road.</p> <p>I would welcome other ideas to relieve the congestion, reduce pollution and increase road safety on Mill Road possibly by introduction of a congestion charge or similar but to close the bridge entirely would be very unnecessary and unjust in my view.</p> <p>Best wishes,</p> <p>***</p>
	WhollyObject	

		<p>Traffic Regulation Order</p> <p>I am totally AGAINST any closure of Mill Road Bridge.</p> <p>Bad for Traders</p> <p>Would add 15 minutes onto my journey to gym or Sainsburys.</p> <p>A danger to pedestrians as cyclists will hurtle over the bridge.</p> <p>ITS A ROAD not a pedestrian precinct.</p> <p>***</p>
	WhollyObject	<p>Hetto,</p> <p>Re your ref PR1058:</p> <p>I want to object to the proposed TRO to close Mill Road bridge to most motorised traffic.</p> <p>I am not a trader on Mill Road, nor do I live nearby. But I object strongly to this proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. Most of those owning businesses on Mill Road object to this order on the grounds that their business will be damaged by it; they have reason to say this, having noticed exactly that happening during the experimental TRO. It is not fair to them that their life's work building the business should be trashed due to the latest fashion for low traffic neighbourhoods and related concepts - unless of course you are planning to pay them all the fair long-term retail value of their lost business in compensation (?). 2. The council seem to have the idea that if the bridge is closed, the traffic that would have used it will simply disappear. That is not the case: instead, those who need to travel across this bridge will be forced to use other routes. These routes include Tenison Road, Station Road, Hills Road, Cherry Hinton Road, Coleridge Road, and the ring road; possibly also Coldham's Lane. These routes will simply acquire the traffic excluded from Mill Road bridge. This diversion will cause an increase in pollution, CO2 emission, noise, and inconvenience, probably affecting around one third to one half of Cambridge residents one way or another, but particularly adversely affecting the residents of the above-listed roads. One inevitably causes more pollution if one is forced to travel a longer route. 3. In the very long term historical view, some people have chosen to live in this area of town around a major thoroughfare for a variety
	WhollyObject	

	WhollyObject	<p>Good morning</p> <p>I am writing to add my view to the proposed closure of Mill Road Bridge.</p> <p>I am wholly opposed to this closure.</p> <p>I am a lifelong resident of Cambridge and ***has served the community well in my life time.</p> <p>I have already opposed this TRO and I am completely dismayed that Cambridge Council should ignore our wishes and put forward the proposal again.</p> <p>I believe this to be a huge waste of public finances</p> <p>If you succeed in closing Mill Rd Bridge you will damage local businesses and independent traders - which is already known.</p> <p>There are no huge traffic issues on Mill Road that could warrant such a closure</p> <p>This will cause extreme difficulties in accessing the railway station for Coldhams lane residents</p> <p>Issues on Mill Rd are caused in the main by mopeds, delivery drivers and irresponsible scooter riders who are not policed.</p> <p>The traffic will not stop it will move to the neighbouring Coldhams Lane and Cherry Hinton Road</p> <p>Myself and my husband are against this proposal.</p> <p>***</p>
	WhollyObject	<p>I strongly object to the closure of Mill Road Railway Bridge. The grounds for my objection are as follows.</p> <ol style="list-style-type: none"> 1. It will restrict trade on Broadway and Mill Road and has already caused several closures notably Cutlacks. 2. It will reduce the number of drive ways on the Southern approach to Cambridge town centre. 3. It will cause more congestion on nearby through-routes. 4. It will be vandalism to a perfectly sound and much loved bridge. 5. It will be extremely inconvenient for local residents. <p>There has been no proper consultation and the whole scheme is a gross miss-use of power.</p> <p>***</p>
	WhollyObject	<p>To whom it may concern, my family and I wish to register our objections to the proposed closure of Mill Road Bridge.</p> <p>I have lived and worked on Mill Road all my life, and use the bridge regularly. It is an important artery in the city's road system, and to close it would be a massive mistake which would have a negative impact on the people who live and work on Mill Road.</p> <p>Last time the bridge was closed, Mill Road became a car park for taxis and other cars, who decided they could park outside all the shops and cafes on double yellow lines as there was less traffic. This made the road much more dangerous as people didn't expect there to be traffic, and the cars still using Mill Road went faster.</p> <p>This decision is not good for anyone in the local area, there will be massive traffic increases on Hills Road and Coldhams Lane, which are already under pressure.</p> <p>Please stop wasting our money , have a rethink, listen to the real Cambridge people, and forget this ridiculous idea at once.</p> <p>***</p>

	WhollyObject	<p>Dear sir or madam,</p> <p>It is going to cause a lot of problems if you close the Mill Road bridge. While it does not affect me as I do not have a car, to close this bridge is going to be extremely awkward to local businesses and it will create much more congestion in the area.</p> <p>Quite clearly you have forgotten how unpopular the planned congestion charging was 2 years ago and to close the bridge is likely to be highly inconvenient to many local people. What you are trying to do is incredibly irresponsible.</p> <p>Yours faithfully ***</p>
	WhollyObject	<p>I have lived in Romsey for 55 years, less than *** and I cannot see how this bus gate can actually improve things. It's going to split the community and destroy many of the businesses.</p> <p>There will be more traffic up and down the side roads trying to get in and out, this happened when the bridge was closed under the ruse of "Covid".</p> <p>Having cycled and driven for many years I have never seen an accident between a cycle and a car on Mill Road, motorists are very aware of what cyclists are capable of. What I have witnessed on Sunday mornings when the bridge was closed is as many as 20/30 cyclists using Mill Road as a race track at high speeds, how safe can this be for pedestrians?</p> <p>The closure will load Coldhams Lane, Hills Road, Cherry Hinton Road and all the surrounding roads, it's going to raise the pollution.</p> <p>I have friends with businesses on both sides of the bridge and they all say the same thing. They all lost a considerable amount of earnings when the bridge was closed and would suffer badly again. How can this be good for the community?</p> <p>If you want to make Mill Road better, yes, make it better but you don't need to close the bridge to do it.</p> <p>Cyclists and cars have lived together for 100 years thereabouts. We need to live side by side and respect one another.</p> <p>Please listen to the locals. It feels as though we really aren't being listened to and that you are determined to close it to earn money with the camera fines on the bridge. I wholeheartedly want to see the bridge remain open to all. I rest my case.</p>
	WhollyObject	<p>I am a life long cyclist now in in my mid 70's, have always cycled no matter what the traffic or the weather.. As children four of us all cycled to school – where we could because there were restrictions on distance to limit the pressure on school for providing bike racks, father cycled to work, mother with a huge basket cycled to the shops, like all our neighbours. There were plenty of cars on the road then too, I know I was knocked off by several, its the way you learnt to cycle in traffic.</p> <p>Those who cycle will, those who won't , won't unless all cars are taken off the road, and the sun is shining. That is not a solution</p> <p>Witness Hills Road. Now with cycle lanes, so the traffic capacity is severely restricted. If it is wet, it is at a stand-still, with mile-long tail-backs. Fair-weather cyclists drive when it looks like rain, and now the lane-widths have been reduced to encourage cycling, the road capacity has been dramatically reduced..</p> <p>Closing Mill Road Bridge will make the out of town Mill Road effectively into a pedestrian zone, because none of the roads will lead anywhere useful</p> <p>When the bridge was closed last time many of the shop owners complained to me about the impact on their business. It had the feel of a dead-end road going no-where , like relegating it to a council housing estate, no essential purpose, no essential function, the once proud road no longer a living element.</p> <p>Mill road has a life and proud history that will be destroyed. I don't believe the claims that business will increase. It is a myth peddled to justify closing the Bridge.</p> <p>Those who are pressing for the closure are not long-term residents of Cambridge, with a feel for the life of the city and communities.</p> <p>Closing the bridge is not a solution, it is a token.</p>

	WhollyObject	<p>Do you not understand that YOU will kill off Cambridge? From all the sole traders (that you rely on) to the big contributors to our City!</p> <p>How do you think our world heritage colleges are maintained? Some unwashed unemployed bike riding clueless person carrying out vital work ? I don't think so . How will tradesmen (sorry if that offends you but it's always been tradesmen) get materials to the colleges ? On a bike with stabilisers or will that failed fireman on a tricycle carry heavy items into Cambridge.</p> <p>Keep out of Cambridge. YOU ARE KILLING BUSINESSES , THREATENING PEOPLES LIVELIHOODS but maybe that's what your selfishness wants .</p> <p>Shame on you !</p> <p>Mill Road has ALWAYS been for the PEOPLE may it stay like it .</p> <p>Dear Sir or Madam,</p> <p>I wholly support this TRO for a bus gate on Mill Road bridge. I believe that the Order as laid out demonstrates that the statutory aspects of this project have been carried out satisfactorily and everything is in place to proceed with an updated scheme.</p> <p>While I am aware there is no formal mechanism for expressing positive support for a TRO, I hope the following reasons will be of interest to councillors.</p> <p>I support the scheme because [PERSONALISE YOUR MAIN REASON HERE].</p> <p>[YOU MAY ALSO USE AND EDIT THE FOLLOWING TEXT OR MAKE SIMIILAR POINTS]</p> <p>The bus gate scheme is in line with the transport, health, air quality, planning and environmental policies of local authorities and will provide an overall benefit to the quality of life of the people who use the street.</p> <p>It is necessary for public safety. Mill Road frequently ranks in the top 10 most dangerous roads in both the city and the county and features five of the county council's collision cluster sites: areas experiencing high numbers of collisions resulting in injury or death.</p> <p>It has strong levels of public and political support. In the 2022 consultation carried out by the Greater Cambridge Partnership, 72% of respondents supported vehicle restrictions on Mill Road bridge. Local councillors have been calling for restrictions to through motor traffic on Mill Road bridge for over 50 years. In July 2022, members of the Highways & Transport committee from all parties unanimously agreed to proceed to a TRO on a new scheme.</p> <p>I look forward to the approval and implementation of the bus gate.</p> <p>Kind regards,</p> <p>[YOUR NAME HERE] [ADDRESS] [POSTCODE]</p>
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		<p>Hi,</p> <p>I'm writing to oppose the proposed closure of Mill Road Bridge. I'm a handyman, and I help many local people fix up their homes. I switched from my building contracting job to work locally instead of driving long distances every day.</p> <p>I live on *** and many of my customers are on the other side in places such as Devonshire, Tennison, Petersfield and Covent Garden. If the bridge is closed, my journey to these customers doubles and other roads will be busier.</p> <p>Mill Road is a key route into the city and if closed, the tradesmen, delivery drivers, community carers, and other people who need their vehicle to earn a living will be discriminated against in favour of people who want to cycle or drink coffee on a quiet main road. I worry that working and earning a living are less important than the café culture.</p> <p>One argument on pro-closure has been around promoting active travel but what about workers who need our cars to go to our job and earn a living? I do not drive over the bridge for recreational purposes. I walk everywhere I can. I need to use my car to carry my many heavy toolboxes. As a handyman doing a variety of jobs in one day, I cannot predict which tools I will need and often have to pop home to grab something. This would be nearly impossible if I have to go via Hills Road each time. This hardly seems environmentally sound either, as my emissions would at least double, and wear and tear on my tyres and vehicle would increase.</p> <p>There are already restrictions on Hills Road and other nearby roads. I have heard rumours that there are plans to restrict other roads such as Coldham's Lane and roads in Chesterton. If this happens, I may as well give up work, as I will be unable to get to my customers.</p> <p>When you restrict a road, other roads get busier. Shops do not stop needing deliveries and restaurants and cafes need deliveries too. The Harvest delivery man (the only person I have ever seen get a parking ticket on Mill Road) will turn his big lorry around... where exactly? How do you plan on making sure these lorries can turn safely? Fines and longer journeys will drive up the cost of goods and services. Have you considered how this closure would affect local tradesmen? I'm not talking about cafes and shops but trades who travel from job to job.</p> <p>I drive a car instead of a work van, so our household has just one vehicle. I looked into electric bikes but I would need a large trailer, which is a security risk as my tools would not be secure, anyone could cycle off with it or the trailer, and I would not be covered by insurance if that happened. Also, the weight of my many toolboxes would be difficult to cycle anywhere. Locked vehicles are the only way to transport tools securely from job to job.</p> <p>I have been a resident in this area for many years and the roads are getting more difficult to travel, not due to increased traffic but caused by roadworks, so-called road improvements that restrict movement, and congestion. During the day, Mill Road is almost empty and easy to cycle and drive along. It is only busy at rush hour or if there has been an accident elsewhere and drivers reroute. Years ago, there used to be a separate footbridge next to the bridge but this was replaced by houses. Perhaps this was a bad decision.</p> <p>I find it funny when people accuse drivers of "rat-running". All roads are an access route to somewhere, that is the point. Should I complain that visitors to the roads near me drive along my road rather than turn around in their own? Is that rat-running?</p> <p>I'd like to know why residents and local traders such as myself have not been consulted fully, but lobby groups have. I'd like to know why I have not received a leaflet about this closure or seen it advertised locally. It feels like workers are being penalised for needing a vehicle. It also feels like this is less transparent than other consultations that have been widely publicised.</p> <p>Finally, I drive over Coldham's Lane frequently as I have customers in Chesterton. There is a cycle bridge right next to the road but many cyclists refuse to use it, cycling on the road or pavement instead. If cyclists cannot be bothered to cross the road to use the safe route provided to them and prefer to travel with vehicles on a narrow road, then they do not care about their safety.</p>
Access	WhollySupport	I really like this proposal. However, I beleive that certain vehicles should receive concessions to be allowed to cross the bridge (i.e., local business that will suffer significantly from the closure)
Traffic	Neutral	Restricting traffic on mill road will increase traffic on other routes and inconvenience local.people.

Access,Safety,Traffic	PartlyObject	<p>While in theory I support the proposal, I fear that in practice it could cause more problems than it solves if other underlying issues are not explored or rectified, especially for residents.</p> <p>Firstly, I believe that traffic calming measures should instead be a first port of call, especially at the junction between Kingston Street and Devonshire Road - I have seen so many accidents and near misses there because of reckless drivers and cyclists who have no incentive to slow down or accommodate other road users. I think a mini roundabout or traffic light system here, in addition to speed bumps down the full length of Mill Road, would make a big difference and may also help deter some drivers altogether (therefore helping somewhat with the desired outcome of this proposal).</p> <p>Secondly, if taxis are to be permitted as part of these measures, I would want there to be much tighter monitoring of parking on pavements and/or double yellow lines. I believe that the current attitude to this is at best lax, and at worst negligent. If the aim is to make Mill Road pedestrian-friendly, then ensuring that the pavements are actually usable and not just clogged up with taxis should be a top priority.</p> <p>In conclusion, I would be in favour of this measure on the basis that all other avenues had been exhausted and additional measures trialled beforehand. If it were to go ahead, I would expect things like road surfaces to be improved and additional measures implemented to improve flow of traffic around the backroads of Mill Road. Otherwise, this will have a significant impact on residents both in terms of time spent commuting, but also even house prices. As things stand, I am worried that those who drive will be penalised as a result of wanting a safer and less congested road for everyone.</p> <p>I hope the council will not see this as the only solution, but instead an eventual one after other options have been explored.</p>
Parking,Traffic,Safety,Access,Disturbance,Financial	PartlyObject	<p>I live on***. I do not think the amount of traffic going up and down Mill Road is problematic. I rarely notice any congestion around the area in question apart from when there are roadworks. The bridge is very useful as a driver to get to the train station (to pick up visitors) and to the west of Cambridge and I would not want to be denied this. I am primarily a cyclist and it would be nice if the western end of Mill Road was wider (to allow a safe, wide cycle lane into town) however I accept this would be almost impossible to achieve.</p> <p>In my opinion the road layout is fine as it is. The problem of illegal parking on the western side of the bridge would not be solved by this solution (I have not noticed a problem on the eastern side).</p> <p>I appreciate the effort that everyone has put into this consultation.</p>
Access	PartlyObject	<p>I support measures to reduce the traffic on Mill road however I feel a all hours bus lane will significantly reduce access to my residence. An alternative measure that I would support is a peak time bus gate.</p> <p>On a separate note most of the traffic incidence I have witnessed on Mill road I'm the last year have been from electric delivery scooters and pedestrians.</p>
Traffic	PartlyObject	<p>I worry that the bridge would mean having to find an alternative route to the city center which would take a lot longer. This is because the alternative routes are longer already, but it will become even worse with traffic.</p> <p>I don't see any benefits to this proposition as a resident. The only benefit would be if part of Mill Road was pedestrianised as it would incentivise me to use the cafe and shops more often as at the moment it's not really nice to sit outside, or it can be too overcrowded to walk around. That would be worth having a reduced access to the city centre, but just having the latter makes no sense to me. Even if it was only pedestrianised one day of the week in the summer like some parts of London, that would make a big difference to the enjoyment of this area. Thank you for considering this feedback.</p>
Access	PartlyObject	<p>My family and I are local residents and everyday cyclists; however I object to a 24/7 barrier: The worst element of this order is it's imposition of a distinct division between the communities in upper & lower Mill Road.</p> <p>Traffic on Mill Road is normally light except at peak times:</p> <p>A permanent bar will deprive all residents in & off 'lower' Mill Road from their vehicular access to the railway station and the shops cause unnecessary additional congestion, pollution (and expense) via the alternative significantly longer routes!</p> <p>Again, I cannot see why this Order is therefore not imposed only at peak times?</p>
Access	WhollyObject	<p>The closure of Mill Road isolates the 100s of people living either side of the bridge from the west and east sides of the bridge respectively. The alternative routes round are long and constantly congested, this will only exasperate the latter. Without the unnecessary covid closures this would not even be a debatable topic</p>

	WhollyObject	<p>I was very disappointed to hear that the proposal to close the bridge to most traffic. We have few enough bridges over the railway line and closing the Mill Road Bridge will merely increase the already busy bridges in Coldhams Lane and Hills road as well as increasing traffic on the already very busy Lensfield Road, East Road. Hills road and Coldhams Lane to the detriment of those who live in those areas. In other words you will merely be moving the issue from one place to another! What a waste of time.</p> <p>However improvements could be made to Mill Road without closing the bridge. I have not heard any proposals about this. It seems the the bridge is the only thing considered. What about something new?</p> <p>***</p>
	WhollyObject	<p>Dear Cambridgeshire,</p> <p>I want to express that I am totally against the closure of Mill Road bridge to traffic on the basis that this denies local residents and also threatens the commercial success of Mill Road as a whole.</p> <p>I urge the Council to keep the Bridge open.</p> <p>Yours Sincerely</p> <p>***</p>
	WhollyObject	<p>I am writing to express my opposition to the proposed TRO regarding Mill Road bridge.</p> <p>Closing the bridge to through traffic will necessitate many drivers having to take long detours along other roads,many of them residential.Longer journeys will mean more emissions and heavier traffic on the alternative routes,causing traffic to back up causing even more pollution on those routes.</p> <p>This is an ill thought out proposal driven by certain pressure groups who have made some very dubious claims regarding the increase in the amount of traffic on Mill Road and the accident rates.</p> <p>I sincerely hope that this proposal is rejected as it will cause a lot of disruption to many residents of the area.</p> <p>Regards,</p> <p>***</p>
Access	WhollyObject	My elderly parents cannot visit without a car to help with childcare.
Access	WhollyObject	This scheme simply pushes traffic elsewhere at the expense of others whilst making it more fifficult for residents to live and work in the nearby areas.
Disturbance	WhollyObject	I object to this proposal on the grounds that it would greatly inconvenience residents and visitors to the surrounding streets for no benefit (but leave taxis to filter freely through our streets unhindered). It would greatly increase journey times and lead to greater conjection of the remaining routes in the surrounding areas.

Environmental,Safety,Access,Traffic	WhollyObject	<p>As a Petersfield resident, I am writing to strongly object to the proposed plans.</p> <p>There is no logical connection or supporting evidence between the stated statutory purposes under section 1(1) of the Road Traffic Regulation Act 1984, as detailed in the statement of reasons, and the proposed closing of Mill Road bridge to the majority of private vehicles. Indeed, the stated reasons could apply to almost any road in Cambridge - does the council propose to close them all?</p> <p>Addressing the core considerations:</p> <p>(1) LOCAL RESIDENT ACCESS: Closing Mill Road bridge will force local residents into significant detours when accessing all points on the other (southeast) side of the railway line. To get from Petersfield to Sainsbury's on Brooks Road will go from a 1.7 mile trip to a 2.6 mile trip via Cherry Hinton Road and the very busy junction at Hills Road/Cherry Hinton Road, or a 2.5 mile trip via East Road, Newmarket Road and Coldhams Lane, through some of the busiest roads and junctions in Cambridge. Congestion and air quality will deteriorate on these routes and peak travel times will be even slower than at present.</p> <p>(2) CONGESTION AND AIR QUALITY: Through traffic will similarly be diverted along these routes, adding more traffic to what are already highly congested roads. Congestion and air quality might improve in Mill Road but will be to the detriment of everywhere else. Furthermore, there will be an inevitable increase in traffic along Tenison Road, which just about manages at present as the equivalent of a single track road with passing places, but will become gridlocked with any further increase in traffic.</p> <p>(3) SAFETY. Mill Road bridge is narrow, and the gradient makes it challenging for cyclists. I am both a driver and cyclist and in either case find buses and taxis - the main proposed remaining Mill Road bridge users - to be some of the most dangerous vehicles on the road. The city's streets were not built with buses in mind and their sheer size makes them a hazard, while taxis anecdotally are some of the most badly driven vehicles. Allowing these vehicles to continue to use the bridge will make it no safer for cyclists. If safety is of any consideration, then it would be better (and cheaper) to put bollards in the centre of the road to enforce the existing no-overtaking solid double white lines, rather than waste money on an elaborate bus gate. This would force traffic to give cyclists space.</p> <p>(4) LOCAL BUSINESSES. Making it harder for the majority of drivers to reach the section of Mill Road between the bridge and Brooks Road is likely to adversely impact business, leading to inevitable shop closures and a deterioration in local amenities.</p> <p>The public do not support this closure. The fact that the Council immediately started a new consultation into closing the bridge after Friends of Mill Road Bridge won the anti-TRO case is egregious and demonstrates a total disregard to listen to the public and properly represent them. The TRO benefits no-one, disadvantages many, and is highly likely to make city-wide congestion, air quality and road safety worse, not better.</p>
	WhollyObject	<p>To whomever is involved in this department/policy decision,</p> <p>I am a resident of ***, I use the Mill road bridge several times a week to go to my allotment with the strimmer, drop bulky items to the charity shop, go to the *** and to visit Sainsburys. Whilst traffic is a bit intense sometimes on Mill road, it is the lifeblood of our streets to have this thorough fare that connects us to the wider world. Having lived here for nearly 25 years, I think that there has been no significant increase in traffic over the last five years and maybe even a decrease. It is so important to give choice to residents as to whether they use the bridge or not on a daily basis. Having recently had an accident and lost my mobility, it was really important to be able to be driven to shops, to have access for moving around with kids is a further consideration. Closing the bridge penalises the wrong people in our community and puts excessive pressure on other roads. Please do not let this proposal pass.</p> <p>Thank you.</p> <p>Yours sincerely, ***</p>
Access	WhollyObject	Closing the bridge will be detrimental to local residents. Keeping it just for taxis and buses and bikes will not make anything safer as the majority of those who ignore the solid white lines and buses and taxis. I wonder how many councillors live anywhere near it!
Access	WhollyObject	Access between gwydir street and services like supermarket, hospital and family which can't always be done on bike now. Cuts us off from cherry hinton Side of town.

Access	WhollyObject	I strongly object to the closing of Mill Road bridge to cars. As a local resident with elderly dependents, a single mother and someone with a 5 day a week job where I have to be in the office a car is a necessity not a luxury. My trips span Cambridge with various passengers in the car. Mill Road is one of the only roads where there is a existing alternative to using the bridge road i.e. a parallel 'Bike and Pedestrian only' alternative which is only 2 mins from mill road on a bike. This proposal penalises all the people who have dependents and are in full time work who have no option but to drive and puts additional pressure on those already struggling.
Access	WhollyObject	The proposal to close Mill Road to any traffic is a terrible idea that will significantly disrupt the daily lives of residents.
	WhollyObject	<p>Dear Sirs,</p> <p>I strongly object to the idea of a Bus Gate on Mill Road Bridge for these reasons.</p> <p>A: As an older person of 70 years walking is difficult and cycling impossible over the steep bridge. I can still drive and work with *** who live on the other side of the bridge to which I live. I visit these people and I can take them to destinations by car. Closure of the bridge would disadvantage both older and disabled people.</p> <p>B: Mill Road is a main arterial Road into central Cambridge other roads such as Coldhams Lane and Newmarket Road would become more congested than they already are.</p> <p>C: Closure of the bridge would kill off the trade of a thriving secondary shopping centre. This happened during temporary closure. I was a *** while it still had two way traffic, that too was a thriving secondary shopping centre. After pedestrianisation and building of the Grafton centre (which has not been a success) trade never recovered and the shop closed.</p> <p>Yours sincerely, ***</p>
Access,Traffic	WhollyObject	I wholly object to this proposal on the grounds that it will have an adverse effect on the entire local community. A dedicated cycle bridge is already provided parallel to mill road for safe use by both pedestrians and cyclists. There are long periods of the day when Mill road has very little motorised traffic, so a restriction over the bridge is neither paractical or necessary.
Other	WhollyObject	Mill road bridge connects two very important and lively community areas in Cambridge, an area which also attracts many non-resident people for its broad range of shops and their unique characters. A restricted access to the bridge will have serious detrimental impacts on on many aspects of people lives. Journeys making use of the existing open bridge would take much longer, increasing the use of cars, congestion and pollution, which will be only moved outside Mill road, and really not solving either traffic or pollution. People with non authorised/permited vehicles, and not fully mobile, will have their movement considerably restricted or they will have to embark on a much longer journey. Carpenters, plumbers, gardeners, electricians, building constructors, midwives, professional carers, and many more professional figures/traders will have to travel longer. School trips every morning will take longer as well. It is very difficult to see any benefit from closing mill road bridge, quite likely many shops will move away to make their business more viable as already demonstrated.
Access	WhollyObject	Living directly by the bridge this will have a serious impact on my accessibility, thereby affecting my freedom of movement
Access	WhollyObject	Restricts access for residents
Access	WhollyObject	Will have a detrimental effect on residents access and egress.
Other	WhollyObject	Absolutely no way, make many people's lives difficult. This isn't the way to have less traffic in cambridge.
Parking,Traffic,Safety,Disturbance,Environmental	WhollyObject	<p>The proposed closure of the bridge will have a range of negative consequences for local residents. This includes diverting traffic to side streets including Catharine Street. This raise traffic levels pollution and noise. The proposed closure will also compound parking problems: parked cars will increase as people travel into Cambridge or use facilities around Mill Road.</p> <p>There has been no factual evidence provided by the Council on the impact of the closure. No data analysis or modelling has been undertaken to estimate the impact of the closure. Promulgating the results of a single survey is tantamount to misinformation.</p>
Access	WhollyObject	As a resident who will be on the wrong side of tfl am elderly and not readily able to cycle. If the Mill road bridge is closed, if for example I need to collect a visitor with luggage from the station, it would take me half an hour to do so, and I would be contributing to congestion and pollution on what are already overly busy roads (Cherry Hinton Rd, Hills Road for example). :U=I cannot think of a more divisive and inconvenient measure to take! Please consider us poor residents who need to have access to the centre of the city or the station.
Access	WhollyObject	I live in r*** for businesses such as restaurants, pubs and a charity for menthal heath everyday n petersfield are, I will find very difficult to drive more miles to do them (some i work for more than 5years) andeventually i will have to cancel my services with them due to petrol spending and mileage i have to do. SO NO I AM TOTALLY AGAINST THE CLOSURE OF THE BRIDGE

		<p>Whilst understanding the well meaning intentions behind the proposal, I believe that it will ultimately have a negative impact on the local community, both at the collective and individual level.</p> <p>Firstly, Cambridge, by the standards of many modern cities, has poor transport infrastructure for all but the city centre. The buses are unreliable, often not appearing when scheduled (if at all), and so infrequent as to make transport into the centre (or anywhere for that matter) a challenge. As such, many of us rely on our cars because we cannot rely on public transport. Whilst the argument could be made that a bus gate will not prevent travel across the city, it should also be noted that Cambridge is not well set-up for car travel as things stand, with delays and traffic jams a frequent occurrence on many roads (although notably a rare occurrence on Mill Road itself). Preventing access to the city at the proposed bus gate will not reduce traffic, it will just displace it, creating further challenges for drivers and residents elsewhere, particularly the surrounding areas, whilst simultaneously reducing custom to the businesses on Mill Road itself. I fail to see who wins in this scenario.</p> <p>Related to this, I think it is important to reflect on the unique status that Mill Road holds within Cambridge. Arguably, it is the only place outside of the city centre with the required density of shops, cafes, restaurants, pubs and bars to be a true "destination hub" for both locals and Cambridge residents from beyond the road itself. Many of these establishments are also independent and from a wide variety of cultures, rather than the rather sterile chains that have proliferated across the city. In my mind, Mill Road is a true treasure of Cambridge and one that every effort should be made to preserve, particularly with other proposed initiatives to close other existing and well-loved retail and social centres in the city for office and lab space (e.g., Beehive Centre, Grafton Centre (partially)). That being said, it has not gone unnoticed by locals that businesses on Mill Road are struggling (as many elsewhere are too) in this evolving city and uncertain time. Sadly, the last few years have seen several businesses close with nothing to replace them. Whilst clearly keeping the bridge open will not change these challenges, it is my strong belief that closing it will only exacerbate these issues. I am not aware of any person who currently does not visit the area because of car traffic, but I know several who would be put off coming because of the proposed bus gate. However, this is not purely an economic argument but a plea from a local who takes great joy in the local Mill Road community and wants to see every effort made to support its businesses.</p> <p>Finally, on a personal level, the reduction in access will have a significant impact on my families ability to support each other. We are fortunate to have several units of our family within Cambridge, and rely on the bridge weekly to interact with them and support each other. Whether it is running errands for elderly parents or helping to support a sibling's young family as they struggle with the pressures of looking after two children under two whilst working, we make use of our car regularly in a way that cannot be replicated by any other form of transport. Being able to be with them at the drop of a hat, particularly in emergencies, is something we value an incredible amount. As my wife and I look to the future and our own plans to grow a family, we would also hope to keep that interaction as seamless as possible.</p> <p>With young families a large demographic within the area, I do not think we would be alone in feeling this. Cambridge, despite having many wonderful qualities, is an expensive and complicated enough city to navigate already without this additional hurdle and cost burden. Quite honestly, it would be enough to make us consider moving as, despite our significant enjoyment of the area, family comes first for us.</p> <p>It is my hope that this proposal will be rejected and that the efforts and expense that would have been used in implementing it are instead put into better supporting the local businesses and making real difference to the issues that local residents face every day (e.g., maintaining the parks and recreation centres, addressing the many potholes on the roads, clamping down on crime that is becoming increasingly common). It is my view that traffic across the bridge is not one of these issues.</p>
Access	WhollyObject	Thank you for reading and for your consideration.
Access	WhollyObject	closure of the bridge will cut off residents from their shops
Access	WhollyObject	<p>We totally disagree with the bridge being closed.</p> <p>It would affect my trip to work, cause major traffic holdups on other roads. This obviously would then justify the congestion charge.</p> <p>There is NO VALID reason for the bridge to close.</p> <p>Don't allow the bridge closure because of the strong cycle lobby.</p> <p>This happened to Vinery Road despite.</p> <p>Listen to your residents and don't do this for your own agenda.</p> <p>Keep the bridge open!!</p>
Access	WhollyObject	I absolutely object to this proposal, it would cause my massive inconvenience in my commute.

		<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to express my strong objection to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local resident, I believe this proposal will have significant negative impacts on our community's connectivity, safety, and overall quality of life.</p> <p>1. Disruption to Daily Life</p> <p>The introduction of a bus gate would severely disrupt the daily routines of residents, particularly those who rely on Mill Road Bridge for commuting, accessing services, and visiting local businesses. The increased difficulty in crossing the bridge would reduce the convenience and accessibility of the area.</p> <p>2. Safety Concerns</p> <p>While the TRO is proposed as a safety measure, there is little evidence to support this claim. During previous closures, many residents, including myself, felt less safe due to the reduced presence of vehicles, particularly at night. This raises concerns that the TRO may not actually improve safety as intended.</p> <p>3. Environmental and Traffic Diversion Issues</p> <p>The proposed bus gate could lead to increased traffic congestion and pollution on surrounding roads, such as Coldham's Lane and Tenison Road. The environmental benefits of the TRO are questionable without a thorough impact analysis, and the displacement of traffic could worsen air quality in other parts of the city.</p> <p>4. Impact on Vulnerable Groups</p> <p>The TRO disproportionately affects vulnerable groups, including the elderly, disabled, and those with mobility issues. The current provisions do not adequately address the needs of these individuals, potentially increasing social inequality and reducing access to essential services.</p> <p>5. Lack of Comprehensive Consultation</p> <p>I am concerned that the public consultation process for this proposal has not been fully accessible or inclusive, particularly for those with disabilities or residents who were away during the consultation period. This raises questions about the fairness and validity of the feedback collected.</p> <p>6. Alternative Approaches</p> <p>Rather than implementing a bus gate, I encourage the Council to explore alternative solutions that would enhance safety and traffic management without restricting access to Mill Road. Options such as improved public transport services or targeted traffic-calming measures should be considered.</p> <p>In conclusion, I believe the proposed TRO for a bus gate on Mill Road Bridge would have numerous adverse effects on the community. I urge the Council to reconsider this proposal and to work with residents to find a solution that benefits everyone.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
	WhollyObject	
Environmental	WhollyObject	<p>It unfairly affects Romsey residents who need to go to the city centre or the railway station by car. Closing the bridge will also simply transfer traffic to other roads such as Coldhams Lane and Cherry Hinton Road, making their environment worse. Have they been consulted at all?</p> <p>I am actually a cyclist and do not have a car but I still strongly oppose the closure of the bridge.</p>
Parking, Traffic, Safety, Access, Disturbance, Financial, Environmental, Other	WhollyObject	
Access	WhollyObject	<p>It would ruin my way to school and cause loads of business going out of business turning it into more expensive shops and ruining the fun of the town</p>
Traffic	WhollyObject	<p>As a resident, Mill Road bridge is very important for me to access through different areas in my daily life. Closing of the Mill Road bridge is just putting the traffic into other roads like East Road or Coldham Lane only.</p>
Environmental	WhollyObject	<p>I live near by the bridge, and the bridge is an essential part of my daily route to drive my kids to school. It would be very inconvenient and time consuming if the bridge is closed for construction.</p>
Other	WhollyObject	<p>I totally disagree with the closure of Mill Road bridge as it will cause access problems for local residents using the road.</p> <p>It will also cause extra travel movements to get around the bridge closure to drop off at the railway station and get to drummer street for outward travel.</p> <p>I strongly object to the closing of Mill Road bridge.</p> <p>It is very bad for the community as a whole and will be very inconvenient for various affected groups woman, disabled, old and the infirm. It will badly effect local businesses and residents.</p>

Access,Disturbance ,Other,Traffic,Financial,Safety,Environmental	WhollyObject	<p>Me & my family use Mill Road Bridge to drop my daughter to school, go to City Center and access other side of the bridge hence I object fine for crossing the bridge. We are residents living within the close proximity of the bridge we should be given resident pass and exemption for using the bridge. With the costs of living rising and trying to manage expenses the fine would add to the costs.</p> <p>Driving over the bridge to drop my daughter to school takes 8 minutes and less fuel, if I were to go via other route it the journey time due to traffic on Hills Road is 18 minutes which has impact on costs/ environment and traffic chaos.</p> <p>Mill Road is parallel road to Hills Road it help balance and reduce the traffic of Hill Road and avoids congestion and traffic chaos on Hills Road.</p> <p>Business impact on the businesses on other side of the bridge is financial for the businesses and for us when we have to take longer route to reach them.</p> <p>Council should consider all the above factors before making their decision.</p>
Access	WhollyObject	<p>This would be catastrophie for the south side of the city and particularly for residents of other streets, like coldhams lane and cherry hinton road, down which traffic would be funneld. This would have a knock on effect on already terrible bus travel from areas like Cherry Hinton. I am disabled and not a driver - mill road is my main route to access town by bike, and I do not support this at all - I can see no benefit to people in Romsey and Cherry Hinton. It is making these areas more isolated, affecting buisnesses on this side of the bridge to priviledge already priviledged people living on the other side of mill road, who have the luxury of being able to walk to town, and are less reliant on cars and public transport. This is an equity issue, and it is shameful that a labour council is create an enclave of the wealthy in the centre of cambridge at the expense of other areas of the city,</p>
Access	WhollyObject	<p>Mill Road is a key access road into Cambridge and Mill Road Bridge itself is one of the three major crossing points over the railway. There is no valid reason to shut this down to normal vehicle use. It is a key route into the city, past many shops and commercial outlets, towards the police station, the fire station, the swimming pool and the sports centre. Indeed, Queen Anne car park has two exits, one channeling traffic towards Hills Road and the other into Mill Road. It is actually labelled the 'Mill Road' exit. This disperses traffic from the car park into three directions via one-way traffic to Hills Road, and traffic exiting onto Mill Road where some cars can turn left and go in East Road direction. All exits and directions out of Cambridge are therefore served by the current set-up. As a resident of ***, we often use Mill Road Bridge to transport our children to sports clubs, swimming and activities in the city as well as collect a take-away from Mill Road or do drop-off/pick-ups from the rail station. Mill Road is an arterial road and has been described as such by estate agents for decades. I cannot understand any need for this road to be closed to through traffic. I don't believe there have been any accidents on the actual bridge and accidents on Mill Road itself are at no higher level than other areas of the city. There is a purpose-built cycle and pedestrian bridge over the railway at extremely close proximity to Mill Road Bridge itself which can be used but there are also pavements on both sides of the road going over the bridge for pedestrian use. I have previously cycled myself over Mill Road Bridge as a student several times a day and never felt it to be dangerous. The speed limit is now 20mph so steps have already been taken to control traffic. The Council should actually look at specific issues that might be problematic for Mill Road itself rather than just shutting it off to all through traffic and making an unnecessary access restriction to the city for Cambridge residents like myself. There are a huge amount of moped delivery drivers using Cambridge roads, pavements and parks. This has become a problem and with Mill Road having a high number of food outlets this is something the Council should look at. Also, a high number of cyclists are flouting traffic regulations, going straight through the pedestrian crossings and red lights, and crossing over in front of traffic without signalling or looking. These cyclists get away with this behaviour with no consequences whatsoever. However, even with these problems, Mill Road has no higher a level of accidents than other areas of the city with the same level of road use. Cambridge is a small city, and cannot be compared to larger UK cities. It cannot function efficiently if major access routes are cut off like this. I have lived in Cambridge for more than thirty years and never has the Council and more specifically, the Highways Department, been so out of touch with residents. I have elderly parents to support as well as two very active teenagers. We all have recreational activities in and outside of the city as well as surgeries, clinics and dentists to visit. We use all the many facilities that we can and my sons also want to contribute to their community. We want to enjoy our city and contribute to it whilst also attending other duties and activities outside of Cambridge. We all have busy lives now and need access to be at its most optimum level possible. Cambridge is a beautiful and thriving place that needs the through-put of people of all ages to survive. Please do not cut off one of the key routes over the railway into our city, displacing traffic to other roads and making people take longer routes, increasing traffic over the other two bridges which already have their fair share of traffic. It is completely unnecessary and is actually an action I would deem as one that deliberately thwarts local people from going about their daily business. It will be hugely detrimental to locals, residents and regular visitors from the local villages. It will shut off a key route forever and have serious, ongoing, negative and hurtful outcomes for Cambridge as a city, as a home and as a place to enjoy.</p>

Access	WhollyObject	<p>Key access route for residents, many trades suffered with the covid closure, visitors and patients end up with ridiculous diversions in a city they perhaps don't live in when using *** and other vital medical and health services - home carers are also penalised with excess travel which eats into patient time.</p> <p>We have already petitioned to keep the bridge open after its closure during covid (that pavement width was a feature of transmission) and again when the request was taken to court.</p> <p>Closure of the bridge will not make cycle or public transport travel easier - to cross from Cherry Hinton to Histon for work is still a 16mile round trip.</p> <p>IF traffic volume is a concern then a trial tidal one way system could be used where Mill Road becomes one way am and the other way pm.</p> <p>OR the bridge could have a priority arrow sign.</p> <p>Shutting the bridge pushes all traffic onto East Road a603 which is also the main route for police and fire services again creating pressure points that aren't necessary.</p>
Traffic,Safety,Environmental	WhollyObject	<p>I am strongly opposed to the closure/restrictions proposed in the TRO. The proposals are focussed on measures to improve the Petersfield end of Mill Rd. While ignoring or minimising the impact on the Romsey end.</p> <p>1. What are the benefits for those living, working or trading on the Romsey side of the Bridge. The proposals focus on benefits for the Petersfield side of Mill Road but do not include adequate impact assessments of the proposals on the Romsey side of the bridge.</p> <p>2. There are inadequate references to the impact of increased traffic on the other routes into Cambridge. The main alternative routes for traffic from Mill Rd to Hills Rd or Coldham's Lane already suffer from congestion at peak times. The proposals can only increase that congestion and also adversely affect air quality for those living, cycling or walking along those routes. Other routes through the narrow side streets off the Broadway and the lower part of Mill Rd are already very difficult to navigate because of traffic restrictions and street parking. Try driving down Cavendish or Thoday. They are residential roads not designed for increased traffic and more traffic will have significant adverse effects on residents in terms of safety, air quality and noise. Some roads like the sharp right turn from Argyle St to Charles St. are already dangerous for cyclists and cars. Hope Street is one way for cars but two way for cyclists. More cars or cycles will increase the obvious risks of collisions and worse.</p> <p>3.. The proposals include references to improved access to shops on Mill Rd but those of us who use the valuable community of shops on Broadway are very concerned about the risk of losing those businesses, both because of reduced trade and because of the impact of restricting the access of service vehicles to those businesses.</p> <p>4. Blue badge holders will be able to drive over the bridge but only if they are in one of the two vehicles they have nominated. However, a blue badge is for the holder not the vehicle and should provide the same access whatever vehicle they use. Most importantly, the restriction on the nomination of vehicles will affect the carers and medical providers who offer support and vital services to people with mobility and other health issues.</p> <p>5. Further, it should be noted that residents living on streets off the Petersfield end of Mill Rd will continue to drive into town along Mill Rd and will not have the inconvenience of having to join the traffic congestion on Hills Rd or Coldham's Lane. Traders that side and blue badge holders will not be impacted in the same way as those on the Romsey end.</p> <p>In conclusion, I am concerned about the impact of proposals which appear to concentrate on marginal benefits for some while ignoring the impact on others. I am particularly worried about the lack of detailed impact assessments. I fear the council is driving this TRO through in order to access government funding at the expense of sections of their residents and voters."</p>
Other	WhollyObject	my concern: residents access to use Mill Road to reach desired destinations.
Access	WhollyObject	It won't benefit anyone either living, working or visiting the City
	WhollyObject	<p>Dear Cambridgeshire County Council,</p> <p>I object to this TRO for a bus gate on Mill Road bridge.</p> <p>I do not support the scheme because the bus gate should not be installed on Mill Road in isolation. Proposals to restrict the flow of traffic on Mill Road need to be part of a broader strategy that considers the effects on other roads in the area.</p> <p>Have the implications of the potential for traffic to be displaced to Coleridge Road been considered? An increase of through traffic on Coleridge Road, a 100 % residential road, will have an adverse effect on air quality and will have safety risks to residents, users of Coleridge Park and the pupils cycling and walking to the primary and secondary schools in the vicinity.</p> <p>***</p>
Access	WhollyObject	<p>Awful decision. I work and live down this road. My commute will triple by car as I use a work van. This would increase congestion down newmarket road, cherry Hinton road and coldhams lane...</p> <p>even my family would have an awful commute getting in. You're making cambridge worse!!!!</p>

Access	WhollyObject	It is easy to get shopping done makes a nice and quick route with kids
Access	WhollyObject	The bridge restrictions will hinder my movement around Cambridge. As a resident it will impact me greatly.
Access	WhollyObject	The idea of restricted access is damaging to our community. There are many ways t reduce traffic and stop illegal parking which the council is ignoring or is deliberately being obtuse. Don't close Mill Road to residents of Romsey ,Petersfield and other affected wards.
Access	WhollyObject	Bridge should not be closed to residents.
Access	WhollyObject	The mill road bridge has and always will (if kept accessible) play a crucial role in commuters of Cambridge. I regularly use the Mill Road bridge and it would be extremely inconvenient if it was largely closed.
Financial	WhollyObject	I object to this proposal. It is unethical to impose fines on hardworking residents living near mill road bridge, especially in the context of a national economic recession.
Access,Traffic,Environmental	WhollyObject	<p>Closing Mill Road Bridge is not a credible solution to a pollution problem. Closing the road will redirect the traffic and cause longer journey times. This will also cause damage to surrounding residential roads that are not designed for thoroughfare traffic. The traffic along Mill Road flows fairly freely and the business of 'rush-hour' is short lived and would be eased further with correct parking enforcement.</p> <p>There has been no impact assessment or results forecast. For example in the closure of Vinery Road which did not consult local stakeholders such as the Primary School and this closure has added to the journey time of staff members all year round not just during school hours the closure has also led to dangerous parking and obstruction of the barriers which is actually more unsafe than a busy road. I do not want to see this happen to Mill Road.</p> <p>It is naive to think that the 'cafe culture' will flourish as the road will still be used by other vehicles.</p> <p>It is also an ableist policy and does not support the more vulnerable in our community. It is not possible for everyone to cycle and for some using a car is their lifeline and essential for their livelihood/employment.</p> <p>Of course we should encourage people to walk/cycle but for some people those options are not possible/practical.</p> <p>It is a privilege to live in this vibrant city but not at any cost and the disregard of a balanced view with acceptance and understanding of the needs of others.</p> <p>I do hope that the proposal is reconsidered for the future of Mill Road, the City Centre and the residents.</p> <p>Our city should not make itself difficult to visit or undesirable to live in.</p>
Disturbance	WhollyObject	If this is brought in, buses, taxis and other permitted vehicles will still impact on the experience and safety of walking down Mill Road yet local residents will not be able to drive towards the city centre, creating a worst of both worlds scenario. We are additionally concerned about where vehicles hoping to cross the bridge but not allowed will then drive, as they presumably seek other routes to reach their destination. We are worried that Greville Road will have an increase in speeding traffic, reducing road safety.
Financial	WhollyObject	I oppose the proposal to close part of mill road as it will cost me significantly in many ways.
	WhollyObject	<p>Dear Sir/Madam</p> <p>***I would like to tell you that Mill Rd Bridge should NOT be closed or traffic limited on it for any reason.</p> <p>I am a *** old Cambridge resident. I am unable to cycle or walk very far and find the public transport inadequate in this city. I am dependent on the goodwill and cars of others to get around.</p> <p>If you stop the flow of traffic on this main road to and from the railway station and the bus station you will make it very hard for me living here, and increase the pollution and congestion on the roads that the traffic is diverted into.</p> <p>Yours sincerely</p> <p>***</p>

	WhollyObject	<p>Dear Sir/Madame,</p> <p>As citizens of Cambridge who live in *** we would like to express our strong objection to the proposal to close Mill Road bridge. Such action would cause severe disruption to our life and to our livelihood.</p> <p>Kind Regards, ***</p>
Traffic	WhollyObject	<p>This proposed closure is of no benefit to most of Cambridge, in fact it is hugely damaging to the residents of all but the nimby section of Mill Road. Closing one of only three crossing points over the mainline railway will have (as was demonstrated during the 'trial period') a strongly deleterious effect on the residents of Coldhams Lane and Cherry Hinton/Hills Road.</p> <p>The council is far too heavily influenced by the cycling pressure group *** - it is all very well to encourage active travel but there are many people who are unable to cycle either from health conditions which, whilst making walking and cycling difficult and sometimes painful, do not yet qualify for blue badges.. think also of your mothers with children and shopping, so called cargo bikes offer no protection and are very difficult to control.</p> <p>If the council is serious about road safety they should start with the epidemic of illegal electric scooters and bikes none of which are insured or licensed.</p>
Access	WhollyObject	I object this proposal as this will severely affect my commute to work as I take this route daily .
Access	WhollyObject	<p>Dear Consultation Committee</p> <p>I am writing to express my concern over the decision to close the Mill Road bridge. Over the years, we have managed well with the bridge open, and I believe closing it now would negatively impact our community. Mill Road is home to many local small businesses that rely heavily on foot traffic and accessibility. The last time the bridge was closed, it had a significant adverse effect on these businesses, many of which struggled to survive.</p> <p>Moreover, Mill Road is one of the few vibrant attractions in Cambridge, contributing greatly to the city's character and appeal. Closing the bridge would not only disrupt the livelihoods of small business owners but also diminish the vibrancy that Mill Road brings to the city.</p> <p>I urge you to reconsider this decision and find a solution that supports both local businesses and the community.</p>
Safety,Traffic,Parking,Access,Disturbance,Environmental,Financial	WhollyObject	<p>I'm 79 years of age I use mill road every single day, I rely on public transport and this access is the easiest fastest route to take, I use a taxi for shopping from one end of the road to the other, this would be a massive disappointment, it would hit me financially too having to go further. My children would take to get to me in an emergency. The shops would suffer too!</p>
Access	WhollyObject	I have my *** through*** it will be a long and time taking from another route .
Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental,Other	WhollyObject	<p>I live in *** for the last 47 years and use mill road daily, I'm elderly and would struggle massively if mill road bridge was to close.</p>
Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental,Other	WhollyObject	<p>Personally I use mill road bridge daily. I have elderly parents and children to see daily.</p> <p>Principle - the bridge brings romsey town in the town centre. It will have a massive impact on the shops and us customers.</p>
Traffic,Access,Safety,Disturbance,Environmental	WhollyObject	I visit friends that live around Mill Road and often stay until it is too late to get the bus. Therefore it is the only practical option to drive. Going round the long way will add a huge amount of time to my journey, especially as these roads are often very congested. It is clear when I am idling in this traffic that it creates a lot of air pollution for the residents/cyclists, and I do not want to take this route every time I want to visit friends or go out in town and stay late. It seems like it defeats the point of decreasing air pollution, because this is only going to happen on Mill Road.
Access	WhollyObject	I do not support this until a proper traffic assessment has been carried out. It could cause people living in that area to drive much farther to get from one side of the bridge to the other, e.g. I live on the***of the bridge but use the ***at the other end of ***.

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Other	WhollyObject	I believe this proposal will stop all residents of cambridge from accessing their city. Stop now
Access,Financial,Other,Traffic	WhollyObject	<p>The reasons that I disagree to this proposal is because of the inconvenience to myself & family, having to take different routes to various places round Cambridge through other roads that are made busier, more dangerous, more time consuming & also the extra pollution because of the extra traffic.</p> <p>Also another problem that I can see is the delivery of goods to the various businesses along Mill Road especially any large trucks & articulated lorry's having to somehow turn round to exit Mill Road because they can't just drive through Mill Road to exit it, which also makes it more dangerous.</p>
Traffic	WhollyObject	I use this section of road infrequently - maybe five times a year - by car at the weekend to access shops in the area. I use it regularly by bicycle as I cross it on my commute. In my experience, there is very little traffic on it in morning or evening rush hour. Closing it will seriously inconvenience a significant number of people for practically zero gain. Hence my objection.
Access	WhollyObject	I shop in this area from time to time and if access is limited by closing the bridge to car traffic making the journey more difficult I will shop elsewhere.
Traffic	WhollyObject	<p>The problem is we keep building more and more biosciences labs etc, but no additional housing for the thousands of workers so people have to travel.</p> <p>Because Cambridge is so expensive people live outside and commute and there is no transport. My wife works at *** so has to use car. Same when she is working late no transport after 23.00.</p> <p>Should have built all these new biosciences labs in Northstowe and free up the Grafton Centre, Westbrook Centre and Beehive site for (affordable) housing. Remember we had people saying that we need an underground system with trains running every 15 minutes, it was all deemed too expensive, build it now!</p>

		Mill Road is major route through our city. Closing the bridge is a ludicrous idea and should be quashed immediately. You are stopping people going about their lives and businesses. You're forcing people to use other routes. It's pure selfishness and ridiculous. Everyone knows the agenda is to remove cars from Cambridge and this is part of the strategy.
Other	WhollyObject	Do NOT close Mill Rd Bridge to private traffic.
Traffic	WhollyObject	This is a terrible proposal. This will cut the community in half and disrupt the lives of the normal hard working people of Cambridge. This will cause more congestion I all roads around the area.
		Roads are being constructed, funded with millions and maintained by residents money, and mainly drivers who are taxed, across Cambridgeshire, something the Council consistently forgets. Reasons for closure due to safety and for amenities, contravene regulations for residents to have access, go about their lives, connect communities across the whole of Cambridgeshire to shops and the city centre, and are direct violation of peoples right to live. If you want safer roads, install crossings, traffic lights, and regulate Cyclists and other illegal or unlawful vehicles that use the roads unsafely. The response by any local authority for violations, dangerous cyclists, driving or other activities, are brushed under the carpet, with the excuse of not having enough staff! Even though, you now advertising that the 4-day week working schedule was a success and you can achieve 100% performance! How, may I ask, when you always respond with excuses for not doing anything ? This change will bring even more congestion to surrounding streets and neighbourhoods, in an already congested Cambridge. We have poor connections to all areas and towns people live, the worst, dirtiest, and more expensive public transport across the country, which preventing residents in areas outside the city centre to go about their lives, do their shopping, go to their jobs, take their kids to school, attend appointments to doctors, hospitals and other clinics, preventing local business to thrive, and all this just to please your own personal and partisan manifestos. All this for a handful of entitled homeowners who suddenly don't like traffic in the area, even though they purchased properties knowingly very well that this is a central road connecting Cambridge to surrounding areas and towns. In addition certain local politicians have the audacity to mention London's schemes for traffic, a city that offers 5 different public transport options across the whole of London, every 2 minutes, and with a nearly 3pound daily charge only! in comparison with sub-par busses, that cost a fortune and run every hour while taking ages to arrive if at all in Cambridge! You constantly pushing for more offices in Cambridge, demolishing shopping centres for even more offices, more housing, and more people in the District, forgetting wilfully that these people need to drive, need to live, need to have access to amenities and Cambridge. You consistently forget the thousands you charging residents across Cambridgeshire in council tax, while you forget to also ask them their opinion on anything, while you taking decisions via unelected bodies like the GCP, which no resident in Cambridgeshire supports, but you ignoring public opinion! On top of that, you now wasting thousands if not millions in an unlawful decision to close a core central road in Cambridge, causing distress to all residents in surrounding areas that rely on Cambridge, and used by thousands daily. Who will be held responsible for wasting all these tax payers money ? Will the people responsible held to account and step down ? Are you going to compensate thousands of residents across the district you need to use the road to attend appointments, do their shopping, or are you going to continue with more silly manifestos of trying to force grown-ups to cycle, disregarding that 99% or citizens need to drive ? Or maybe you have another fine solution how people with do their shopping, and use local businesses, probably by carrying a sofa on their backs ?
Access	WhollyObject	We need solutions for the majority, not the entitled minorities you so eagerly support. Instead of restricting peoples lives, fix the roads and the pavements and create more connections !
Financial	WhollyObject	Closing the bridge will make life much harder for locals abs visitors alike especially those that are less mobile. It'll also result in traffic being pushed to other roads and making them busier.
Disturbance	WhollyObject	I wholly disagree with this proposal. Restricting access is going to make things much more inconvenient to those that rely on that road for commuting.
Access	WhollyObject	I object as it will disrupt residents on either side of the bridge, and push traffic onto surrounding roads
Traffic,Access,Environmental,Other,Disturbance	WhollyObject	I object to this proposal, which will greatly inconvenience many city residents - a large number who may not even be aware of it in time to respond to this consultation. Traffic displaced will cause increased emissions and additional pollution as well as worsening journey times. Neighbouring streets will be disproportionately affected by such increased volumes. Parents of young and unborn children will have more trouble reaching the healthcare services at the bottom of the road; such people don't have the same alternative travel options. Proposing almost the same TRO as previously was significantly objected to is incredibly divisive; it would be better to have some more/alternative suggestions. The data seems rather inconclusive and/or disputed. Certain important information is not yet provided or apparently speculation, which limits the usefulness of the current consultation and timeframe.
Access	WhollyObject	will kill local shops and community

Traffic,Access,Other ,Safety	WhollyObject	This proposal seeks to close one of the three bridges in Cambridge that allow the railway-line to be crossed, thus increasing the already huge load on the remaining two, without any remediation works to alleviate this being proposed. No hours of operation are stated in the schedule, so it must therefore be assumed the restrictions will apply 24/7 (eventually, if not immediately). This will place an undue burden on the areas the traffic is diverted to, as well as increasing the total number of miles unnecessarily travelled by Cambridge residents. The arguments in favour of this proposal are vague and unsupported by evidence (as the previous bus-gate was in operation only during COVID., and this utterly unrepresentative of normal conditions) At the very least, an experimental TRO assessed by an organisation unconnected with the proposer, council(s) or GCP should be executed, and the results published to the general public without redaction. However, there is a more pervasive problem: the approach of merely closing roads to traffic is fundamentally flawed. If the proposers had the courage of their convictions, then they could halve the traffic overnight by making the park-and-ride service free to all users. I am certain that the shareholders of Stagecoach will prefer the road-closure approach, though. I cannot support this measure, however well-intentioned, unless the above points have been properly addressed.
Traffic	WhollyObject	It is poorly conceived and disregards the concerns of those immediately affected.
Access	WhollyObject	Why is it that the Council want to restrict the flow of traffic on this vital through route, all it will do is shift it to other roads in the area that are not suited to cope. It only has to be seen with East Road where the road width has been reduced and the traffic problems that have followed with the roundabout continually blocked because traffic can't flow along East Road. Even the buses have to sit and wait for ages. Yet another well thought out scheme that don't work. Is it the Council's attempt to gridlock the the entire city with road narrowing schemes and silly roundabouts because if it is they are well on the way to achieving their goal and at what cost to the residents that live here.
Parking,Traffic,Safety,Disturbance,Financial,Environmental	WhollyObject	This will cause so many issues for residents and visitors of Cambridgeshire I cannot think of anything worse to happen to mill road so many people rely on this as a part of their commute & people need to access the bridge by vehicle for work! AWFUL!
Other	WhollyObject	<p>A closure to the majority of traffic to a main arterial road into the City of Cambridge, is unneeded and unnecessary. Affecting not only residents, whose safety will be compromised, especially if they are single persons using the road to get home during dark nighttime hours (shift workers etc.) as no passing traffic for safety. But businesses who trade on Mill Road will loose passing traffic and trade. It will also add extra time and mileage to delivery drivers, trades people and residents, as they will need to find an alternative route to get to the other side of the bridge. All it will do is displace traffic on to other roads into the city causing more delays for residents of those streets. In a time of people having little money, taking away a main arterial road is detrimental to society for making people travel further. It will cost everyone more for the extra miles travelled, mostly the residents as the end user. Not everyone can afford a taxi and busses do not run 24/7! Sometimes you need a vehicle, you cannot take all items on a bus!!</p> <p>A vibrant road in Cambridge will die just a little more as it won't have footfall.</p> <p>The company I work for ***, the taking dropped dramatically when Mill Road bridge was closed for Network Rail to do some works. If the Bus gate is put in, the company will have to look again at staying in Mill Road, as it relies on trades popping in when passing and it also needs customers to bring their vehicles to the shop for programming items to the vehicles.</p> <p>I urge you to reconsider this ridiculous Traffic Regulation Order.</p>
Disturbance,Environmental,Access,Traffic	WhollyObject	I visit Cambridge reguarly to visit my daughter, and like to visit the charity shops and cafes on Mill Road and in the city centre. It is difficult to access Mill Road without using a vehicle (I do not qualify for a disability, but cannot use public transport due to being vulnerable). If the bridge is closed it will significantly impact my visits to this area - we will instead opt for places we can drive to.
Access	WhollyObject	I object to a public road being restricted to residents. This has always been a general access road and taking this away will restrict peoples' freedom and also adversely affect business. This is not something that just concerns people who live on the road- if that were the case then no road would ever be built as local people would always object. By definition, roads are through routes so any restrictions affect all those who may wish to travel through them.
Safety	WhollyObject	this proposal will divide cambridge and make women who rely on their car feel unsafe.
Traffic	WhollyObject	As a visitor this makes little sense and will impact so many people negatively.

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	WhollyObject	
		<p>I am a resident in Romsey. I live alone and am no longer a driver because I'm registered disabled.</p> <p>My attitude to the proposed restrictions accessing Mill Road Bridge is that I do not believe it'll be beneficial to residents, traders or visitors. It'll also cause problems for delivery drivers. I accept that, as a Blue Badge holder, I can register 2 vehicles. That in itself is a dilemma as I rely on lifts from more than 2 people, both family and friends. I believe it is also stipulated that I must be in the car - rather difficult if I am being picked up!</p> <p>I don't accept that the volume of traffic on Mill Road warrants such draconian measures. People have pointed out that the pollution levels are too high, but closing the bridge will merely move any pollution to other areas of Cambridge. Also, the much pot-holed side roads will become rat runs and other main roads become even more congested - like East Road and Hills Road.</p> <p>From my observations, the cause of slow-moving traffic over the bridge is to a large extent caused by cyclists. I will say no more about cyclists, except they will appear to be the main beneficiaries.</p> <p>In summary, I realise this is the first step in forcing people out of their cars and either walking, cycling or using public transport. As I can't do the first two, I have to rely on Stagecoach. On Mill Road, which I'm sure you'll agree, is a densely populated area, we only have the C2, supposedly running every 20 minutes from Milton to Addenbrooke's. I have to use a taxi to get to the station, which is ironic as Romsey was developed to provide housing for railway workers. Now I have to pay around £7/8 for a taxi.</p> <p>Kind regards</p> <p>***</p>
	WhollyObject	

		<p>To whom it may concern</p> <p>Objection to Mill Road Bridge TRO</p> <p>I am writing to object to the proposal to close the Mill Road Bridge for the following reasons:</p> <p>As a local resident with a family of five, we regularly use the bridge by car to cross from the Romsey side towards town etc.</p> <p>When the bridge was previously closed all traffic was forced to bypass Mill Road causing drivers to have to take a massive detour across half of the city which led to the displacement of traffic and put pressure on other roads, causing significant congestion and increased pollution of the environment. We object to a permanent closure of the bridge on this basis.</p> <p>Closure of the bridge would also adversely affect the many small businesses that are trading in the street.</p> <p>Yours sincerely</p>
	WhollyObject	***

	<p>Dear Sir or Madam,</p> <p>I am writing to oppose very strongly the closure of the Mill Road bridge in Cambridge to general traffic.</p> <p>Mill Road bridge closure will have extremely negative consequences for the residents and visitors of Cambridge, yet stakeholders have not been provided with objective information There are three routes from the east of Cambridge to the Cambridge city centre: Mill Road, Cherry Hinton Road/Hills Road, and Coldhams Lane/Newmarket Road/East Road. Mill Road is the most direct of these routes into the heart of Cambridge and closing the Mill Road bridge to general traffic will have catastrophic effects on the well-being of Cambridge residents and visitors and will increase the carbon footprint of Cambridge. A decision of such severe consequences for Cambridge needs to be approved democratically in a Cambridgeshire-wide referendum where voters are provided with objective information about the very negative consequences of closing the Mill Road bridge in Cambridge to general traffic.</p> <p>An impact assessment of the closure of Mill Road bridge on traffic congestion elsewhere in Cambridge is missing No impact assessment is provided to demonstrate the scale and consequences on traffic of the Mill Road bridge closure for general traffic. Road closures simply shifts traffic onto alternative routes and increases congestion and pollution elsewhere.</p> <p>The Mill Road bridge closure will cause severe congestion in other roads in Cambridge leading to pollution and negating any effort to reduce the carbon footprint of Cambridge. If Mill Road bridge were to close, the general traffic will shift to Cherry Hinton Road/Hills Road, and Coldhams Lane/Newmarket Road/East Road, creating severe congestion on those roads as well as Brooks Road and Perne Road. Increased congestion will increase the pollution in the area for residents from fumes (from petrol/diesel vehicles) or tyre particles (from the heavier electric vehicles). It will also increase the carbon footprint of Cambridge because congestion increases fuel consumption for petrol/diesel vehicles. For electric vehicles, congestion increases electricity consumption and wear&tear of car batteries whose manufacture is very environmentally polluting and carbon-intensive, and all also require higher electricity production capacity in the UK to satisfy the increased demand for electric vehicle charging increasing the carbon footprint even further.</p> <p>Stress from congestion is known to affect mental health Additionally, research has shown that stress from congestion increases mental health issues, as discussed in this scientific article: https://www.sciencedirect.com/science/article/abs/pii/S0277953603005677</p> <p>Traffic stress, vehicular burden and well-being: A multilevel analysis This study examined whether health is associated with individually perceived traffic stress and as well as ecologically measured vehicular burden usin... www.sciencedirect.com</p> <p>Therefore, the Mill Road bridge closure to general traffic will directly endanger the mental health of Cambridge residents and visitors.</p>
WhollyObject	

	WhollyObject	<p>Dear sir</p> <p>I have lived in Romsey since 1983. I have cycled every day of my working life (and still use my bike in retirement) and have always considered Mill Rd bridge perfectly safe. I have been knocked off only once by a car pulling out from Devonshire Rd, but in all those years of cycling that has been my only accident. I have seen no evidence that Mill Rd is unsafe for cyclists, provided the usual courtesies and highway code recommendations are applied. Mill Rd itself is much quieter post pandemic and I am unaware of any statistics that suggest road traffic accidents have increased. My only use of a car on Mill Rd would be when cycling was inappropriate eg taking a pet to the vet, carrying very small children or transporting the elderly or infirm.</p> <p>When there is no evidence from Road Traffic Accident data to restrict vehicles on this road, I cannot support your plan to do so. I also fail to see how this would benefit the residents of Romsey who will be forced to make longer journeys, thereby increasing the number of vehicles, air pollution and accidents on other city roads. As these routes will be longer (because Mill Rd bridge is the most direct route), the air pollution and likelihood of an accident would increase disproportionately.</p> <p>Please do not restrict Mill Rd to a busway, there is no need as there is no evidence to support this.</p> <p>Yours sincerely</p> <p>***</p>
	WhollyObject	<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to express my strong objection to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local resident, I believe this proposal will have significant negative impacts on our community's connectivity, safety, and overall quality of life.</p> <p>1. Disruption to Daily Life</p> <p>The introduction of a bus gate would severely disrupt the daily routines of residents, particularly those who rely on Mill Road Bridge for commuting, accessing services, and visiting local businesses. The increased difficulty in crossing the bridge would reduce the convenience and accessibility of the area.</p> <p>2. Safety Concerns</p> <p>While the TRO is proposed as a safety measure, there is little evidence to support this claim. During previous closures, many residents, including myself, felt less safe due to the reduced presence of vehicles, particularly at night. This raises concerns that the TRO may not actually improve safety as intended.</p> <p>3. Environmental and Traffic Diversion Issues</p> <p>The proposed bus gate could lead to increased traffic congestion and pollution on surrounding roads, such as Coldham's Lane and Tenison Road. The environmental benefits of the TRO are questionable without a thorough impact analysis, and the displacement of traffic could worsen air quality in other parts of the city.</p> <p>4. Impact on Vulnerable Groups</p> <p>The TRO disproportionately affects vulnerable groups, including the elderly, disabled, and those with mobility issues. The current provisions do not adequately address the needs of these individuals, potentially increasing social inequality and reducing access to essential services.</p> <p>5. Lack of Comprehensive Consultation</p> <p>I am concerned that the public consultation process for this proposal has not been fully accessible or inclusive, particularly for those with disabilities or residents who were away during the consultation period. This raises questions about the fairness and validity of the feedback collected.</p> <p>6. Alternative Approaches</p> <p>Rather than implementing a bus gate, I encourage the Council to explore alternative solutions that would enhance safety and traffic management without restricting access to Mill Road. Options such as improved public transport services or targeted traffic-calming measures should be considered.</p> <p>In conclusion, I believe the proposed TRO for a bus gate on Mill Road Bridge would have numerous adverse effects on the community. I urge the Council to reconsider this proposal and to work with residents to find a solution that benefits everyone.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>

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	WhollyObject	
		<p>To whom it may concern</p> <p>I am writing to express my sincere opposition to the closure of Mill Road Bridge for cars. As a concerned resident of***, this closure affects me greatly, as well as the community around me. I am a keen cyclist, who frequently cycles down Mill Road - rarely do I find cars to be a significant hindrance. Even if I did, I share solidarity with those in my community who rely on motorised transportation more than I do, such as local business-people who keep the area thriving, and the elderly and disabled who are less able to replace their cars with bicycles. I am also worried about the effect that closing the bridge to cars would have on further widening the social gap between those who live north and south of the railway line - we should have more places to cross the line, not fewer.</p> <p>With regard to congestion, all congestion removed from Mill Road would just be funneled to Coldhams Lane and Hills Road, as well as the residential streets between them.</p> <p>I hope that you will take the views of the local community into account, and cancel plans to close the bridge.</p> <p>All the best</p> <p>***</p>
	WhollyObject	

		<p>end bridges, don't burn them.</p> <p>I would like to express my strongest possible opposition to the closure of our Mill Road Bridge. I think this is at least the 4th consultation on this matter now?</p> <p>Doesn't the council have a duty of care to it's residents? The misery that has divided our community has been going on since the pandemic. When the ENTIRE world was trying to come together in unprecedented hardship and suffering, the council, along with *** decided to do the exact opposite and cause everyone unnecessary pain and stress by splitting a community in half, pitting neighbour against neighbour, isolating the elderly, vulnerable and disabled with absolutely no provision for them during an already awful time, literally cutting them off from their own community. Just that in itself is disgraceful and discriminatory. Businesses have gone under, moved away, struggled desperately to stay afloat, sleepless nights worrying how they will put food on the table for their families.</p> <p>And I ask myself, why is this happening? Why? What could be more important than loving thy neighbour. Helping the elderly and infirm? Supporting local, independent businesses and respecting the value of community cohesion?</p> <p>We are told about accident hotspots, where is the evidence? The data? We have been told so many lies, spoon fed manipulated data that I don't believe a word they say. I grew up on Mill Road and played on it as a child, I have never felt in danger. Even if this was the case, do we have a habit of cutting roads in half if there is an accident hotspot or, do we do things to reduce the possibility of accidents? Traffic lights, safety signs maybe? There must be many, many ways to make roads safer instead of cutting them in half surely?</p> <p>We are told it'll be safer for cyclists? What about the Carter Bridge? That was purpose built for cyclists, right? The council say they pulled out of the court case to save taxpayers money yet they are happy to ignore the gargantuan elephant in the room, THE cycle bridge next to Mill Road that cost millions? That doesn't make any sense to me at all.</p> <p>The only answer I can come up with is that the council, *** and the GCP are essentially bullying us into this for reasons we will never be told.</p> <p>I have witnessed ***'s bullying tactics first hand at a hustings earlier this year, they are fanatical, aggressive, very intimidating and they publicly shame people. They eat, sleep and breathe pro closure.</p> <p>Somebody needs to stand up to these bullies because the council and GCP certainly aren't. We need to stand up to them and defend our neighbours, our vulnerable, people with disabilities, workers, doctors, nurses, businesses and our community.</p> <p>Please listen to the people, we don't want our bridge closed. We want to mend bridges, not burn them. For God's sake, stop this insanity, go back to the drawing board and let our community come back together and heal.</p>
	WhollyObject	
		<p>I strongly oppose the closure of the Bridge. The bridge is vital for residents and traders and to close it would mean loss of business for the traders. Last time it was closed traders said they were down 75% on their trade,</p> <p>Also closing the bridge would mean much more pollution in the surrounding residential streets putting people (especial children) health at risk. The Council has a duty of care for it's residents and should not put residents' health at risk by closing the bridge. One example</p> <p>Carers need to get to their clients quickly and should not put them at risk by the long extra 2 miles in traffic by making a long detour. My family and friends who cycle use the Carter Bridge which only adds a few metres to their journey, no extra in a lot of cases depending on where their route is. I am most concerned for the health of my grandchildren who will be affected if the bridge should close. There would also be the problem of delivery vans and lorries turning round. How dangerous would that be if they had to do a three point turn in Mill Road. For Safety sake I want the bridge to remain open</p>
	WhollyObject	

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular ***, I am deeply concerned about the severe and disproportionate impact this proposal would have on our ability as a family to practice our faith, alongside the broader negative consequences for the community.</p> <p>My daughter attends the *** on *** every evening from Monday to Thursday. My older children go to the *** on the other side of the bridge. We also live in North Cambridge so picking and dropping off the children will significantly extend the time taken to collect them in the evenings. Not driving along Mill road to pick them up from *** but instead having to go round along Coldham's lane, Newmarket Rd etc (which are already very busy in the evenings) to reach the them will create a big problem for us each week day. And especially during the winter months when it will be dark as well as late. I do not consider it to be safe for them to walk to each other in the dark, at that time of night, so that they can be picked up from one place.</p> <p>We do not want to be isolated from the community due to the difficulties created for us if the bridge is closed.</p> <p>Closing the bridge will also create a big traffic issue on the Perne End side of Mill Road not only during evening school times but also on Fridays, during Ramadan and other religious days when attending the ***. Hundreds of worshippers will be forced to attend from one end of Mill road only, which will cause severe delays not only for worshippers but for other members of the community. Islamic prayers are time-sensitive, and any delay would prevent us from fulfilling this essential religious duty.</p> <p>Additionally, during the school holidays, there is a huge influx of people from different cities and countries. This will further exacerbate the traffic issue.</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p> <p>I urge the Council to consider alternative solutions that would address safety and traffic concerns without disproportionately affecting vulnerable communities.</p> <p>Best regards, ***</p>
	WhollyObject	
Environmental	PartlyObject	Air quality awful due to heavy traffic
Environmental	WhollyObject	This closure creates miles of additional driving per journey for each affected driver, with additional congestion and pollution for residents of roads such as Coldhams Lane. What is the actual, measurable environmental benefit of closing the bridge to wider community?
Other	WhollyObject	I live in the Kite, and regularly have to collect my disabled daughter, who lives in Fulbourn. Closing this bridge adds massively to my journey, increasing pollution and congestion on the remaining three places to cross the railway, in central Cambridge.
	WhollyObject	<p>I oppose the closure. Partly because it will increase unnecessary pollution by causing slow moving or stationary queues of traffic on Coldham's Lane and Cherry Hinton Road and make many people have to drive much longer distances to get from where they live to where they want to go.</p> <p>***</p>

Access	WhollyObject	<p>Thank you for opportunity to feedback. I worry this scheme will push traffic elsewhere- move the problem, rather than solve it- risking more pollution and congestion elsewhere in a town that feels not to have any joined up thinking about transport, access and amenities. As higher density housing appears within and around the city and the population gets larger and larger I cannot see any joined up thinking in action. This feels isolate and reactionary- the talk of "public realm scheme" is vague suggesting that thought will be given to the implications of this at some point in the future, rather than now. Has any modelling been done around flow and direction especially in terms of access to the station- is this available? This also feels rather punitive to residents and working people who do not work from home or live within walking/cycling distance of their place of work (e.g. tradesmen and delivery drivers who will still be required to visit the increasing number of people living on Devonshire road and the old Council depot). Has any consideration been given to a time window on the bus gate to allow work and delivery access or for different regulation for evenings and weekends if you wanted to encourage a restaurant and pavement/cafe culture?</p>
	WhollyObject	<p>Dear Sir or Madam,</p> <p>I am not supportive of the proposal to install a bus gate and limit automobile journeys over Mill Road Bridge. The data does not support the safety and environmental benefits of the proposal. In addition it will shunt traffic onto alternative routes leading to intensified congestion and pollution in those areas and those residents would be having this proposal imposed onto them.</p> <p>The taxpayer has funded the construction and maintenance of Mill Road Bridge for the intended purpose of residential and commercial journeys by automobile or other means of travel. It is not right to diminish the value of a transport asset such as the bus gate through reducing the Mill Road Bridges full utility.</p> <p>On 8th Sept we made a journey from our home in *** relying on a GPS car navigation (TomTom) device. Both our departure and return journeys were routed via alternative routes strangely avoiding Mill Road Bridge. On our return journey we overrode the device's suggested directions so we could return home using Mill Road Bridge but strangely we were repeatedly instructed by the device to turn around and avoid the Bridge as it was not a viable route. The device's maps are all up to date and last updated within the past month. Given this bus gate proposal, it would be wrong if the council or roads commission have instructed maps to indicate the Bridge is closed to traffic prior to a decision on the Bus Gate being taken!</p> <p>I would urge for this proposal to be objected. In a town struggling with transport issues connected with a growing population and housing expansion and a country desperately needing economic growth whilst being fiscally constrained, this is not the time for vanity projects such as the bus gate which would run counter with the issues faced.</p> <p>Yours faithfully,</p> <p>***</p>

		<p>I strongly object to the introduction of a TRO at Mill Road Bridge. At work I have carried out many air quality assessments and studies for government and industry and also have a child with a Blue Badge.</p> <p>Not a Holistic Approach</p> <p>I do not believe that you can simply close one of the main routes within the city and hope that it will all work out for the best elsewhere. Traffic reduction in a city needs to be tackled using a holistic approach. Boasting of empty roads seems wrong when it has been achieved by selfishly pushing the problem into someone else's neighbourhood.</p> <p>Pollution Should Not Be Given as a Reason</p> <p>"Air pollution ...[is]... directly related to these issues."(1) is misleading.</p> <p>I have not seen any evidence that there is unacceptable air quality around Mill Road Bridge. Review of the available 2019 air quality data shows that the PM2.5 measured at the Mill Road E and W locations in 2019 were not at concentrations likely to be detrimental to health according to even the most strict current standards and guidelines. I'm happy to supply further information on how this conclusion was reached.</p> <p>However, if traffic is displaced to other routes due to the TRO, eg, Hills Road, Coldhams Lane and Cherry Hinton Road, this could result in breaches in the air quality standards at those locations. Unfortunately, there has been no attempt to predict the impact on local air quality.</p> <p>Blue Badge Issues</p> <p>The proposal is to allocate 2 cars per Blue Badge holder and the holder must be in the car when it crosses the bridge.</p> <p>Many Blue Badge holders rely on a number of helpers to transport them around. This solution unfairly expects just two helpers to take on the bulk of responsibility. Furthermore, when returning home from the task, those helpers are not allowed to use the bridge but must drive a much longer alternative route, resulting in inconvenience, unnecessary emissions and congestion. For example, If I drop off my daughter at her friend's house over the bridge I will have to drive via Cherry Hinton Road to get home.</p> <p>Apart from Blue badge holders, many people would struggle to cross the bridge walking or cycling but are not entitled to a Blue Badge, eg, myself (I have long covid), people with shorter term disabilities, pregnant women, the elderly, etc.</p> <p>It is untrue that 72% of people support the closure of Mill Road Bridge</p> <p>"In 2022 GCP carried out an extensive public consultation, where 1,986 online and written responses were received and 72% of respondents supported restricting motor vehicles from crossing Mill Road bridge."(1)</p> <p>This is not a high enough proportion of residents to properly reflect public opinion. Even when carrying out this new consultation, this figure is still being cherry-picked from the questionnaire (Question 11 part ii (2)) to suggest the majority of residents are in favour of the TRO.</p> <p>It is important to note that restricting traffic is not the same as closing the bridge to traffic. The 'strongly support/support' answers included people who were in favour of a wide range of restriction measures that would be encompassed by the broad term 'restricting vehicles'. I believe I might be one of that number, but I am strongly against the TRO. Some examples where support for Q11(ii) was given but would not be reflected by the proposed TRO are: exemptions for residents; exemptions for delivery vehicles and local businesses; closure on a time restricted basis; some respondents gave their support dependent on future monitoring of the impact of the changes(3).</p>
Traffic	WhollyObject	Thank you for considering my objections.
Access,Other,Environmental	WhollyObject	It seems closing the bridge will just push traffic to other parts of the city - nice for us in Mill Road but unfair to others. Has there been a study of how closing the bridge will impact the traffic system in Cambridge? Is there evidence people will stop using cars as a result of the closure? It's possible, maybe even likely, that people who need vehicular access to areas either side of the bridge may be forced into longer drives resulting in an environmental loss instead of a gain from this action.
Other	WhollyObject	Narrow proposed solution by closing Mill Road bridge with no evidence that it will address all the legitimate concerns re pollution and safety and might even make these things worse. There are few crossings of the railway line and I'd like to know what the effect would be on other streets if Mill Road bridge was closed particularly if other crossings had eg roadworks. Likely or possible detrimental effect on the businesses on Mill Road. I'd like to see a Cambridge-wide plan to improve public transport and encourage reduced private car usage rather than restrict legitimate usage with unintended consequences.
Traffic	WhollyObject	The closure will make traffic higher in other parts of Cambridge. It will make commuting longer for many people and cause them to burn more fuel.

Access	WhollyObject	<p>This closure does not make ecological sense as it will take the overall pollution in Cambridge High because business traffic will have to travel very much further to get to either end of Mill Rd. For this reason alone it's totally irresponsible for this administration to go ahead with this plan.</p> <p>This Consultation shouldn't even be active. There has already been a public consultation which said keep the bridge access open. You can't keep having public consultations till you get the result you desire! If this consultation says keep the bridge open, will you have another public consultation.</p> <p>What does the law of the land say about this multiple public consultations malarkey ? It probably says you can't keep having them, I bet! Otherwise it would not stand to reason!</p>
Environmental	WhollyObject	<p>I wholly object to the proposal for the bus gate on mill road.</p> <p>it will not reduce traffic on mill road or make it safer as taxis are exempt and access to the station will still be used from mill road down Devonshire road.</p> <p>the proposal will in no way reduce the amount of vehicles on the road it will just divert them to hills road and coldhams lane. while making a small difference for residents of mill road it will make an huge difference to residents on those other roads causing much more STANDING traffic which is a major cause of pollution. the children going to school eg ***will be massively affected by the increased traffic fumes and this clearly has not been taken into account.</p>
Access	WhollyObject	<p>If the proposal goes ahead it stops access to all amenities on the other side of the bridge. This will cause increased pollution to get there from other longer routes. An increase in road wear (pot holes), increased traffic and noise on the alternative routes. A very expensive proposal, which is not value for money, paid by the council tax payers in the region.</p>
Environmental	WhollyObject	<p>1. Environmental: As was evidenced last time the bridge was closed this will displace traffic to Coldhams Lane, Coleridge road and many of the side streets off Mill road both before the bridge (Devonshire road) and after the bridge (Argyle, Cavendish, St Philips, Catharine & Ross street amongst others). Coldhams lane was regularly backed up increasing fumes for the residents (the road between Sainsburys and Cromwell road is residential) from engines at a standstill. It is totally unrealistic to think that everyone will now get on a bus so there will be longer journeys = more pollution.</p> <p>2. Safety: The danger of increased traffic for roads like Coleridge, St Philips, Catharine & Ross street is that they are used by local children going to primary schools (St Philips, Ridgefield and Morley) both on foot and on bike and this will increase the danger of an accident.</p> <p>3. Financial: This will disproportionally affect people on lower incomes - Carers that need to get quickly between visits or they are penalised.</p> <p>4. Financial: This will adversely affect traders along Mill road who rely on deliveries and customers being able to access them. As local shops go out of business the chains will move in and the area will lose it's vibrant ethnic mix and become just another bland pedestrianised chain store and chain café road. Rents will go up further pricing local people out of the area.</p> <p>5. Other: There are better ways to reduce traffic on Mill road a) Ban university city centre parking for abled people. The number of cars down my street that have a University of Cambridge (UC) parking permit on their windscreen indicates to me that many UC workers are circumventing the university's own rules and driving over the bridge every day. b) A bus route is needed straight to the railway station without needing to change in the city centre. c) Make the Grand Arcade and Queen Anne disabled only between 8am and 6pm.</p>
Environmental	WhollyObject	<p>I work in the city centre and to get to work with my car I will spend more money on fuel and will waste more time . Currently I'm 6 mins away if I drive trough the bridge and reach *** in the city centre. Last time when you close the bridge I had to go trough goldmas lane , new market road,east road after that park side road and etc . That took me 20 mins and it's ridiculous waste of time and I will use more fuel which is not ECO friendly at all . Also there is more traffic on Goldhams lane where Nuffield gym is . After that on peak time have a lot of traffic crossroad of goldhams lane and New market road after. Can't see any benefit of closing Mill road at all ...</p>

Environmental, Financial, Parking, Traffic, Safety, Access, Disturbance	Wholly Object	<p>I object on the following grounds:</p> <ol style="list-style-type: none"> 1. The reasons stated in the proposal do not make sense to me. <p>I do not see that a bus gate will be any more likely than not having one to avoid "danger to persons or other traffic using the road or any road", or prevent "the likelihood of any such danger arising" except perhaps on the bridge itself. In my perception it might increase the likelihood of danger since there may be increased instances of vehicles turning on Mill Road, or exiting via minor residential roads, such as Argyle Road which is specified in the proposal. Moreover, many of these roads have residences that open straight on to narrow pavements on the street, which could increase the potential for danger.</p> <p>"Facilitating the passage on the road or other road for any class of traffic" appears to negate the proposal to restrict some classes of vehicle.</p> <p>"Preserving or improving the amenities of the area through which the road runs" may possibly apply to the bridge itself, but traffic exiting the approaching sections of Mill Road on either side of the bridge will in my opinion be likely to be to the detriment of the amenities in those roads.</p> <p>The above proposed reasons do not sound any less subjective than mine might be considered to be.</p> <ol style="list-style-type: none"> 2. Pedestrian safety on narrow pavements: The statement that the pavements are narrow and therefore dangerous for pedestrians may be true on a few sections of Mill Road. I am a regular pedestrian along the full length of the road, sometimes using one side, sometimes the opposite, but I consider the sections where the shops are located are wide enough for safe pedestrian use (provided of course that vehicles are not parking illegally on the pavement). 3. Air and noise pollution: Is there recent data available to support the statement that air and noise pollution would be decreased? <p>Even if it were eventually found to have decreased in the immediate vicinity of Mill Road Bridge, where is the data to indicate that it will not be increased on other main routes to the centre of Cambridge, namely Coldham's Lane and Cherry Hinton Road/Hills Road? These roads are also residential and probably as much used by cyclists and pedestrians as is Mill Road. Coldham's Lane becomes extremely congested at various times every day of the week and would be to no-one's advantage to become more so.</p>
Access	Wholly Object	<p>I cross Mill Road bridge every day twice by foot to walk to work. I can't think of more than 2 occasions in the last 12 months when there's been any congestion on it.</p> <p>I occasionally use it with my car to collect friends and family visiting us from the station. Going a longer way would increase my impact on the environment, not reduce it. What's more, most cars now have 'start stop' meaning they don't idle when at standstill.</p> <p>The money would be better spent increasing & improving the pavements on Mill Road heading towards town where there are always cars / vans parking illegally and restricting access. That's where Mill Road has a problem, not the bridge.</p>
Access	Wholly Object	<p>Closing the bridge to usual traffic will mean that anyone requiring access, whether a resident or visitor, will need to use alternative roads to either go in or out from the centre of Cambridge. Mill Road is a major route despite not being described as such and the smaller residential roads such as Tenison Road, Argyle Street and Cavendish Road for example will end up having a substantial increase in traffic which will have a significant impact on residents. These smaller roads are already hard to walk down due to the amount of on-street parking and terrible paths and further congestion will make this even more difficult. There are other options that could be implemented, for example the use of speed bumps, priority through way with build outs or even making the bridge single lane with traffic lights will reduce traffic generally. There are too many cars parking illegally down Mill Road despite double yellow lines and restricting the traffic will only encourage more people to park there which will be counter intuitive. Additionally making Mill Road Bridge restricted to certain users will not increase the safety. Recently my husband has almost been hit by a cyclist and a e-scooter user whilst crossing Mill Road at a pedestrian crossing, as they went through red lights. There needs to be more research completed to determine whether these planned restrictions would improve safety and increase the air quality without just moving the problem to side streets. When the bridge was closed during Covid, there were more cars parked along Mill Road which was really difficult as a pedestrian and also there was a significant increase in cars coming down Cavendish Road as drivers tried to find ways to and from the centre. I strongly disagree to this proposal without significant further investigation into alternative solutions.</p>

		<p>Dear Council survey staff,</p> <p>I have just tried and failed, twice, to post my objection to the proposed Mill Road bridge closure to through-traffic via your consultation website feedback page. Part of the page functionality seems not to be working (the categories).</p> <p>So here is my objection:</p> <p>I am wholly opposed to the Mill Road bridge closure. (Option 5)</p> <p>The closure of Mill Road to through traffic will add to the ever increasing amount of traffic on my own road, Coldhams Lane, causing additional traffic pollution, noise, nuisance and difficulty. Traffic on Coldhams Lane has massively increased in recent years as previous routes through side roads have increasingly been closed off. Traffic queues never previously reached as far back as my house - which is approximately half way down the road section between the Sainsbury's roundabout and Cromwell road traffic lights - but it now does so routinely. This is entirely avoidable. (And the solution to this is not to ban traffic down my road.) The increased pollution is an increasing risk to my health and my neighbours' health. Should you close the bridge, and increase this traffic problem, I am interested to hear how you propose to ameliorate this situation?</p> <p>Traffic management on Coldhams Lane is already poor, especially at the junction joining Newmarket road, where only 4 or 5 cars can turn right, causing tailbacks right down the road at busy periods. (If you removed the blocking traffic island there, which would allow a longer traffic queue to form down two lanes - perhaps by replacement of the traffic island with a zebra crossing in the same location, would help improve traffic flow allowing more traffic to turn left, while other traffic queues to turn right.)</p> <p>The anticipated residential developments on Marshalls will eventually create gridlock on Coldhams Lane and Newmarket road if Mill Road bridge is closed off. I see no reason why the Coldhams Lane residents should suffer because of the wholly unnecessary Mill Road bridge closure.</p> <p>I walk to work down Mill Road and I have no problems with the level of traffic, which invariably is faster moving than that down Coldhams Lane, even during rush hour. The Mill Road pavements are NOT too narrow for pedestrians - I have no problems passing people on my walk to and from work at the busiest times of day, or in the evenings, and don't recognise this as a problem.</p> <p>If you want to improve traffic flow and increase pavement width down Mill Road, I suggest you use traffic wardens to prevent cars parking up on the pavements, and in the road, causing blockages to the traffic flow for cyclists and other traffic, during the busiest parts of the day.</p> <p>Yours, ***</p>
	WhollyObject	
		<p>> To Whom it may concern.</p> <p>></p> <p>> Please register my objection to the proposed closure to vehicles of</p> <p>> mill road bridge in Cambridge.</p> <p>></p> <p>> This is a socially divisive proposal and will simply displace</p> <p>> pollution and congestion.</p> <p>></p> <p>> Sincerely</p> <p>***</p>
	WhollyObject	

Environmental	WhollyObject	<p>I honestly do not know why are you pursuing this. Just accept the defeat and move on. Instead you decided to spend more money on this. Access to the city centre from the east side of Cambridge is limited. By closing the bridge, there will be more pollution due to to detour onto other roads. Why do want to imntroduce more pollution. Another argument that is always used by pro-restriction group (sadly our councillors are part of these group) is the quoted traffic accident involving cyclist. What is not clear is, does Mill Road have more accidents compare to other similar roads in Cambridge. If yes, where is the data? The reason for accident involving cyclist is largely due to lack of attention during cycling. There are many cyclists looking at their phone while cycling or talking to another cyclist. How come you want to punish drivers for these? Please, councillors, go find something else to do rather than making it difficult for ordinary Cambridge folks.</p>
Environmental,Other,Access,Safety,Financial,Disturbance,Traffic	WhollyObject	<p>Let me start by saying I am a cyclist. I have never owned a car, and otherwise wall, take public transportation or a taxi, depending on how far I need to travel and how much I need to take with me.</p> <p>Firstly, I note that Mill Road bridge is the first busgate beyond the central core of Cambridge to be imposed in both directions on the same road (should it actually be voted through, and I sincerely hope it does not). I do not count Station Road, as it affects only Station Road but does mean that cars have to detour through new-built private residential communities to use the station parking spaces instead of mainly commercial establishments. The Mill Road closure (should it go through) will affect far more people especially as most cars from south of the rail line not only will be limited to Hills Road and Coldham's Lane (and/or go through more private residential communities)</p> <p>Your proposal will actually add to the pollution you say you are trying to reduce (and you already know this), as surrounding roads will be impacted with more vehicles, with even slower traffic, with more queues and standstills, higher petrol/electrical use (and therefore costs to drivers) at peak periods – including those from starting points too distant to consider walking or cycling (and let's not forget the lack of out0of-town busses for those beyond the city system) – especially during periods of inclement weather. I once had to take a taxi from Romsey Terrace to Parkside when the bridge was closed and the driver had to divert to Coldham's Lane. This cost me nearly double (take away the standing charge, and it was more than double) my usual taxi fare and time spent. Whilst I realise your proposal would not affect taxis, a similar additional (wasted and unnecessary) use of petrol/electricity would be incurred repeatedly by ALL drivers who would have to divert to use one of the alternative routes (pick one - any one...). A considerable waste of resources, time and money for people already paying excessive rising energy costs for both.</p> <p>In addition to the increased pollution levels the residents of these diversion streets – Brooks Road, Perne Road, Coldhams Lane, Cherry Hinton Road, Hills Road (and that is just on my side of the rail line) will have to endure permanently. Not to mention those living on the side streets inbetween that some drivers will use to avoid queues and standstills on the main roads. Residents there have already complained bitterly about this, every time the bridge has been temporarily closed. People will start using these even narrower and less accessible side streets because of their shorter distances or faster flowthrough. Some already have, and others will realise as well so both main and residential roads will be clogged even more.</p> <p>Alternative suggestions you might consider (although I suspect you will not):</p> <p>1) You say the pavement is “too narrow to accommodate the amount of footfall to shops...”. So why have you allowed all those café tables and chairs to be placed every day on the pavement, leaving even less width for your “inadequate footfall”? It wasn't always that littered. The number of such food/drink businesses have increased significantly over the past few years, their ever-increasing ‘furniture’ blocking the pavement so footfall is squeezed out. Very few new businesses along Mill Road the past few years are unrelated to food and drink. Why have you not enabled (and enforced) a minimum uncluttered pavement width for businesses? Enforcing a cycling/scooters-on-the-pavement ban also would be helpful to pedestrians. And I must say that, being a respectful cyclist for the past 30 years, I have very rarely had any problems with vehicles along Mill Road even now.</p> <p>Perhaps what you need is a mandatory rule of the road course for cyclists and proof of having completed it, similar to a driver's licence. The onus is on the driver, but the number of stunt-pulling untrained cyclists I have seen is shocking (and not just recognisable summer visitors). They are unregulated – so regulate them! Now, if you are still reading this, I would like you to acknowledge that you received it. If I don't, I will assume that you did not read it, did not read it this far, or only read the beginning and end. And are uninterested in my opinion.</p> <p>2) The Mill Road and Devonshire/Kingston Roads junction is a major accident spot. Why have you not put a crosswalk at this junction? Many cyclists are coming from the Rail Station, just wanting to</p>

		<p>The whole project is bad for the environment, sending cars on a long detour via Catharine Street or to Station Road and putting up poles</p> <p>The whole project is bad for the environment: diverting cars via Catharine street or Barnabas Rd Also putting up poles and Cameras on narrow paths</p> <p>When a stranger reaches Argyle St. he cannot do a U turn or back out without severe danger to a cyclists</p> <p>After 11.30pm Mopeds use the bridge, noisily, to take junior staff home from 2 Pubs, should they go though twisty residential roads?</p>
Safety	WhollyObject	<p>Any stranger reaching the centre of Argyle St. Romsey, cannot U turn or back out without severe danger to a cyclist.</p> <p>After 11.3 pm The junior staff from 2 Pubs use a small motorbike to get home via the bridge Pizza delivery is still working too</p>
Traffic, Environmental	WhollyObject	<p>If Mill Road is closed off to most traffic there will be more traffic on Hills Road and surrounding roads as a result. This will cause increased air pollution in these areas. Closing off a main road (Mill Road bridge) would just increase pollution elsewhere. It is not a sensible proposal.</p>
Other	WhollyObject	<p>Closing Mill Rd bridge will cause a lot of problems and further congestion through the rest of Cambridge's main roads. This will cause more pollution, human stress, people having to pay more money for petrol, road rage which leads to dangerous driving. Many people use Mill Rd bridge for daily access, including myself, I am a dog walker and use my car to drive to and from customer houses which many houses are on Mill road - i will have to completely reroute adding more time onto my journeys and more petrol used. The diverse and independent businesses will lose money due to lack of customers as fewer people will be passing through. This is a few of many reasons why Mill Rd Bridge should not be closed.</p>
Traffic, Safety, Access, Disturbance, Environmental	WhollyObject	<p>1) It is unacceptable to aim to reduce pollution etc for one small area like this, when the effect will be to increase journeys for drivers who will take more circuitous routes and thus cause more pollution elsewhere in the city, far outweighing the pollution benefit for this one small area around the proposed TRO. This is not a holistic approach, rather, it is a pandering to a very vocal minority of middle-class residents who live in a cafe culture, who have lobbied hard to get support for their self-serving plan which whilst of benefit to them personally, has a far greater adverse effect on others including those in neighbouring roads and wards. Just one example: much traffic will be diverted down Coleridge Road and adversely affect residents there due to this traffic increase, both noise and air pollution for humans, animals and other species.</p> <p>2) I am unaware of robust data for this road/section of road justifying the proposed TRO on the grounds of reducing accidents.</p> <p>3) The rules for obtaining a Blue Badge are stringent; yet many other people with some limited mobility etc still need/want to access local facilities by car, and this TRO will prevent/deter them from doing so, thus having a negative impact on their personal well being, notwithstanding the convenience of their accessing local shops. The council MUST understand that walking and cycling does not work for lots of people and never will, we are not all robustly healthy, physically or mentally. In this respect, the proposals will have a greater impact on the less well off, as opposed to those middle-classes who can buy their way through restrictions via taxis etc., so the proposals are retrograde in terms of social equality.</p> <p>4) The council needs to open its eyes to the reality that the public consultations that have been held, via meetings and surveys, will in reality have been participated in by those with organised lives - the middle classes again: so these consultations were not representative. This is a known fact regarding consultations of this nature, that those who participate are not a fair cross-section of the affected population. Thus (very?) limited weight should be given to these consultations.</p> <p>5) Whilst some cafes may perhaps benefit from less traffic along Mill Road - and I am unaware that there is robust evidence to support this, the reality may be a negative effect on cafes - many other local businesses are likely to see footfall decrease as the options to travel to them are curtailed by the proposed TRO. This is prejudicial to the local economy and business owners, when it is already known that retail outlets are incrementally struggling due to online competition, business rates and high rents.</p>
Environmental	WhollyObject	<p>The closing of Mill Road bridge will increase the total distance travelled by cars, negatively impacting the environment and traffic. It will only benefit a few local and privileged residents. Existing parking laws and speed limits should be applied more strictly. As a first measure, the council must introduce speed cameras and parking cameras to improve car flow and safety.</p>

Access	WhollyObject	<p>I object to the proposed closure/ traffic restrictions on 3 grounds:</p> <ol style="list-style-type: none"> 1. It is discriminatory. Roads maintained with public money should be publicly accessible, i.e. by all members of the public in their chosen mode of transport. 2. It is an environmental own goal. The proposed closure would force residents of Romsey Town and visitors to add several miles to car journey via Hills Road or Coldhams Lane to a short A-B journey. That means more CO2 emission. 3. It puts local mobility in the hands of a commercial monopoly operator. Restricting traffic to the likes of buses and bikes means local residents physically unable to ride bikes are at the mercy of a commercial bus operator, Stagecoach East. The Council therefore is unable to compensate mobility restrictions by offering a significant extension of public transport options (a misnomer, if there ever was one.)
Environmental	WhollyObject	I object. This will cause more pollution by diverting cars into other roads into city centre
Access	WhollyObject	<p>Closure of mill road bridge will cause more pollution & traffic on Cherryhinton road Coldham's lane & Newmarket road . Do the residents of these areas not matter . As I cannot cycle due to disability but do not qualify for a blue badge I will not be able to visit the independent stores I have been supporting for years . It will also make visiting my independent vet much more lengthy journey. Why is the purpose built Carter bridge not promoted more as a safe route for cyclists. My granddaughter suffers from an autoimmune disease and has frequent appointments ***which I take her to if no one else is available. This would be a ridiculous detour via Newmarket road & East road .</p>
Traffic,Safety,Access, Parking, Disturbance, Financial, Environmental	WhollyObject	<p>The reasons given for this proposal to go ahead could apply to any public highway. Unfortunately we need public highways. They are there for good reason....needed by the public and paid for by the public.</p> <p>Taking a longer route is not the answer to traffic problems and increases carbon emissions.</p> <p>Restricting traffic will not stop pavement parking...in fact, taxi's are more likely to do so.</p> <p>I have cycled in Cambridge my whole life. When the bridge was closed experimentally, i was afraid to cycle along mill road for the first time because those vehicles who were still allowed to drive through it went faster! How is this safer? With less traffic, peoples guard will be down and they may feel safer when in fact they are not at all!</p> <p>It is argued that mill rd should be a go to place and not a go through one. I think this is ridiculous: when a carer is attending people in their homes, (often with only 5 mins driving time between calls) how much extra time and fuel and traffic does this increase? And what about when a car is collecting family and friends along the way to church or mosque?</p> <p>I think that a proposal which divides the community and makes it harder for the community to help each other out is unhelpful and wrong.</p> <p>I believe that unless the driver of every vehicle which drives along mill rd on a single weekday is asked why that need to be there, there cannot possibly be a conversation around choosing who should and shouldn't be there. And those who think they have the right to decide should be held accountable for the discriminatory consequences.</p> <p>I think it is appalling to dictate that a disabled person should have to choose only 2 vehicle number plates for exemption. A persons blue badge is valid for use in any car that the badge holder wishes to be in on any given day. Will they have to apply for exemption every time? How many people will be needed i wonder, to deal with the thousands of fine appeals?</p> <p>I also think that build outs to control traffic speed are confusing and dangerous for cyclists. I think that speed bumps are a better idea.</p> <p>Keep the bridge open to all.</p> <p>We already have the covered cycle bridge and there are alternative long way around routes which people already often choose. Could these options be made clearer? People should have the right to choose.</p>
Traffic	WhollyObject	<p>Mill Road is a residential area but so are the other routes that people will have to use as an alternative. Closing access over the bridge may reduce congestion in this area but it will be 'pushing' traffic onto other routes. This will result in increased traffic to those areas, which increase congestion and emissions /pollution for the residents who live in those streets. Increased traffic in those areas will not improve safety for walkers or cyclists! The plan will effectively move the issues you say are happening on Mill Road to other areas which is pointless. Distributing the traffic around the routes would surely be a better answer for all areas!</p> <p>Scooter riders travel at great speed up and down Mill Road and less traffic will allow them to do this with greater ease putting themselves and pedestrian's at increased risk.</p> <p>I have lived in the Mill Road area for 5 years and this is the first time that I have heard it is an accident hotspot!!.. I have not heard of any accidents. The most logical thing to do would be to enforce the 20 mph speed limit with cameras and speed bumps. Traffic wardens and police monitoring in the area would also be advantageous as they are a very rare sight.</p>

Access	WhollyObject	I am strongly opposed to the closure of Mill Rd bridge. This proposal is a 'not in my back yard' proposal. If it went ahead traffic on Mill Road would move to other roads causing an increase in traffic and pollution there. These other roads are already busy roads. Mill Road is NOT busy in the daytime. Illegally parked cars whose owners pop into shops cause problems, but traffic wardens should be vigilant and issue more parking tickets to deter people from doing this. I am a cyclist who cycles along Mill Rd most days and very rarely uses a car, and I am strongly opposed to this proposal to have a bus gate on the bridge.
Traffic	WhollyObject	<p>In response to the consultation on the proposed closure of Mill Road Bridge, I argue that keeping the bridge open to all motorists is essential for the well-being of the local community. Closing the bridge would lead to significant negative consequences, including a detrimental impact on local businesses and increased traffic congestion on surrounding routes. This would not only worsen air quality but also discriminate against those residents who would face difficulties reaching facilities in the area without the use of a vehicle.</p> <p>Previously, the officer's report has indicated that there would be no discernible improvement in air quality since traffic would merely be displaced to other areas, exacerbating congestion and pollution on nearby roads. Furthermore, the closure has sparked widespread resentment within the community, which has not been adequately considered.</p> <p>The core issue on Mill Road is not the presence of cars but the illegal parking on pavements, which restricts pedestrian access. Most local residents who oppose cars on the road do so due to this parking issue, not because they support the bridge's closure. Therefore, the solution lies in stricter enforcement against illegal parking, rather than in closing the bridge, which would cause more harm than good to the city as a whole.</p>
Traffic	WhollyObject	I object to the mill road being bus gate. It is only way to reach quickest to city centre by a car and the traffic can be evenly distributed from the railway station bridge. Cyclists and Cars can co-exists. the environmental impact should be carried out - there should be limits in timings during peak hours but outright ban shouldnt be done.
Traffic	WhollyObject	The proposal will lead to increased congestion and pollution to other roads as people seek alternative routes into and out of the city centre.
Traffic,Access,Disturbance	WhollyObject	I wholeheartedly oppose this proposal. Preventing private vehicles access to Mill Road would have a negative impact on the traffic as it is already gridlocked. I believe it is far better and more constructive to keep traffic flowing than creating an unnecessary choc a block, which would have a bigger impact on the environment.
Access	WhollyObject	I think this idea is ludicrous as it will only push traffic onto surrounding roads making these even worse for congestion and pollution, something that the GCP seem all too keen on pushing. With the mass of bike thefts on a daily basis it is at present not feasible to cycle into Cambridge as the chances of my bike being there when I return are very slim. Perhaps focus more on this than the stupid bus gate.
Traffic	WhollyObject	Again the closure because of pollution to other areas
Other	WhollyObject	Pollution and congestion in other areas
Environmental	WhollyObject	This proposal would cause a serious increase in emissions by causing long diversions around City roads to gain accesss to either end of Mill Road without the much needed bridge, also a loss of business for the Traders in Mill Road let alone the increased congestion issues and loss of time to suppliers residents and all concerned, this proposal has been and will continue to be highly opposed by any common sense minded people
Traffic	WhollyObject	This proposal focuses purely on the benefit to a minority of city residents in the immediate vicinity around Mill Road and neglects the impact on the wider portion of the city. Mill Road bridge is one of only four crossing points across the railway line within the city boundaries; the others being Coldhams Lane, Long Road and Hills Road. Aside from the unnecessary diversions that people (delivery drivers, healthcare providers, etc.) would need to make to travel by car from the north side to the south side of Mill Road (and vice verse), the diversions required will put unnecessary strain upon the other crossing points in the city, particularly considering the lane reductions that were implemented on Hills Road bridge a few years ago along with the other pinch points that have been created around the city caused by introduction of cycle lanes, and despite recent attempts to drive car users onto public transport, the initiative has failed due to inadequate service provision within the city boundaries and wider areas. This proposal is another initiative to further restrict traffic flow and this will cause more congestion and more pollution in the city.
Access	WhollyObject	<p>There are only 3 bridges for traffic over the railway tracks in town, not including long road. Why close what is a valuable through route? It would simply deflect all the traffic to the other two bridges and make the residents of those wards suffer the extra pollution and traffic.</p> <p>Are any of those roads going to be made more suitable for a higher volume of traffic as part of the scheme?</p> <p>It's a firm NO from me, do not install a business gate on mill road bridge</p>
Traffic	WhollyObject	I am against the proposal to close Mill Road bridge. Closing Mill Road bridge would cause more traffic and traffic jams in other parts of Cambridge as drivers will look for different routes. As traffic will flow less freely in surrounding roads particularly on Coldhams Lane, the congestion will cause more pollution from cars stuck in traffic queues.
Access	WhollyObject	As somebody who has both lived and worked in the Romsey area, I object to this proposal. I cannot see any benefit in closing Mill Road bridge, the Environmental argument is flawed as more carbon emissions will be created by additional traffic being pushed into other areas. The accessibility of the City will be compromised. Traffic levels in other areas will increase. The damage to local business and trade will be significant. I really cannot see one single reason why the bridge closure is considered to be a good idea.

Environmental	WhollyObject	It's bad for environment, it will cause more heavy traffic around Cambridge
		As a regular user of Mill Road Bridge, the closure would mean I would divert "around the houses" causing me longer journey times, more unnecessary delays, more congestion and most importantly more harmful emissions in surrounding neighbourhoods
Environmental	WhollyObject	This closure is unacceptable, unjustified, unnecessary, unpopular and very vindictive by CCC, GCP, *** and other minority groups demands!
		Social Inclusion, Equality and diversity - Rights equal for all Health and environment - mental health affected by stress Particularly due yo repeated consultations by authoritarian Council to change the public opinion. To its own Also reducing accessibility to key commercial and residential area And Not reducing but adding to environmental and health pressures other routes AND
Other	WhollyObject	No No No to yet another CONsultation
		This proposal will worsen congestion and increase pollution over wider Cambridge . I use the road regularly and have lived off it and never had a problem that would be solved by cutting an arterial route in this way. The bigger problem is poor parking which is badly managed.
Traffic	WhollyObject	Please take into account the needs of ALL residents, not just cyclists. Sometimes we do need to drive, especially with such poor public transport.
Traffic	WhollyObject	I wholly object to this proposal. The streets should be kept open to all traffic. The more road restrictions, traffic calming, speed bumps, road closures ect ect cause more pollution and congestion, then, the politician's/councillors/powers that be say, we need a CONGESTION CHARGE !!! What a surprise.
Environmental	WhollyObject	The closure of Mill Road bridge for cars will displaced many many thousands of car journeys onto longer routes e.g. Coldhams Lane and others, This will significantly increase journey times, create horrendously more congestion and pollution; and make life a misery for those living on and, like myself, using these alternative routes on a regular basis.
Traffic	WhollyObject	Closing Mill Road bridge will extend journey times, add traffic to other surrounding roads and is environmentally damaging.
Traffic	WhollyObject	As a Cambridge resident I strongly object to the whole proposal as it will worsen traffic conditions throughout the area and increase journey times throughout the city ,increasing pollution

Traffic	WhollyObject	<p>I have lived in Cambridge or within a 5 mile radius all my life (65 years). The traffic flow these days is generally much better than in the 60s and 70s. I remember the positive impact of getting rid of the traffic lights at Trumpington Road/Lensfield Road/Fen Causeway by chucking down a couple of tractor tyres, and the negative impacts of removing the Mill Road/Parkside/East Road/Gonville Place roundabout and the mini roundabout at Newmarket Road/Coldham's Lane. And as for the road narrowing in East Road and Trumpington Road? Unnecessary and a safety concern for emergency vehicles.</p> <p>Mill Road runs smoothly most of the time. The biggest impact to traffic flow is parking for unloading or by taxis which can quickly lead to a queue - easily solved by limiting the loading/unloading time like in many places.</p> <p>When Mill Road has been shut in recent months, it has led to serious gridlock on the ring road (Newmarket Road/Coldham's Lane/Cherry Hinton Road), leading to queues creating more pollution. This has lengthened journeys by two to four times the usual time. (It also happens when the A14 is affected by accidents or flooding) This indicates that the present routes across Cambridge are all necessary.</p> <p>I have also noted the appalling lack of co-ordination of recent road works, the dangerous state of major roads versus the waste of money on Milton Road, East Road and, latterly, Trumpington Road. Most road markings on the ring road are so worn that they are illegible.</p> <p>I chose to accept the higher house price in CB5 in the 90s for the convenience of being able to walk or cycle to most places. I have a car which I use when I need to get to places which I can't get to by other means, including buses. I already pay for my parking, pay for my friends to visit. My annual mileage is probably around 1000 miles so I have a low impact on the roads and resent plans for a congestion charge. Enough is enough. I feel that the proposals suggested do not take into consideration what life is like for real residents.</p> <p>Historically, there was a big social divide caused by the Victorian expansion of Cambridge including the railway. Norwich Street, Panton Street were built for the railway administrators, the city end of Mill Road was for those better off and over the railway bridge was for the workers. Thankfully, some of these borders have blurred but it still exists. Shutting the bridge is going to widen the divide - this shouldn't be happening in the 21st century.</p>
Disturbance	WhollyObject	<p>I thought that the Council would have learned from the last closure of Mill Road bridge that many of the "aspirations" that you have for the benefits for the closure just don't work. Reducing pollution:- large HGVs can no longer serve Mill Road from Coleridge Road to the bridge, therefore, to supply businesses in the area will require larger numbers of smaller vehicles = more pollution. There is not enough room for these vehicles to do a 3 point turn (or in many cases a 5 or 7 point turn) so they will have to use the narrow side streets. With the "width limiting" barriers between Mill Road and Coldhams Lane they will end up having to use either St Phillips Road or Argyle Treet/Stockwell Street or similar routes. Spreading their pollution in new areas and, probably, damaging the locals vehicles!! Having spoken to one or two business owners in Mill Road, they are considering closing down and moving elsewhere. Wonderful for the reduction in pollution, but not helpful for the customers who used to shop there, possibly accessing by foot or cycle, and now have to travel further afield. And, not good for the Council who could see a reduction in tax paid!! Increase in travel costs and travel times for owner drivers and taxi users who now have to take a longer way round. Increase in pollution levels in the roads that these vehicles have to use to get there and in total pollution levels as they have to travel further to achieve the same destination. Council costs for "policing" the closure v revenue from fines. Cost of equipment. Replacing equipment due to vandalism! As a final thought, during the last closure I was a bus driver. I used to see moped and motorcycle riders who had "learned" to lean forwards and cover their number plates with their feet. Vehicle drivers who had number plate covers on pieces of wire that could be pulled up prior to crossing the bridge and lowered once they were across. Many of these were food delivery drivers. This whole scheme was "proved" to be ineffectual and a nuisance last time and I remain unconvinced that it will be any more effective this time.</p>
Traffic,Safety,Environmental,Financial	WhollyObject	<p>Cambridge is one of the most unequal cities in the UK. The East of Cambridge (Abbey Ward/Barnwell road area) already suffers from a stark difference in house prices and life expectancy compared to other parts of Cambridge. It is not fair that the affluent Mill Road are pushing their traffic and pollution issues onto the surrounding roads, which already suffer with bad congestion.</p>
Disturbance	WhollyObject	<p>Increase pollution as vehicles will spend more time travelling. Greater congestion on other roads.</p>
Other	WhollyObject	<p>Any closure would increase my journey by over 45 min per day and increase my costs exponentially and also increase any emissions by extending my journey times</p>

Parking,Safety,Traffic,Access,Disturbance,Financial,Environmental,Other	WhollyObject	<p>**Objection to the Mill Road Bridge Closure**</p> <p>Closing the Mill Road Bridge will not lead to a reduction in emissions but will, in fact, increase them. For residents and businesses on the opposite side of the bridge, a journey that should take minutes will now require an additional 20-25 minutes during the day and 10-15 minutes at night. This unnecessary detour forces vehicles to remain on the road for longer, burning more fuel and contributing more to air pollution. The logic is simple—if a route is made longer, more emissions will follow. One cannot reduce emissions by forcing cars to travel extra miles.</p> <p>Moreover, the closure will severely impact the already struggling businesses on Mill Road. Many have barely survived the economic downturn caused by COVID-19, and now, with this additional barrier to customers, even more shops are likely to close their doors. A road that once thrived with business is already seeing closures, and this decision will only accelerate that decline. Local businesses are essential to our community, and the closure of the Mill Road Bridge will put further pressure on them, threatening their existence and the vibrancy of the area.</p>
Traffic	WhollyObject	I object to the road being permanently closed because it pushes traffic to other roads causing pollution and congestion elsewhere. I use mill road regularly. The impact on local businesses will be high reducing their trade.
Traffic	WhollyObject	Closing Mill rd would push its traffic on to all ready over busy road, causing congestion and extra pollution.

		<p>I write to wholly object to the closure of Mill Rd Bridge to traffic except Buses, Taxis, Emergency vehicles.</p> <p>The closure would cause environmental issues as traffic would be forced down narrow roads eg Tension Rd, that already struggles with traffic unable to get through.</p> <p>Delivery vehicles, all larger than cars would have to use narrow side roads or do 3 point turns as witnessed during last closure.</p> <p>Vehicles would have to travel further thus increasing cost and time plus extra pollution.</p> <p>The alternative roads would become gridlocked leading to more idling traffic again polluting more.</p> <p>Regards closing for safety, how many accidents have been reported on the bridge and what reasons given. For cycles a dedicated cycle bridge (Carter Bridge) built at considerable expense to allow for safe movement of cycles.</p> <p>One easy solution for safety and also keeping bridge open to all traffic would be to install traffic lights (we do this across the City) this would enable two lanes to be open for traffic crossing the bridge thus allowing extra room when overtaking bikes (who could use Carter Bridge)</p> <p>Climate Change Emergency been declared for the City, what measurements have been taken regards current CO2 emissions and what levels when bridge closed.</p> <p>Pollution would be dramatically increased if bridge closed due to longer journeys, more fuel, more idling, more time in traffic, more risk of accidents on other roads that would have to be used due to increase in traffic.</p> <p>This route as always been a major arterial route into the City and closure must force the traffic onto the other main routes, Coldhams Lane, Hills Rd that are already gridlocked at peak times.</p> <p>I would like to end with this scientific fact that hopefully the committee will carefully consider, the result of what would happen should they close the bridge to through traffic :</p> <p style="padding-left: 40px;">" One minute of a car idling produces enough toxic emissions to fill 60 people's lungs "</p> <p>This is from suffolk.gov.uk/air-quality</p> <p>So please put everybody's safety at the top of your list, not just local children, local residents, cyclists. Please think of the whole implications to all the residents of Cambridge who use this bridge.</p> <p>Many thanks for allowing me to put my case.</p>
	WhollyObject	Kind Regards and Best Wishes

		<p>Detailed Assessment of Mill Road TRO as Proposed With All Available Data and Potential Grounds for Statutory Review</p> <p>After weeks of careful consideration, analysing all the available data and having taken legal advice, I am able to identify some flaws with the Statement of Reasons which may give rise to further legal action from residents living in the affected area.</p> <p>I submit my feedback to the consultation as follows:</p> <p>Introduction</p> <p>The Statement of Reasons refers to "the Government's commitment to a radical change in the provision of walking and cycling infrastructure - the value of cycling and walking in terms of physical health and mental well being; the positive benefits to the environment in terms of better air to breathe and reduced noise pollution; and the positive impact on the economy for businesses in local streets is well documented."</p> <p>Funding Arrangement</p> <p>In the transcript of the 7th March 2023 Highways & Transport Committee meeting it was stated by David Allett: "Based on the Department For Transport feedback we've had, we do consider that the modal filter will improve our likelihood of attracting future Sustainable Transport funding".</p> <p>The minutes from the same meeting also stated: "Following the decision of the Committee at its July 2021 meeting [to re-open the bridge], the Council lost funding as a result and the Department For Transport had advised that it would welcome the reintroduction of the closure."</p> <p>Details of this funding arrangement have been requested by FOI but are not due to be forthcoming until 17th September, after the consultation will be closed, therefore these details cannot be taken into consideration during the consultation timeframe.</p> <p>Air Quality</p> <p>The Statement of Reasons also cites: "the positive benefits to the environment in terms of better air to breathe".</p> <p>It goes on to describe what it considers to be Mill Road's traffic problems and plainly states that: "Air pollution and a poor road safety record are directly related to these issues".</p> <p>In considering how to respond to the proposed TRO one would need to understand upon which data the Council has based this assessment.</p> <p>In the Officer's Report for the 7th March 2023 meeting when considering the impacts of the TRO, it states the following:</p> <p>"Residents of surrounding roads would be impacted by the traffic displaced by the restrictions on Mill Road. There are a number of arterial roads, such as Coldhams Lane, Newmarket Road and Hills Road that would be used as alternative routes, as well as some side streets off Mill Road. These roads may experience increased traffic levels and the negative impacts this causes, such as increased noise and air pollution and a more unpleasant walking or cycling environment. The increased traffic on alternative routes may have some impact on people with protected characteristics, for example those with respiratory problems or reduced mobility. It should be noted that Cambridge City Council's monitoring of the full bridge closure in 2019 revealed 'there was no discernible corresponding change in air pollutant concentrations' on the diversion routes."</p> <p>This Officer's Report from the previous iteration of the TRO would appear to contradict what is set out in the Statement of Reasons for the current one.</p> <p>During the pre-action procedure of the 2023 Judicial Review, the purported improvement of Air Quality was challenged because there is no available data to support the claim, as well as the fact that the Officer's Report clearly states that there would be no discernible change in air quality.</p>
	WhollyObject	

	WhollyObject	<p>Dear Sir/Madam</p> <p>Re: Mill Road TRO</p> <p>I feel that by preventing traffic being able to use the length of Mill Road, it will have a negative impact throughout the rest of Cambridge. I do not think that it will enhance the area, but may even increase the general pollution in Cambridge and deter people from coming to the city to shop.</p> <p>The shops will still need the large lorries coming to restock them.</p> <p>It will drive (forgive the pun) traffic onto the smaller residential streets and cause yet further gridlock in Cambridge and in turn increase the pollution in those residential areas.</p> <p>The council has already, in my opinion, increased congestion in some areas of the city by blocking roads that may link one area to another so forcing even greater congestion onto other albeit larger roads leading to increased journey times, and in turn further air pollution (as engines are running for longer). It may simply be moving the air pollution to a different area as well as increasing it due to the greater gridlock.</p> <p>Considering things like this should only be undertaken when it is ensured that public transport is both reliable and affordable.</p> <p>As a resident of Cambridge, I walk, use my bicycle, and rarely my car, and have noticed that any car journey (such as a supermarket shop) is taking longer as more roads are being restricted.</p> <p>I would be grateful if the Mill Road Gate is NOT installed.</p> <p>Please acknowledge receipt of this email.</p> <p>All the best ***</p>
	WhollyObject	<p>To whom it may concern</p> <p>As a resident of the Mill Road area I wish to register my objection to the proposed closure of Mill Road bridge. If the bridge is closed I will be forced to drive via Tenison Road, Hills Road, and Cherry Hinton Road multiple times per week, adding to local congestion and total emissions, thereby defeating the stated logic for the proposed closure.</p> <p>***</p>
	WhollyObject	<p>Morning sir /madame</p> <p>I am a *** as well as other places in Cambridge so I use the bridge often , when the bridge was closed during Covid I had to drive the long way round , about 5 miles to get keys then another 5 to get to my job then the same again to drop keys off & return , This extra distance costs me fuel and time , creates more traffic & therefore more pollution , I believe the closure of this bridge to be wrong . The parking spaces on mill road are always in use so I can't park and walk over the bridge & if I did it would mean an extra cost when I can easily drive over the bridge and park behind *** in their parking space . If this does go ahead I will have to raise my hourly rate due to the fuel & time wasted going the long way round & it will have a negative impact on the citizens of Cambridge of whom I mainly serve Common sense would leave the bridge open as there's no need to close it , no one speeds over it we all give cyclists space it's not a noise problem as the train tracks it goes over are louder. This feels like a plan to create traffic so the you the council can apply a con charge sighting traffic problems Thanking you ***</p>

	WhollyObject	<p>Hello,</p> <p>I hope this find you well.</p> <p>I am writing to oppose to the closure of Mill road bridge to the general traffic.</p> <p>The closure will have the following negative consequences:</p> <ol style="list-style-type: none"> 1) Create traffic congestion in other arterial streets of Cambridge 2) Increase pollution. 3) Higher pollution levels will result in an increase in respiratory conditions, which will create a further burden into the already overloaded NHS. 4) Commuting times to and from work will increase 5) Longer commuting times will affect mental health in Cambridge inhabitants. <p>From the above, I strongly oppose to the closure. I suggest a public debate(s) about the topic with pro and against supporters followed by a democratic referendum where the inhabitants of Cambridgeshire will be given the opportunity to express their decision</p> <p>Best wishes, ***</p>
Other	Neutral	<p>This consultation will likely be dominated by people in the Mill Road area, and will certainly be dominated by the usual middle class suspects (e.g. in the cycling lobby). Why should residents in the Mill Road area in effect have the right to say that outsiders are not allowed to go through their neighbourhood? If this is allowed, then why are other neighbourhoods not allowed to do the same? Why not let the people in the Histon Road area determine whether we want outsiders to traverse our road? Of course people are selfish, and the people of Mill Road, especially those west of the bridge, will likely say yes because they see it as beneficial to themselves personally and screw the wider public. (Well, the people of Argyle Street will probably not be happy that they are going to be a dumping ground for traffic as a result, but they will be vastly outnumbered by their selfish neighbours.) This is unfortunately how public transport policy is continually determined in Cambridge.</p> <p>The "Statement of Reasons" document says "Mill Road suffers from high levels of through traffic, which combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, and an unpleasant environment. Air pollution and a poor road safety record are directly related to these issues." But all main roads in Cambridge are the same. With this logic, we should ban all traffic in Cambridge. After all, how dare the peasants go about their business in a car, they should all be forced to walk or be on bicycles. The ruling elite know best. Mill Road might be narrower than other major roads, so if that is the real reason, then stick with that, and spare us the sanctimonious middle class claptrap. Buses are far more dangerous to cyclists than cars, but of course buses will be allowed to continue using Mill Road.</p>
Traffic	WhollyObject	<p>I think it is silly to be closing major roads in Cambridge to motor traffic. It's all very well for the affluent elite who live in the city itself and can walk and cycle everywhere, but Cambridge also relies on people who come in from beyond cycling range (or who are not able to cycle for various reasons) to work in the shops, restaurants, cafes, hairdressers and other services we use. We also rely on delivery vehicles of various types to keep our shops and restaurants supplied. The Park & Ride scheme already operates to encourage visitors to the city and others not to drive in to the central areas unnecessarily, but if we make life overly difficult for those supplying essential services to us, the city will suffer major negative effects. Mill Road is one of relatively few places where traffic can cross the railway line, and we need to keep it open for that purpose.</p>
Access	WhollyObject	<p>I was originally in favour of the bus gate, but have changed my mind. The proposal favours those wealthy enough to use cargo bikes and taxis, and would make life more difficult for ordinary working class people who use vans to get to and from work, for example.</p>

	WhollyObject	<p>I am writing to state my objections to the closure of Mill Road bridge. If the projected closure is to discourage traffic from coming into the city then it will not work. Public transport MUST be improved before any disincentive to drive will work. If the projected closure is simply to reduce traffic on Mill Road so that people will be able to enjoy 'pavement café society' then it will be to the benefit to the few who have the funds and leisure to sit about on pavements, to the disbenefit of the many people who live on the streets to which the traffic will be displaced because, as already stated, closing the bridge will not stop traffic coming into Cambridge.</p> <p>Closure of the bridge will mean that traffic will be displaced; as already stated this will be to the disadvantage of those living on those streets but it will also mean that traffic travels further, thus causing more pollution and more congestion.</p> <p>This is an ill-thought through idea which has already wasted money which could have been much better spent to the benefit of Cambridge Council Tax payers. It must be dropped and no more time or money wasted on it.</p> <p>***</p>
Access	WhollyObject	<p>Mill Rd Bridge, Cambridge needs to remain open to all traffic, NOT just buses and taxis! The number 2 bus is completely unreliable and the only bus that goes down mill Rd, and taxis are expensive! By closing the bridge you are putting an additional expense and pressure on disabled people, not all of whom are in receipt of benefits so therefore not entitled to reduced taxi fares! Not all disabled are blue badge holders! All that will happen if the bridge is closed, that traffic will increase on Hills Rd, Herne Rd, and Coldhams lane, causing gridlock during rush hours, and increasing pollution with traffic standing at a Stand still for long periods of time, and causing access problems for those living on Hills Rd, Perne Rd, and Coldhams lane! STOP wasting councils money on another consultatio, accept the decision already made KEEP MILL RD BRIDGE PERMANENTLY OPEN!</p>
Traffic	WhollyObject	<p>The problem with this proposal is that it is disconnected from wider transport policy and schemes. When the bridge was closed previously traffic was simply displaced to other streets (Coldhams Lane most notably). So while the more affluent residents of Mill Road are afforded better air quality and active transport opportunities other residents suffer from a higher volume of traffic and a reduction in air quality and road safety. If there were a concrete proposal to increase the frequency of buses down Mill Road _and_ changes to the routes so that it were feasible to take a bus from the Cherry Hinton end of Coldhams Lane, down Mill Road, I would be fully supportive but in its current form this is all stick and no carrot, and that's not going to build support.</p>
Traffic	WhollyObject	<p>I have lived in Cambridge for over 50 years and cycle every day to work and to shops. I STRONGLY object to this proposal. It will only help a small number of wealthy people lucky enough own live off Mill Road as it will be quieter for them to travel by bike or taxi along Mill Road into town. There is already a perfectly good cycle bridge to cross the railway for cyclists. The people who will suffer are the many independent shops and traders on Mill Road who will lose customers and access for deliveries. Even worse, the current car traffic crossing the railway via Mill Road will be driven North and South so that Coldhams Lane and Cherryhinton Road will become busier. This is exactly what happened when the bridge was closed previously with huge queues of traffic along Cherryhinton Road every day. WHY ON EARTH should residents in the Coldhams Lane and Cherryhinton Road area have a huge load of car traffic and those in the Mill Road area have none??? I am sure Mill Road adjacent residents will vote for this in large numbers but it is utterly unfair and even if they are a majority it would represent the tyranny of the majority.</p> <p>Many thanks for reading my comments. I appreciate the efforts that the Council is making to make Cambridge more cycle friendly, but this is not at all the right approach.</p> <p>***</p>
Traffic	WhollyObject	<p>This proposal only benefits people living in the centre of Cambridge and is hugely problematic for residents living in satellite villages/towns. It pushes traffic elsewhere and is not viable financially. Cambridge is not just for the benefit of the privileged few!</p>

Access	WhollyObject	Changes to improve traffic issues for environmental impact should be gradual to allow people to come to solutions which can work for them. Introducing a low cost free of £1 to cross the bridge per day only for high polluting vehicles might be acceptable and perhaps this fee could be increased over time. Drastic changes which will dramatically affect people with very little spare income stresses people out, so they campaign vigorously against it resulting in no real change. It also means changes to traffic behaviour are gradual- these changes will be hard to fully predict so gradual change gives the council time to adapt to see how they can improve knock on changes to traffic behaviour on other roads. Cambridge council seen intent on introducing big changes in 1 go which people cannot afford which is not helpful.
Traffic	WhollyObject	The reasons for closing the bridge to private vehicles are spurious. Most Cambridge residents know there is no significant congestion on Mill Road when private schools are closed. Indeed, there is no congestion along Mill Road outside traditional 'Rush Hours'. The stated aim of 'increasing active travel' is contradicted by the Council encouraging young people to adopt electricity burning, calorie saving e-scooters and e-bikes, to the extent the Council allocates public right of ways to a private battery-powered vehicle hire company. The proposal seems designed to further segregate less affluent neighbourhoods, like Cherry Hinton and Romsey, from the wealthy University / tourism side of town.
Financial	WhollyObject	With the proposed pay by mile tax scheme the government are proposing you'll be cutting off a main artery, not only will workers have to spend more time travelling they'll have to pay extra for the privilege. Green policy's should not hurt the working class.
Other	WhollyObject	I am wholly against the proposal for the following reasons: 1) As a resident cyclist and motorist in Cambridge for nearly 40 years, time and time again I see local residents views elevated above every consideration of motorists need. Cambridge treats motorists like a disease to be eradicated or limited at every opportunity and takes NO account of the needs of people who cannot afford to live in Cambridge and yet have to come to Cambridge to work. People such as teachers, nurses, shop workers and many other lower-paid jobs. Trying to use the bus to get to anywhere other than the city centre or the hospital is a very time consuming and expensive task, if even possible, and the bus service CANNOT be relied on. 2) As a cyclist, this proposal does NOTHING to improve cycling safety. Taxi drivers are the WORST drivers in Cambridge and I have nearly been knocked off (brushed) by taxis on many occasions. Giving cyclists a false sense of security by slapping paint on the road does not improve safety. Slapping 20 MPH limits does not improve safety - your own figures show this. 3) I feel sorry for the poor shopkeepers on the Broadway side of the bridge. If this proposal is enacted, I for one will never visit those shops again. The proposal will simply force more traffic onto the already totally overloaded Coldhams Lane, which nothing is being done about.
Access	WhollyObject	I completely object to this way of greedily enforcing a ban on residents and the working class from having free access to travel around our City! Build a cycle bridge adjacent to mill road bridge so that cyclists who feel unsafe riding over the existing dark cycle bridge with failing lights (cyclists reason) can also feel safe travelling along a well lit and well used bridge. Sounds a lot fairer to me!
Other	WhollyObject	Another selfish proposal to better the few and waste money.
Access	WhollyObject	This will deny access to those who do not have the luxury of access to or time to use alternative transport (those with disabilities, elderly, those who work for a living). Major segments of the population will therefore not use the businesses and services located on Mill Road, leading to the further demise of city centre business.
Traffic	Neutral	Closing the bridge will cause other distributions along other road that are already over filled in rush hours.
Traffic	Neutral	My main concern is the congestion on all Cambridge roads. To close one option will build volume of traffic else where, which is already full. I would like to see traffic calming and physical planning to slow and change the traffic use. Traffic lights, one way infrastructure, 15-10 miles an hour, speed bumps etc. To help everyone, a solution should bring people to the shops, in a manner that allows the freedom and safety for residents and gives a better environmental solution, to benefit all. The proposed restrict feels too drastic.
Traffic, Environmental	Neutral	I have some concerns that closing Mill Road may have an impact on making travel times and traffic worse in all the roads surrounding. My main concern however is the impact on Tenison Road to Mill Road and whether the change could actually make this road even busier than it already is. There should be some way of limiting traffic to this residential road and safety measure put in place as it is a rat run for taxis and other cars which speed far above the 20mph limit. There should also perhaps be speed bumps and / or cameras. I consider this road to be a real safety concern for children and animals in particular
Disturbance	PartlyObject	Closure of the bridge will exacerbate the current congestion and pollution of Tenison Road particularly from taxis at peak traffic times. Proposed traffic changes at OLEM church would make this even worse. It becomes clear whenever there is a traffic problem on East/ Newmarket Road, Coldhams Lane and Mowbray Road that Mill Road is an essential artery. Use of the bridge impacts on far more people than the residents of Romsey and it's future should be considered and determined in the context of a coherent integrated traffic strategy for Cambridge and it's environs

Access	PartlyObject	I access Gwydir Street from Perne Road most of the time, due to the often ridiculous queues upon Newmarket Road. This proposal would, in effect, kettle all residents onto Newmarket Road, making the traffic situation even worse. I do cycle most of the time however, I simply cannot see the reason behind closing this access. If it did go ahead, I would suggest allowing Residents access alongside taxis, busses and blue badge holders.
Traffic	PartlyObject	I am a relative newcomer to the area having moved to Cambridge after the original implementation of the first TRO. While I understand and am supportive of the overall ambition of making Mill Road a more pleasant and safe place to walk/cycle/shop (which it currently is not), I do not get the impression from any of the documents provided that any consideration has been given to where the traffic which currently uses Mill Road will go. It will not simply disappear and I am absolutely certain that much of it will end up using roads that lack the capacity or traffic management to handle it. The resultant tail-backs may therefore generate more pollution rather than less, thus having a deleterious impact on the environment and air quality of other parts of the city.
Parking	PartlyObject	1. Cavendish Rd is already a car park for non residents. 2. Cavendish Rd and it's adjoining roads already used for cut around / run throughs. People drive too fast down the road and park badly. These issues will get worse with the knock on effect of this proposal. Increasing parking, traffic and pollution issues for residence on this side of the bridge who do not have permits parking on their roads. 3. The lack of enforcement of illegal parking and scooters on Mill Rd is a measure that could be put into place that would address some of the issues on this road and could be tested before closing the road. 4. Could there be certain times of the day when residence of streets off Mill Rd could have access to go over the bridge? This would create an increase in my journey time to work.
Traffic	PartlyObject	I cycle over the bridge from Romsey into Cambridge and back again most days. I don't find the traffic a problem - drivers are generally careful and friendly, especially those who are supporting the businesses and shops which make Mill Road the iconic road that it is. But I do worry about pedestrians stepping out in front of me without looking. I am also concerned about how the dislocation of other bridge users will be displaced to other avenues into Cambridge. If the arguments in favour of the Mill Road bus gate are then taken up to "improve the usage" of other roads into Cambridge you can easily imagine the idea being taken up all around Cambridge so that the services those roads provide will cease to support them in the way that the advocates of the Mill Road bus gate seem to envision.

Other	PartlyObject	<p>Although there certainly is overwhelming support for the introduction of measures to calm and restrict traffic on Mill Road, the closure of the bridge in the way proposed, is not the most appropriate way to do it, and as one isolated action it will in no way achieve the desired effect. During the consultation there was significant support for other measures to slow or discourage traffic, including build outs, one way sections, and notably a proposal to put traffic lights on either side of the bridge allowing only one lane of traffic at a time and allowing space for dedicated cycle lanes. As a cyclist this would make me feel safer on the bridge in a way that no form of two way traffic ever could.</p> <p>Proposals to make the whole of Mill Road one way were also raised which would also make other initiatives such as wider pavements and cycle lanes possible, but the apparently single-minded drive to close the bridge and the emotive debate around that seem to have prevented discussion of any other options.</p> <p>The proposed closure has been hugely divisive in an area which previously benefited from a strong sense of identity, high levels of community cohesion and a culture of mutual support. Making this change permanent will create a wound which is never likely to heal. Advocates for the scheme highlight the reductions in pollution and traffic which resulted from previous closures (notably for the bridge works, and the first ETRO). This is not a fair comparison as in both those cases, a complete closure was in place, and Covid lockdowns at the time contributed to behaviour changes. The current proposal allows for taxis, buses, blue badge holders and those with other exemptions to continue to use the bridge, which means that the reduction in traffic will not be as significant, and will not promote increased safety for cyclists on the bridge, especially when combined with the unsafe turns at either end which we saw during previous closures when drivers realised they could not use the bridge, and speeded away back up or down the road angry and impatient at the disruption to their journey. It is not clear from the plans exactly where the proposed build out on the south side of the bridge will be, and I can find no information online about "the separate TRO (PR0961)" cited in the statement of reasons, but I am concerned that this would only worsen the situation rather than having the effect intended.</p> <p>More creative solutions are certainly needed to the problems on Mill Road and closing the bridge will only ensure that these are never considered, while a fractured community has to deal with the problems that will be created.</p> <p>What Mill Road needs more is enforcement of existing laws against pavement parking, preventing loading and unloading in no loading zones and similar behaviours which currently create extremely dangerous conditions for all road users and increase congestion. Efforts to ensure that pavements remain clear of these and other obstructions which currently make it very difficult for all pedestrians, though particularly those with mobility issues, wheelchair users and people with prams or buggies to walk down the street, would also help encourage active travel on foot. Similarly, enforcing the 20mph speed limit consistently would discourage through traffic as everyone is keen to do, and increase safety for all.</p>
Parking	PartlyObject	<p>While I would like to see less traffic and pollution in Mill Road, I don't think closing the bridge is the solution. Residing on the East side of the bridge I feel there will be a bigger separation from city centre. The streets immediately before the bridge (on the East side) will become even more a hot spot for parking on weekends. It is already very difficult for residents to park on Stockwell or Argyle Streets on weekends (which makes life very difficult with small children) and this will be even worst if the bridge is closed. If the bus gate plan goes ahead I hope the streets closer to the bridge will only allow parking on weekends for parking permit holders.</p> <p>I also feel that do not give residents leaving next to the bridge access to bridge is unfair. I recently bought my house here and feel this will devalue it.</p> <p>I feel it is critical to install speed radars in Mill road as more than the amount of traffic, the high speed of some cars and motorbikes is the biggest problem. The traffic lights in Mill road are also not well setup, and therefore are not efficient in clearing the traffic.</p>
Traffic	PartlyObject	<p>Closure of the bridge would cause significant traffic on alternate routes. The main issue with traffic on mill road currently is due to taxis and vans stopping to drop off and unload. Mill road should be a red route with no stopping allowed. I also feel the speed limit should be enforced with cameras. The main times the traffic is bad is 8-10am and 4 to 5, perhaps there could be lights on the bridge that operate just at those times to help the flow of traffic. Closing the bridge will just lead to congestion elsewhere or reduce the number of people traveling to Cambridge.</p>
Traffic	PartlyObject	<p>I think that Mill Road is a key artery road and by closing this it was force more traffic onto other already congested roads. There are only a few key bridges that cross the railway and therefore are very important to keep open. I do however think that it is dangerous for cyclists and would instead want the council to consider a single car lane with traffic lights and bike lane on both sides as a solution that would improve the road for everybody whilst keeping it open for all</p>
Other	PartlyObject	<p>It is good to consider whether the closure of Mill Road bridge would benefit the city as a whole and the environment. However, closing the bridge will only increase traffic on adjacent roads, creating additional safety risks and pollution due to congestion. As a resident regularly needing to drive over the bridge, I plea the council to consider at least extending the list of permitted vehicles to those of the residents living near the bridge.</p>

Traffic	PartlyObject	<p>In principal reducing traffic on Mill Road would be welcome; this scheme does not give any consideration to the impact on other access roads to the centre of Cambridge. When the bridge was closed last time Argyle and Stockwell Street and I'm guessing also St Philips road became a 'U-turn' route for a lot of vehicles including articulated lorries.</p> <p>The assessment of reducing pollution seems to be entirely waving a finger in the air and is without any sound basis or measurement; not least the impact of this closure on the routes that will carry the extra traffic.</p> <p>Why has no assessment been undertaken as to the type of vehicles causing the congestion. Is it taxis or people dropping kids of at school for example?</p> <p>Sitting on the Romsey side of Mill Road in the early evening it is evident that a sizeable part of the traffic is delivery vehicles picking up from takeaways. These don't cross the bridge and park on the road/restricted areas near crossings/do U turns without crossing the bridge at all.</p> <p>Anyone that lives around Mill Road will attest to the poor driving on Mill Road; excessive speed (in excess of 30mph !) and parking illegally being the greatest issues. None of this will be addressed by closing the bridge!</p>
Traffic,Access	PartlyObject	I do get the point and I appreciate there is an issue but I do not see how deviating the traffic to much more narrow streets will help
Traffic	PartlyObject	<p>Unfortunately the plan would push traffic onto Hills Road and Coldhams Lane bridges which are already congested.</p> <p>That makes bus journeys less attractive on those routes.</p> <p>Dont do anything that makes it harder for buses to move to or from Cambridge station in the Hills Road bridge area.</p> <p>Figure out how Cambridge South station opening in Jan 2025 changes traffic before doing anything irreversible.</p> <p>While Mill Rd bridge closure worked OK during lockdown, now that traffic is back to normal it may have to be abandoned after a few months chaos.</p>
Traffic	PartlyObject	<p>The proposals in isolation may be beneficial in moving traffic away from Mill Road, however they will move traffic, not reduce it.</p> <p>Due to the non-linear impact of increased traffic on the surrounding roads, these proposals will significantly increase pollution and congestion in Cambridge as a whole. They will also negatively impacting safety and the environment.</p> <p>As the proposals will clearly not meet their stated aims, regrettably I cannot support this idea.</p>
Traffic	PartlyObject	Mill rd is a major artery in to town. Closing the bridge simply moves traffic elsewhere which is unfair on those new recipients. Also unfair on people who live there who might have several kids and who need cars for realistic transport since you cannot carry all your kids and shopping and granny on a bike, esp in the wet and cold. Best thing to do is make Mill Road one-way.
Access	PartlyObject	<p>You're going to close the bridge anyway so I don't know why I'm bothering submitting feedback, but my feedback is this: I cycle regularly across Mill Road and around the central train station area. I do not drive a car at all. For the bridge closure to have any affect at all, you need to close it to taxis as well. Taxi drivers are some of the worst offenders when it comes to close passes, stopping on cycle lanes, driving erratically, etc. I do not understand why they will be granted an exemption for Mill Road Bridge. As a cyclist - and a pedestrian - I often feel most threatened not by private car drivers, but by taxi drivers.</p> <p>I don't think the bridge should be closed at all. I believe it's a vital route to keep traffic running smoothly throughout Cambridge - it was closed the other day for essential roadworks, and the city was gridlocked, despite it being half term and there being less traffic in general. I agree parking is an issue - employ someone solely for ticketing Mill Road. It'll be cheaper than closing the bridge and will probably bring more revenue!</p> <p>In short: if you're going to close the bridge, close it to taxi drivers as well otherwise it's not going to make much difference with them using it as a rat run like they do with Tenison Road, St. Barnabas Road and Devonshire Road.</p>

Access	PartlyObject	Making a key city centre road essentially inaccessible to most vehicles will mean the traffic is diverted to alternative routes and cause those to become even more congested. Additionally if one of those other routes were to become blocked, either because of planned works, emergency works or an incident, then part of Cambridge would inevitably become gridlocked. The council needs to improve transportation in and around Cambridge far more if there's a desire to start introducing traffic measures such as this.
Safety,Traffic,Access,Environmental	PartlyObject	<p>I rarely visit Mill Road, and when I do it is by pedal cycle. On my last visits, which were mid-morning, I saw very little traffic and felt entirely safe cycling the entire length of Mill Road/Brookside. I don't have recent experience of using Mill Road at peak times, so am not aware of how much traffic there might be at peak times. I suspect therefore that it might not be necessary to operate any traffic restrictions outside peak times. Furthermore I wonder what benefits, if any, might derive from closing the bridge to private traffic (including delivery vehicles which service the businesses in Mill Road, and also including EVs). Such private traffic would then have to find an alternative route to cross the railway line (via Coldhams Lane or Hills Road). So the private traffic wouldn't disappear, but instead be displaced and concentrated onto other roads, which I suspect could result in severe congestion on those other roads. On the other hand, if any cyclists are concerned about using Mill Road they also have alternative route across the railway via the Carter Bridge (limited to pedestrians and cycles). That's the route I would personally take if I were uncomfortable about cycling in Mill Road. Furthermore I have concerns about the impact of traffic restrictions on the businesses in Mill Road, and indeed I am aware of the strength of opposition from some business owners. Their concerns should be taken seriously, as they provide a very important service and indeed give Mill Road its unique character.</p> <p>Finally I fail to see the logic of barring private vehicles whilst still allowing taxis to use the road. Taxis are also private vehicles, and they are certainly not a form of public transport. Taxis which are not EVs would create pollution, and I understand such pollution is meant to be reduced by the planned restrictions.</p>
Access	PartlyObject	<p>This is a bad deal for Romsey residents and the residents of East Cambridge in a wider setting.</p> <p>The effects of this scheme on access to Mill Road (most of Mill Road is in fact in Romsey Town and it should remain a key access corridor) has already been seen i. prior years when this was in place temporarily. There was also a very significant effect on Cherry Hinton road to the south of Mill Road, and a very negative effect on Coldhams Lane which effectively will receive all the through traffic that may use Mill Road at present. Think again is the key message I want to send to the planning authority. Unless private vehicle use is reduced or on a downward curve for Cambridge area, restricting arterial roads will purely increase pressure on parallel routes</p>

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge.</p> <p>As a local resident of Cambridge for over 30 years and as both a cyclist and a driver, I agree that Mill Road does have a range of issues impacting it as referenced in the 'Statement of Reasons' document.</p> <p>However, I don't agree with the following:</p> <p>"The Council's reasons for proposing to make the Order are that a Bus Gate on Mill Road Bridge would reduce congestion and associated air and noise pollution, improve road safety and encourage active travel."</p> <p>Yes, implementing a bus gate may achieve the above, but at what cost? Whilst we may reduce congestion, improve air and noise pollution for those in and around the mill road area. This will only result in increased congestion and increased air and noise pollution for those in the surrounding areas that people are going to be using, in order to avoid the bus gate.</p> <p>So I am struggling to understand the logic of we can justify improving one persons life, at the cost of worsening another persons life?</p> <p>I urge the Council to consider alternative solutions that would address safety and traffic concerns without disproportionately affecting communities. These alternatives could include:</p> <ul style="list-style-type: none"> • Enhanced Traffic Calming Measures: Speed bumps, pedestrian islands, and improved signage could improve safety without restricting access. • Stricter Enforcement of Traffic Regulations: Enforcing existing rules, such as speed limits, could mitigate congestion without requiring a bus gate. • Pilot Programs for Alternative Solutions: Testing alternative traffic management strategies through pilot programs could provide a more data-driven approach and minimize the risk of unintended consequences. • Dedicated Access Routes for Essential Services: Ensuring emergency vehicles, public transport, and deliveries have clear and efficient access to the area while maintaining overall traffic flow. <p>Thank you for your time and consideration of my objections.</p> <p>Best regards,</p> <p>***</p>
	PartlyObject	

	PartlyObject	<p>Dear Sir</p> <p>We have lived in *** at the *** for over 50 years and so feel qualified to question the wisdom of closing Mill Road bridge to motorised transport, other than taxis, buses and emergency vehicles. We are primarily concerned with traffic on the city side of the bridge, but we consider the Broadway side of the bridge to remain part of our shopping area on foot. The Broadway's traffic problems differ from ours, but will be exacerbated if deliveries have to turn round.</p> <p>Mill Road is a busy thoroughfare, a bus route in two directions as it always has been. It is busy with its unique selection of independent shops and restaurants, with a few chains. These all need their deliveries. Mill Road cannot be considered in isolation, but has to relate to its connections at each end: East Road/Gonville Place, Hills Road and Coldham's Lane, Perne Road, Cherryhinton Road. It might be possible to make it one-way, but not close it.</p> <p>During the Pandemic, Mill Road bridge was closed for an experimental period and the traffic in Gwydir Street, Hooper Street and Kingston Street increased hugely because of home deliveries of all types. This concept has not abated since. There are also huge lorries and even tourist coaches that think they can reach their destination by driving down Gwydir Street and probably do the same along other side streets off Mill Road, both sides of the bridge. SatNavs are presumably not up to date with the cul-de-sac of Gwydir St and Hooper Street, and are too large to negotiate the corners. Over many years, we have helped vehicles reverse along Gwydir St back to Mill Road. We have also seen similar situations in Sturton St, Ainsworth St, York St., largely related to out-of-date map information.</p> <p>We have no objection to improving the 'public realm' with cycle parking, signage and decluttering the highway, as long as it remains an accessible route for emergency services.</p> <p>Yours faithfully, ***</p>
Safety	PartlySupport	<p>I broadly support this proposal. I do have concerns on what this may mean for surrounding roads and potential additional traffic and pollution on those roads. However, on balance it will make cycling much safer on Mill Road. Even as a local resident to Mill Road, there are occasions where I need to drive as opposed to walk or cycle. For example going a long distance, having a sick child, needing more cargo space, going to appointments, etc etc.</p> <p>I also think the council needs to consider other things. For example, a further way to enforce no overtaking at all on the bridge. Many drivers completely ignore the no overtaking lines which is both deadly and stupid. In my opinion, there should be no overtaking on either side of the road, from both ends at the bottom on the bridge. Overtaking on the bridge is just not necessary and very unsafe. It just requires patience from drivers.</p> <p>Please consider listening to all opinions on this and be open and transparent about the process, it will help it succeed.</p> <p>Thank you, ***</p>
Traffic	PartlySupport	<p>I generally support traffic reduction measures. However, in the case of Mill Road closure, the impact on other residential streets such as Coldhams Lane have not been sufficiently considered. Through traffic will automatically shift to Coldhams Lane as it has in the past when Mill. Road was closed. Coldhams Lane will suffer from additional noise, pollution and congestion. Furthermore the changes to the Beehive Centre will increase road side parking and through traffic. As much as I support the idea of the Mill Road bridge closure, this cannot be to the detriment of other areas. Coldhams Lane which is a residential road, must have a modal filter for residents in order to not fall victim of the traffic measures on Mill Road.</p>

Traffic	PartlySupport	<p>I believe the bridge closure is a good idea.</p> <p>However I'd be concerned as to the pressure it would put on the nearby roads. Especially on Fridays around mosque times, currently when Mill Road is a no go area due to the traffic. The bridge closure would make it impossible to travel to the area on Fridays as traffic will have to go through the Perne Road exit to leave the area - placing pressure on the already often heavily trafficked road.</p> <p>Perhaps special travel measures be put in on Fridays, turning the entire of Mill Road into a resident permit only parking zone would discourage mosque goers from travelling in by car.</p> <p>I often travel via Mill Road to access my daughter's *** and would like to be able to travel on the road as needed to and from my destination - but I have to agree that the current road management is not fit for purpose. Cars parked on the road making it difficult to travel easily and I worry for the safety of cyclists who often face many near misses on that road.</p>
Traffic	PartlySupport	It is not clear how the rest of Cambridge would supplant traffic capacity for people that live outside Cambridge & commute to work. I am concerned about people that have been priced out of living in Cambridge and are now having their capacity to work in Cambridge also limited.
Traffic	PartlySupport	While I generally support the closure, serious consideration needs to be made into the increased traffic this will push onto other roads, especially Hills Road and Newmarket Road. Neither really has spare capacity for it.
Traffic	WhollyObject	I strongly oppose the closure of Mill Rd Bridge to traffic as I believe it will cause severe traffic disruption to the rest of Cambridge - we do not have a good enough ring road to close arterial routes through town. It will add significant time to journeys and congestion. It will also damage the shops on the street as while the top part may benefit the bottom part will not and you will divide a street into two different worlds.
Access	WhollyObject	<p>Closing Mill road rail bridge to unauthorised vehicles will make Coldhams Lane and Hills Road even more congested.</p> <p>Charging city centre residents to leave the city and then to return home distributes the pain and cost of restricted traffic inequitably, as non-residents have a choice of whether to enter the centre or not.</p>
	WhollyObject	<p>***</p> <p>I object to this proposal.</p> <p>It will shift congestion elsewhere and other residents will suffer.</p> <p>Surely we can come up with a compromise that will keep cyclists safe, maintain businesses on Mill Road.</p> <p>I am just concerned that you are pushing the problem to other roads and that is unfair on those residents. There are examples of this in other areas of Cambridge.</p> <p>It will also increase more convoluted journeys around Cambridge thus increasing pollution and congestion elsewhere.</p> <p>***</p>
	WhollyObject	<p>I am against the proposal to restrict traffic over Mill Road bridge. Something radical needs to be done to reduce private car use into and within Cambridge, but this will just displace it and increase congestion and pollution elsewhere.</p> <p>From a genuine, lifelong Cambridge resident and committed cyclist.</p> <p>***</p>
Access	WhollyObject	<p>We need access without increasing mileage and use of other roads which will become more congested as a result. Journeys times are massively increased.</p> <p>The local businesses will suffer losses</p>
Access	WhollyObject	This will cause serious congestion in other parts of Cambridge. It will limit access to local businesses. There is nothing wrong with cars being able to access mill road.
Traffic	WhollyObject	This will create more traffic in the rest of Cambridge. Cars will just go via other routes. It is completely taken for granted that everyone can cycle in Cambridge (I can't). I always walk when I can but occasionally I have to drive. Why make everyone's lives more difficult?
Traffic	WhollyObject	<p>I use Mill road bridge to commute to work regularly. If it closes the commute will be longer adding to the pollution. The carbon foot print not only will increase as the length of travel raises but also the traffic jam on other roads will cause a lot more pollution.</p> <p>Also business on Mill road is dependant on the bridge being open to traffic, if that closes I will no longer shop there.</p> <p>This idea was trialed before and was a failure. Why are we revisiting the mistakes of the past. I wholeheartedly object the closure of the bridge.</p>

	WhollyObject	<p>I would like to object to the proposals for the Mill Road Bridge Closure, it would a big negative impact on the flow of traffic around my neighbourhood which is already considerably strained (ie make coldhams lane and East Road even worse)</p> <p>***</p>
Traffic,Access,Other	WhollyObject	<p>Closure of the bridge would have huge, detrimental affects on the traffic levels around Coldham's Lane, East Road and Newmarket Road, roads that already struggle with traffic volumes. I also feel that it would negatively impact local businesses on the south end of Mill Road.</p>
Traffic,Access,Disturbance,Financial,Environmental,Safety	WhollyObject	<p>Mill Road represents fundamental connection between north and south of Cambridge, and should not be cut in half.</p> <p>As a *** area resident for 21 years, I can attest that closure of the Mill Road bridge will cause:</p> <ul style="list-style-type: none"> (1) Increased traffic and pollution on East Road and Gonville Place (2) Increased in traffic and pollution on alternative routes (eg Coldhams Lane and Hills Road) (3) Problems and disruption fro businesses in Mill Road, as explained by Mill Road Traders' Association (4) Extraordinary increase in times for those who need to go across the bridge (5) Danger for deliver vehicles needing to U-Turn to avoid crossing the bridge. <p>The data already available on previous bridge closures (one during covid lockdown!!!) are incomplete and not systematic hence anecdotal at best.</p> <p>Data regarding pollution show that it is good all over Cambridge, and is certainly getting better because the greatest polluters, diesel buses, are gradually being substituted by electric buses.</p> <p>No in depth impact assessment has been done either on traffic, or on pollution, or on the effects on local business and it is vital that this is done before any decision is taken.</p>
Environmental	WhollyObject	<p>Vehicle crossings over the railway are already very limited in the city. Forcing more people onto the Ring Road is just plain daft and only benefits a handful of people living on Mill Road. It is not just a local issue for local residents and here lies the issue, the implications of the bridge closures will be felt city-wide and where have city residents had representation on this matter. It is , yet again, a failure of ego-led local politicians to properly communicate and actually listen to the arguments from both sides and failing to arrive at a compromise, which is surely something that could be achieved with a little bit of 'give and take'.</p>
Traffic	WhollyObject	<p>This will cause congestion and increase pollution in other areas. Cyclists should use the purpose built cycle bridge built for their convenience and safety and stay off the pavement.</p>
	WhollyObject	<p>I would like to object to the current proposal (PR1058) to create a bus gate on Mill Road and restrict vehicular traffic. I understand the need to reduce congestion in Cambridge, but this does not seem to me to be an effective way of making that happen. For me, for example, although I often travel by bicycle, this would mean extra miles and much longer spent in the car during the car journeys that I do make. When I leave town heading east, for example, I would have to turn right at Parker's Piece to get to the Newmarket Road. This is a much longer route than going down Mill Road, and involves running into congested traffic on East Road, which piles up because of the car park and the roundabout. For occasional trips to Sainsbury's, when I need a car for the shopping, it would add miles to my journey and create more pollution and congestion. Turning left at Parker's Piece to make a loop in the other direction is even worse: the congestion at the Catholic church junction (at Regent Street and Lensfield Road) is already bad. As a resident, I would be happy if some restrictions were made that reduced traffic on Mill Road – at certain times, perhaps – but I consider this measure too extreme.</p> <p>I would also support the views of local businesses, that blocking the through route would hamper access to Mill Road and damage their business. I would expect the Council to want to make life easier for small businesses, but this proposal adds a further burden as customers take their business elsewhere.</p> <p>I am not against restricting traffic, but I consider this proposal too severe. More subtle solutions must be available and I would look forward to hearing about a modified proposal for traffic regulation.</p> <p>***</p>

Access	WhollyObject	<p>Mill Rd functions well at the moment, allowing residents to get out of Cambridge or to Addenbrookes by going over the bridge and then to the airport/A14, or over the bridge and towards the hospital/M11. By shutting Mill Rd, you will force far more traffic onto the town end of Mill Rd where I live. We will have stationery traffic at the top of Mill Rd as it all tries to use East Rd or Gonville Place. These are already huge bottlenecks and closure will cause the pollution/ traffic levels to become far worse here. Leave Mill Rd alone and come up with an integrated traffic policy for the whole of Cambridge. There is no point in closing a few roads each year without an overall agreed strategy. You've already made the traffic far worse in this area by closing Bateman Street, Panton Street etc. (sneaking them into place during COVID and then retaining them permanently) and these measures all create more traffic jams on East Rd/Gonville Place etc.</p> <p>Can you imagine how long it would take to drive elderly neighbours and relatives to hospital when they have major health emergencies if we have to queue to get out of Willis Road onto the even more congested town end of Mill Rd and then queue all the way along Gonville Place etc to get to Addenbrookes. Ambulances response times are often far too slow so we need to make these emergency journeys ourselves.</p> <p>Please reconsider as part of a better, integrated traffic plan for the whole of Cambridge.</p>
Access	WhollyObject	<p>I live on mill road. Closing the bridge would not only congest all the neighbouring roads with crazy traffic. , but would greatly disrupt day to day lives of its residents. I go to the other side of the bridge multiple times a day, and not being able to drive over would massively affect my daily life.</p>
Access	WhollyObject	<p>I object to a gate being put up in front of the bridge and I object to motorist being fined. It is unacceptable to keep grid locking Cambridge and causing traffic to build up in other parts of Cambridge. There should be free flowing traffic. Cambridge is a small town and there is absolutely no need to keep finding way to fine people on the road.</p>
Traffic	WhollyObject	<p>Your persistent desire to disrupt the lives of ordinary citizens is beyond the pail. This City needs free flowing traffic - not restricted access to various street/roads due to nimby-ism. This City is for ALL types of traffic and travel - not just the militant few who consistently shout the loudest. Having this bus gate in place would mean that yet more traffic would be pushed down Devonshire Road due to the fact that cars would get to the bridge (from Parkers Piece end) and have to reroute back on themselves. This would be dangerous - especially when construction begins on the old Travis Perkins yard. Leave the roads alone - or even do better than that - fix the potholes and make road travel a better experience - for cyclists and car users.</p>

Traffic,Safety,Environmental,Access,Financial	WhollyObject	<p>I wholly object to the proposal to close Mill Road bridge. I am a resident on *** and I use Mill Road daily by bicycle to take my children to school, I walk along it as a pedestrian with my family at weekends, my children walk home across Mill Road after school with relatives and I occasionally use it to drive out of the city in the mornings. In addition, I have elderly relatives who use the bridge to drive into the city to visit us, one of whom is a blue badge holder who, like other visiting non-local non-residents, may find the method of exempting their vehicles challenging.</p> <p>My objections are on the following grounds:</p> <p>Traffic levels and road safety are not currently an issue; I cycle along here at school hours which could be considered a morning "peak." Issues are infrequent and generally caused by poorly planned and traffic-controlled roadworks, buses stopped temporarily at their stop causing a junction blockage or delivery vehicles again causing a temporary obstruction. None of these would be resolved by the bridge closure. The bridge closure would limit resident access to amenities for example visiting supermarkets by car, forcing more traffic around East Road and Coldham's Lane to access Sainsbury's or to leave the city (these trips cannot be accomplished by bus or bicycle for example when buying groceries for a large family, including heavy or bulky items such as nappies, pet food and so on).</p> <p>The last closure pushed more traffic onto Devonshire Road and Tenison Road with measured and reported increases in pollution levels. Traffic on Hills Road was substantially increased, and any accident on that road caused severe delays and prevented emergency vehicles from being able to travel quickly from Addenbrooke's into the city, with obvious safety implications. Mill Road is one of a limited number of road crossing across the railway line - when emergency road works were required on East road, the last bridge closure compounded the impact and created a 4 mile detour, further increasing traffic and pollution across the south of the city.</p> <p>The last consultation intentionally used ambiguous language in questions and the results were willfully misinterpreted and used to drive an existing agenda. No breakdown of responses per question was ever given. If this data will not be shared, the previous consultation should be fully disregarded and not used in any way as "evidence" that people want this closure.</p> <p>The last closure had a measured and clearly reported impact on revenue of stores on both sides of Mill Road bridge. This closure would significantly negatively impact such a diverse range of shops and restaurants and lead to more closures, harming the local community.</p> <p>There is no provision for access by residents on the city-side of the bridge, again meaning longer drives and more environmental impact where journeys by cars are required or when driving out of the city (which should not be restricted if traffic levels entering the city are used as a justification for this closure).</p> <p>There has been no safety data presented to show that this closure would increase safety of cyclists or pedestrians. Again, I use Mill Road (both sides of the bridge) as a pedestrian, cyclist and driver.</p>
Traffic	WhollyObject	<p>I am completely against the closing of Mill Road Bridge to traffic.</p> <p>It will heavily impact traffic in other related parts of the city - Coldhams Lane and Hills Road especially.</p> <p>When the bridge was recently closed, cycle and pedestrian traffic became very unruly making Mill Road significantly more dangerous than before. Access from Parkside is essential for me on a daily basis and I found that cyclists and pedestrians were treating the entire carriageway as somewhere they could roam at will without the need to look for other vehicles. I am surprised that there were no serious injuries or worse reported.</p> <p>In addition to this, closing the bridge will have a detrimental impact on trade. I am sure I am not alone in saying I won't use takeaway services from the other side of the bridge as it will take too long to get them home. Home delivery from these same providers will also very likely increase leaving no viable option than to shop elsewhere.</p> <p>Then there will be the impact of deliveries to these businesses as delivery costs from their suppliers will also very likely go up with the potential knock on of raised prices to cover this and some businesses closing down because they can't cope with it.</p> <p>I don't consider this a practical approach to be taking as with all the other roads that are closed navigating our city will become even more difficult and time consuming driving people away from Cambridge rather than tempting them in. This will include areas other than Mill Road and lose trade for even more businesses.</p>
Access	WhollyObject	<p>I don't believe there is a strong enough case to close the bridge to the majority of traffic. It is unfair to people living along other key roads such as Coldham's Lane or Hills Road to expect them to take more traffic. Mill Road is not a special exception and will not become an oasis of calm as a result of this proposal.</p>
Traffic	WhollyObject	<p>The proposal will simply increase the density of flow on the section of Mill Road between the bridge and Parker's Piece. Currently at least half of the traffic is from taxis, which will not be affected anyway. The council should focus on delivery lorries who park on pavement and block part of the road, currently at least 2-3 lorries are parked at any time causing congestion, impacting road safety.</p> <p>The proposals are also a large subsidy to the largest taxi company, pushing other cars to have to make detours while allowing huge number of taxis to keep the congestion levels high.</p>

Access	WhollyObject	<p>This proposal will result in longer journeys for those of us wanting to drive southwards on Mill Road, such as to Sainsbury's, adding to congestion on alternative routes such as Cherry Hinton Road or Coldham's Lane.</p> <p>It would be far better (and, no doubt, much cheaper) to act against the scourge of parking on the narrow pavements on the northern segment of Mill Road where it is not unusual to see several cars parked fully on the pavement, and sometimes even on the pedestrian crossing.</p>
	WhollyObject	<p>I would like to register my objection to the proposal to close Mill Road bridge to ordinary motor vehicles. I am a resident of a side road off Mill Road and I travel over the bridge at various times by bus, car, bicycle or on foot. I only use my car when it is necessary, and closing the bridge would cause great inconvenience and longer journey times on Hills Road, which can become completely blocked with traffic. I am also very concerned that all residents on the north side of the bridge who need to drive to the south would be forced onto the residential side roads. It would also increase the journey time and mileage, and hence pollution, for contractors visiting my house.</p> <p>I have seen no data measuring traffic volumes on Mill Road or the alternative roads, or any traffic modelling to predict the likely outcome of this proposal. Subjectively, Mill Road is not nearly as busy as Hills Road or East Road. Blocking a major arterial road like Mill Road should not be done without very careful consideration of the likely impact.</p> <p>There are several improvements which would make Mill Road more pleasant for cyclists, such as improving the road surface, tackling pavement parking and unloading, and prohibiting overtaking cyclists on Mill Road bridge.</p> <p>Yours, ***</p>
Safety	WhollyObject	<p>I have lived in Cambridge for 65years and can see very little difference in the amount of traffic using Mill Road Bridge than 30 years ago.</p> <p>I mainly walk and cycle and use my car occasionally. I object to Mill Rd Bridge being closed to local traffic and businesses as in the councils plan.</p> <p>The perceived positive impact to Mill Rd will be at a cost to the surrounding roads and neighbourhoods by the displacement of traffic. It will discourage active travel in these areas, make journey times longer adding to pollution and road safety issues.</p> <p>There are numerous ways to improve the public realm without closing the Bridge and if the council was genuinely concerned then these would have been implemented and enforced during the many years spent on this consultation.</p> <p>The road surfaces (including but not exclusively potholes) are a danger to cyclists.</p> <p>Pavements are damaged by vehicles parking on them causing dangers to pedestrians.</p> <p>Pavement parking is rife as it is not enforced , leading to dangers to pedestrians and cyclists and adding to congestion.</p> <p>Illegal private scooters weave in and out of traffic causing danger.</p> <p>Why, if the Council are so concerned about our safety, has nothing been done to enforce the law and improve these issues over the last 4 years.</p> <p>Closing the Bridge will not improve these dangers.</p> <p>Where will the traffic go ? More traffic wanting to use Mill Rd will divert along narrow, residential side streets. This will endanger cyclists and pedestrians who already use these streets.</p> <p>Most sensible, seasoned cyclists choose the safest routes and recognise that Mill Rd is a main road to be avoided if possible (because of the contact with buses, vans, taxis). There are a whole network of side streets, many are No Through which provide safer cycling routes.</p> <p>Your statement of reasons to prevent danger, facilitate traffic and improve amenities only apply to Mill Road. Do the surrounding streets and neighbourhoods deserve the negative impacts that closing the Bridge will bring ? Does the council care about many residents who will be negatively impacted ?</p> <p>Mill Road is a busy, vibrant main road that can be improved by measures short of closing the Bridge, why have these measures (highlighted above) not been tried ?</p> <p>Closing the Bridge is likely to also close businesses in the area, not everything can be transported on a cargo bike .</p>

Safety	WhollyObject	<p>I mainly walk and cycle and use my car occasionally. I object to Mill Rd Bridge being closed to local traffic and businesses as in the councils plan.</p> <p>The perceived positive impact to Mill Rd will be at a cost to the surrounding roads and neighbourhoods by the displacement of traffic. It will discourage active travel in these areas, make journey times longer adding to pollution and road safety issues.</p> <p>There are numerous ways to improve the public realm without closing the Bridge and if the council was genuinely concerned then these would have been implemented and enforced during the many years spent on this consultation.</p> <p>The road surfaces (including but not exclusively potholes) are a danger to cyclists.</p> <p>Pavements are damaged by vehicles parking on them causing dangers to pedestrians.</p> <p>Pavement parking is rife as it is not enforced , leading to dangers to pedestrians and cyclists and adding to congestion.</p> <p>Illegal private scooters weave in and out of traffic causing danger.</p> <p>Why, if the Council are so concerned about our safety, has nothing been done to enforce the law and improve the public realm over the last 4 years.</p> <p>Closing the Bridge will not improve these dangers.</p> <p>Where will the traffic go ? More traffic wanting to use Mill Rd will divert along narrow, residential side streets. This will endanger cyclists and pedestrians who already use these streets.</p> <p>Most sensible, seasoned cyclists choose the safest routes and recognise that Mill Rd is a main road to be avoided if possible (because of the contact with buses, vans, taxis). There are a whole network of side streets, many are No Through which provide safer cycling routes.</p> <p>Your statement of reasons to prevent danger, facilitate traffic and improve amenities only apply to Mill Road. Do the surrounding streets and neighbourhoods deserve the negative impacts that closing the Bridge will bring ?</p> <p>Mill Road is a busy, vibrant main road that can be improved by measures short of closing the Bridge, why have these measures (highlighted above) not been tried ?</p> <p>Closing the Bridge is likely to also close businesses in the area, not everything can be transported on a cargo bike .</p>
	WhollyObject	<p>Dear Sir/Madam,</p> <p>I wish to object to the proposed traffic restrictions on Mill Road Bridge as I believe that any benefits of reduced traffic on Mill Road will only result in displaced vehicle traffic and pollution to surrounding residential streets.</p> <p>It is not clear from the project proposal what the impact will be on other roads in the immediate area. Please can you provide your analyses of how traffic flows will change in surrounding streets. As a resident of ***, we have already seen significant increases in heavy duty and other vehicles using the road as a short cut from the north of the city to the station area. This includes HGV traffic and taxis at anti-social hours and there has been noticeable traffic build-up during certain times of day (traffic frequently being at a standstill near Canon's Green) with consequential deterioration in air quality. Encouraging motorists to go around the Mill Road restrictions will only add to the already unacceptable traffic volumes in surrounding streets.</p> <p>With the closure of the bridge, traffic from the Parker's Piece end of Mill Road will instead use roads such as Tenison Road and Mawson Road which are predominantly residential family homes and unsuitable for such traffic volumes. Mill Road is not a predominantly residential road and therefore is far better suited to carry such traffic volumes. I understand the aim is to improve the pedestrian and cycle experience in Mill Road but only closing a small portion of the road across the bridge will still leave traffic worse at both ends of the restricted access areas directly in front of the shops and restaurants. One solution therefore is to have the restrictions apply along the entire length of Mill Road - without this traffic will still enter Mill Road from either the Parkers Piece or Brooke's Road ends and use the residential streets as rat-runs.</p> <p>Please can you respond to these specific concerns.</p> <p>Best regards,</p> <p>***</p>

Traffic	WhollyObject	<p>I object to this for the following reasons:</p> <ol style="list-style-type: none"> 1. It will divert even more traffic onto adjacent roads. 2. It will do nothing to improve safety or the street environment on either side of the bridge. 3. The whole point of roads is for people to use them to get from one place to another. 4. It will lead to longer, more polluting, journeys. 5. It will damage businesses on Mill Road 6. The money would be better spent enforcing parking restrictions which are ignored all day, everyday. 7. This is just another tax on motorists. 8. It will make taking my disabled wife to hospital harder - especially when Hill Road is busy or has roadworks. 9. The ban on traffic is totally indiscriminate - what have you got against motorcycles using this road? Are they causing traffic or safety issues? 10. The council has a poor record on telling the truth in relation to this matter. 11. There is no logical justification to allow taxis to cross but not private cars. They cause the same issues but taxis are always less efficient as they have an extra person in them. 12. I'm bored no, there are so many reasons not to do this but I expect you'll ignore it them all again.
Traffic	WhollyObject	<p>I object to the closure of the bridge:</p> <ul style="list-style-type: none"> - it will increase congestion and pollution elsewhere as drivers will use alternative and longer routes - it will make life more difficult for the elderly and others below the blue badge threshold who are not up to walking or cycling -it will diminish the character of, and activity within, Mill Road
Traffic	WhollyObject	Traffic will congest Tenison road further and all the entry points to Mill Road. Dangerous junctions and congested. Will become a lot worse. Retailers need customers to be able to drive to Mill Road, without restrictions.
	WhollyObject	<p>To the Policy and Regulation Team</p> <p>I would like to register my strong objection to the proposed closure or restricted access to Mill Road bridge.</p> <p>For car commuters on both sides of the bridge it would not only make necessary journeys from one side to the other much longer, but as a consequence also use more petrol, pollute more and put even more pressure on alternative routes, such as East Road and nearby thoroughfares.</p> <p>For these reasons it would be bad policy to introduce even partial closure of Mill Road bridge.</p> <p>Yours sincerely,</p> <p>***</p>
Traffic	WhollyObject	If car drivers cannot access the ring round down Mill Road, they have to drive further round the city, creating more congestion.
Traffic	WhollyObject	Leaving Cambridge will be a big detour

	Dear Sir, Re: Mill Rd bridge TRO We would like to object most strongly to the proposed closure of the Mill Rd Bridge to cars. The Council's reasons for proposing to make the Order are that a Bus Gate on Mill Road bridge would reduce congestion and associated air and noise pollution, improve road safety and encourage active travel (PR058, Statement of Reasons, Cambridge County Council). Whilst these reasons seem very laudable in themselves we would make the following observations. Cars not able to travel over Mill Rd bridge due to the closure are inevitably displaced to other routes. The most obvious alternatives are the Coldham's Lane bridge and the Hills Rd bridge. Both of these bridges are already extremely busy and thus activity displaced onto them will further increase their congestion and safety problems. It should be noted that Coldham's Lane bridge is very narrow and putting more traffic on it would seem a very odd thing to do. The Hills Rd bridge also has problems associated with the mixing of cars and bikes (it is also worth mentioning that Hills Rd does not have the separate cycle bridge which is available on Mill Rd). Moreover, traffic will also be displaced onto local roads surrounding the Mill Rd bridge. An obvious example is traffic coming from the City Centre down Mill Rd and diverting onto Tenison Rd which will put further pressure on the already wholly inadequate road intersection of Tenison Rd and the Great Northern Road that enables cars to access the railway station. There will also be cars that are not able to use the Mill Rd bridge that will cut across the already seriously congested roads off Mill Rd. It would be of great value if the cost benefit modelling that has taken account of these issues, and which apparently supports the proposed closure of the Mill Rd bridge to cars, could be made available. Those Cambridge residents who are likely to suffer the negative effects identified above deserve nothing less. Yours sincerely, ***
WhollyObject	

Other	WhollyObject	<p>My wife and I have lived at the*** for 50 years. We have experienced and greatly enjoyed the vibrant life of Mill Road and seen it develop over these years. It has always been a busy thoroughfare with all kinds of business and community activity along its entire length. We are very proud to be part of the multicultural Mill Road community which so many visitors find so attractive. We enjoy living in the city and understand that this means urban life - not a rural retreat.</p> <p>Since the concept of introducing restrictions on Mill Road Bridge was unveiled and imposed temporarily during Covid lockdown, we have been so upset by it. The reasons given for the proposal are not convincing. The pavements are no narrower than others in Cambridge, e.g. on Regent Street, and the condition and width of pavements can be improved as an initiative not dependent on the bridge proposal. If general traffic is prevented from using the bridge it will be funnelled onto other already busy routes such as Coldhams Lane, Cherry Hinton Road and Hills Road. Mill Road has always been busy at peak times - but at other times is not - just like other main streets in Cambridge and elsewhere. Cyclists like myself can safely use the dedicated cycle bridge (which can and should be improved) rather than Mill Road bridge - they do not have to use Mill Road but can follow the cycle lanes and routes provided to avoid traffic. The cycle bridge is a really safe route for cyclists to use.</p> <p>The scheme will not improve safety for cyclists and pedestrians. There will still be buses and other vehicles regularly travelling behind, alongside and coming towards them. For example, a slow moving cyclist (including children) is likely to encounter and manage with an oncoming double-decker bus.</p> <p>The following is just one example of the disruption this proposed change would have : we have shopped once a week at Sainsburys on Brooks Road for many years. This involves a simple drive from our house along Mill Road to the supermarket. Instead we would have to make a long detour via Hills Road, Cherry Hinton Road and Perne Road. Taxis are too expensive and buses are unreliable and infrequent.</p> <p>The above are just some of the practical reasons why we wholly object to this proposal.</p> <p>There is a further fundamental objection we have which relates to the effect such a change would have on the culture and life of Mill Road. It would separate Romsey from Petersfield and vice versa. Mill Road would become essentially two cul-de-sacs divided by the bridge. The business and cultural lives of these two separate halves would change and we believe deteriorate.</p>
Access	WhollyObject	<p>I strongly object to the proposed bus gate. The temporary closure previously of the Mill Road bridge taught us that the traffic just found another way round the closure clogging up other roads such as Mawson Road, Newmarket Road, Hills Road etc.. The congestion was simply redirected elsewhere harming the environment further, and "killing " off businesses such as Cutlacks in the Romsey end of Mill Road. It did not deal with congestion from Parkers Piece to Mill Road Bridge.</p> <p>The closure will dissect the Mill Road community making it more difficult for residents to get round. The pavement from the Bridge to Romsey is wide enough and you are not going to enhance the business there. Indeed you will make it more difficult and expensive to get tradespeople to come to our homes and do essential work. It will also be more difficult to get deliveries to our homes. The area from Parkers Piece to the Mills Road Bridge will get more snarled up and the pavements there cannot be improved.</p> <p>Finally is there really huge congestion? Although on Friday late afternoon and early evenings Mil Road is busy, more often than not when travelling early morning around 8-9.00am or mid morning to mid afternoon the road is not bad and traffic flows freely.</p>

Other	WhollyObject	<p>I am completely against the closure of Mill Road bridge for the following reasons.</p> <ol style="list-style-type: none"> 1. You state the pathways are too narrow for safe access to restaurants, shops etc. The only narrow pavement is opposite all the shops on the section from Donkey Common to just before the traffic lights at St Barnabas Road. Consequently no difficulty to access businesses and many pedestrian crossings are available to safely cross the road. 2. You state there are high levels of through traffic, this will not magically disappear if you close Mill Road bridge. It will just be relocated, as was witnessed last time you closed the bridge, to other roads, particularly in Petersfield used as cut throughs e.g. Glisson Road, Mawson Road, Tenison Road and major roads such as Hills Road, Newmarket Road, Cherry Hinton Road and exacerbate the congestion and associated pollution already impacting those areas. 3. Local traffic will also be relocated as described above. 4. All towns have congestion at peak times, it is to be expected where a town is thriving, do you want Cambridge to become a centre of excellence or shrivel and die? We have already seen businesses close in the Romsey end of Mill Road, such as Cutlacks and others fear/plan to relocate if the bridge is closed. <p>I think you should climb down gracefully and accept closing Mill Road bridge is not a good idea and stop wasting money on a scheme that is not sensible.</p>
	WhollyObject	<p>I wish to object to the closure of Mill Road Bridge. Before any closure can be undertaken then a full and proper independent traffic model must be carried out to assess the impact on the other through-roads (e.g. East Road; Newmarket Road; Ring Road; Cherryhinton Road; Hills Road) and the side streets surrounding Mill Road.</p> <p>The Mill Road traffic, and its pollution, has to go somewhere if the bridge is closed. If the GCP is concerned about Traffic Congestion in the city then closing Mill Road Bridge can only contribute to this.</p> <p>The residents of the abovementioned streets should have a say in this matter also.</p> <p>***</p>
	WhollyObject	<p>I wish to object to the closure of Mill Road Bridge. Before any closure can be undertaken then a full and proper independent traffic model must be carried out to assess the impact on the other through-roads (e.g. East Road; Newmarket Road; Ring Road; Cherryhinton Road; Hills Road) and the side streets surrounding Mill Road.</p> <p>The Mill Road traffic, and its pollution, has to go somewhere if the bridge is closed. If the GCP is concerned about Traffic Congestion in the city then closing Mill Road Bridge can only contribute to this.</p> <p>The residents of the abovementioned streets should have a say in this matter also.</p> <p>***</p>
Access	WhollyObject	<p>As someone who lives very close by, and uses my car to goto places not possible by public transport. This change will force us to always drive down towards east road, exerting more pressure and traffic onto those roads unnecessarily. This is currently avoided by using the bridge and exiting the city swiftly, reducing journey times, traffic and polution.</p> <p>Further to this, I see no reason why blue badge holders are provided access, there are zero restrictions on their parking locations and they should be made to make the same journeys the rest of us have to by car. If this was about parking and restriction of access I wouldn't be objecting, however this is about speed of access, and I see no reason why this is necessary for blue badge holders. This seems like a political move just to get the necessary council votes to pass an agenda, rather than based in policy.</p> <p>I would recommend an approach of placing two ANPR cameras on either end of the road, and fining those who pass through in under a specified time. This allows access for all, and will further allow those who live nearby to exit the city without causing more stress on easy road. Addenbrookes deploys a similar setup I would recommend you look at.</p>

Traffic	WhollyObject	While I appreciate the concerns expressed by the council regarding congestion and air pollution I do not agree that the proposal will have the beneficial effects of their stated aims. Cambridge certainly has traffic problems due to the large numbers of incoming vehicles but a more strategic overall solution is required rather than isolated single changes. The bridge closure will inevitably divert a lot of traffic into other roads simply moving the problem and the side roads around Mill Road are particularly unsuited to any increase in traffic flow. Many of the issues for Mill Rd users, whether on foot, cycle or car are caused by delivery vehicles and cars parking on the pavements, could not these issues be addressed, by restricting access times perhaps? I do not agree that the pavements around the shops are inadequate, they would be fine if properly maintained. I really do fear that the bridge closure will have the opposite effects to the stated aims for local residents and may also deter visitors to the businesses in the area, not simply because of the bridge closure but also because of increased traffic and congestion the surrounding streets. Please consider shelving this plan until it might be part of a well considered overall traffic control system.
Traffic	WhollyObject	Will cause traffic and also impact on local businesses
Access	WhollyObject	This is a ridiculous notion. Traffic will simply be pushed onto other streets instead and the residents there will face a traffic situation even worse than some residents of Romsey & Petersfield are currently unhappy with. Businesses on Mill Rd will suffer and struggle to receive deliveries and the countless delivery drivers who service businesses on both sides of the bridge will be forced into absurd round about routes making traffic worse elsewhere. Finally, the County Council should not be making decisions regarding roads that primarily impact city residents. These issues should be under the jurisdiction of the city council and the city councillors for Romsey & Petersfield should be front and centre of any committee looking into addressing any traffic issues on Mill Road.
Access	WhollyObject	I object to closing the bridge because it will cause congestion on neighbouring streets where I live and will make it harder for me to get around. I have a blue badge and I believe it is unreasonable to only let 2 cars be registered under it, as I sometimes require lifts from friends.
Traffic	WhollyObject	<p>I am 100% not in favour of closing Mill Road bridge to private vehicles by way of introducing a 'bus gate' or other means. I have objections on a number of levels:</p> <ol style="list-style-type: none"> 1. Environmental -- by closing Mill Road to private traffic, drivers are pushed onto alternative routes, which already do not have sufficient capacity for 'rush hour' traffic. This will increase congestion, slow traffic and lead to increased pollution overall. 2. Financial -- I believe this is a short-sighted proposal which does not take into consideration the needs or best interests of shoppers and business owners, both directly on Mill Road and in the surrounding area. Restrictions on private cars will place additional financial strain on local businesses and is an inconvenience for those who are not able to walk/cycle or who do not find the bus or other public transport convenient or easy to access. 3. Political -- I feel that this TRO is being 'pushed through' on ideological grounds by a small group of campaigners (*** in particular) who have the 'ear' of the CCP. The proposal is not part of a sensibly planned traffic management proposal for the whole of the SE Cambridge area, let alone the whole of the City. A piecemeal closing of the bridge is not justified nor sensible. There has been a history of so-called consultations, which have proven to be attempts to rubber-stamp an already made decision. I believe that a proper consultation or referendum would show an overwhelming lack of support for this proposal from those who live on or near, shop, eat and enjoy Mill Road for the vibrant community it has always been. <p>I am in favour of reduced speed limits to 20mph, and would suggest a re-engineering of the roadway to widen the traffic lanes -- the pavement is more than wide enough for pedestrians, despite some of the more hysterical pronouncements which have characterised the debate in previous consultations. Just look at the width of pavements in other Cambridge streets.</p> <p>I would be in favour of a 'tidal' system where access to Mill Road bridge was restricted during peak times e.g. (8am-10am) and (3pm-5pm), but this would need to be in the context of an acknowledgement that Mill Road and the bridge itself is generally not that busy outside of these times.</p>
Traffic	WhollyObject	Cambridge traffic / congestion is already unbearable due to the numerous restrictions on personal vehicles. restricting this key link road will only exasperate this problem in areas that are already struggling.
Traffic,Access	WhollyObject	By block the mill road doesn't help to improve the traffic, but will create other issues and impact the commute within the society.
Access	WhollyObject	This will cause an even bigger nightmare on Hills Road and Coldhams lane. This is completely unreasonable for residents nearby that would need to take a massive detour with extra traffic to travel anywhere.
Traffic	WhollyObject	As someone who lives right next to the bridge removing this access makes journey times and traffic much worse as to be able to get to places like Newmarket Road or Cherry Hinton road I would need to go all the way to Parker's Piece or via the station which is already heavily congested.
Traffic	WhollyObject	Closure of Mill Road will have a huge negative impact on traffic flow and the local small businesses that rely so much on having easy access. The closure would deprive such businesses in addition to causing traffic in areas adjacent to Mill Road. My child attends school in Cherry Hinton, which would mean I would have to take a slighter longer route to get him to school, not to mention having to face more traffic in the nearby roads due to the closure, if it were to go ahead.

Environmental,Disturbance,Traffic,Safety,Access	WhollyObject	<p>Traffic and environmental reasons: Many vehicles will be displaced onto East Rd, Coldhams Lane, Devonshire Rd and Cherry Hinton Rd, causing more traffic holdups, noise and a deterioration in air quality in those streets.</p> <p>Safety: if double white lines across the bridge and infringements would be caught by effective ANPR, the safety of cyclists would be much improved without the need for the proposed gates.</p> <p>Access to both sides of the bridge would be maintained for vehicles, thus benefitting the owners and renters of the shops and other businesses.</p>
Traffic	WhollyObject	<p>There are only 3 bridges over the railway line in Cambridge. Shutting one of these results in traffic being diverted down residential streets and much longer journeys both in time and distance for those seeking to enter or exit Cambridge from East to West or vice versa. It does not remove that traffic just sends it down unsuitable rat runs.</p> <p>This is a doctrinaire impractical proposal which is unpopular with most residents of adjoining roads and with Mill Road shop-keepers who are responsible for making Mill Road the vibrant area that it is. Bicycles are fine and a good thing but they should not dictate all traffic policy to the detriment of safety in our residential area. The last time the bridge was shut we in Glisson Road saw a huge increase in the number and speed of cars, particularly taxis, to the detriment of safety and air quality in our environment. Please abandon this ill-thought out proposal.</p>
	WhollyObject	<p>I am writing to object to the proposed closure of Mill Road Bridge to most forms of traffic. There are many negative effects which would result from this: increased congestion on other roads, including narrow side streets; loss of trade for Mill Road businesses; and considerable inconvenience for some local residents. I really can't see that any hypothetical benefits would outweigh these undoubted negative consequences.</p> <p>Yours ***</p>
	WhollyObject	<p>I object to the proposed new GCP bridge closure. I am a pensioner and need to use my car as I can no longer ride a bike. I live at ***. The traffic is often very heavy on Hills Road and closing Mill Road to cars will increase the long delays in rush hours. It will also make it very difficult for traders on Mill Road and is likely to force some of them to close.</p> <p>***</p>
Traffic	WhollyObject	<p>Various measures have been put in place over the last few years which have all had the effect of clogging up traffic. Major culprits are the LTNs on the west side of hills road and the narrowing of lanes around the mini-roundabouts at the Royal Cambridge hotel.</p> <p>Closing Mill Road at the bridge will merely exacerbate the problem.</p>
	WhollyObject	<p>I am writing to register my strong opposition to the proposal of restricting vehicles crossing Mill Road bridge.</p> <p>This restriction will only result in the displacement of traffic to other nearby roads which are arguably more residential in nature, eg Coldhams Lane and Cherry Hinton Road. The outcome will be more congestion and pollution together with additional mileage and costs to motorists. Have the residents of these roads been consulted regarding this proposal? If so, what was the answer. It is also not the case that all traders are in favour of the closure and consider it will have a detrimental effect on their business. Cutlacks has already ceased trading and one of the reasons given to me was the proposed closure, especially for a store that relied on at least some of its trade on being easily accessible to drivers from both ends of Mill Road.</p> <p>The recently circulated leaflet 'Act Now Mill Road Needs You' is extremely biased and assumes this proposal has wide support which I do not believe to be the case.</p> <p>***</p>
Traffic	WhollyObject	<p>I want to object to the scheme on 4 categories, however unfortunately the form only allows selection of one category, so I shall have to see if I can object 3 more times so as to cover each category. If this invalidates my objection then that would be undemocratic as the form would have been designed to restrict the ability to object properly.</p> <p>I object to this scheme under the category of Traffic.</p> <p>Closing Mill Road Bridge will increase traffic to the other main routes into Cambridge City, especially Coldhams Lane, Hills Road and Newmarket Road. These are congested at rush hour times, and will become more so with the Mill Road Bridge closure. The Mill Road Bridge Closure has been represented as an opportunity for Mill Road, but has not properly evaluated the affect on other roads in Cambridge. When the scheme was introduced and then tries to be reinstated we were coming to terms with Covid, and then post-covid change to work patterns. These changes have still been unravelling, and there is now a greater push to encourage people to work in offices rather than from home all the time. Without including this information by undertaking up to date traffic modelling, the Council has simply hit the resend button to quash a Court proceeding, and try and achieve it's stated objective regardless of how the traffic dynamics have evolved in Cambridge in the intervening period.</p> <p>I received an email informing me of this consultation but otherwise have not heard anything. I think the Council should write to every household in Cambridge to let them know this is happening, as the impact is to the whole of Cambridge.</p>

Traffic	WhollyObject	Closing Mill Road Bridge will simply push traffic to other (already congested) routes
Other,Traffic,Access	WhollyObject	<p>Mill Road is not an 'in and out' access route for the city.</p> <p>Restricting access will cause problems elsewhere and restrict accessibility to key businesses on Mill road.</p> <p>I think it's unnecessary and unhelpful. It just not addressed the actual problem of congestion, if anything it will make it worse.</p>
Traffic	WhollyObject	<p>A completely unnecessary action that will simply cause private cars etc. on to other roads in Cambridge (Hills Rd., Coldhams Lane..) as seen during the last closure. Also, as seen during the last closure, the volume of (often speeding) traffic significantly increased on Covent Garden and Tension Rd. Not much if any mention of this anywhere. This could lead to more pedestrian and cyclist/scooter injuries, the blame for which would be squarely and fairly laid on your doorstep.</p> <p>Think again.</p>
Traffic	WhollyObject	<p>There is no need to close Mill Road bridge to traffic. The road is not congested but closing the bridge will lead to further congestion in both Hills Road and Coldhams Lane.</p> <p>There still quite a lot of elderly people in the area, relics of the pre-gentrification day, and this closure will affect them badly. There are still a few useful shops in the area, as well as all the lovely cafes, but how long can they last without access? Not long I fear.</p> <p>I have lived off Mill Road for many years and am a non driver. The main concerns I have about traffic in Mill Road are from cyclists who persistently ignore the rules of the road by cycling on footpaths, ignoring traffic lights and signage. I have been hit by law breaking cyclists on several occasions (and verbally abused many times) but it seems that no rules apply to them.</p> <p>I object greatly to more taxpayers money being spent in the attempt to close the bridge. You have already wasted a fortune which could have been used to help people in need instead of on what increasingly looks like a vanity project. Please just stop throwing good money after bad, and see sense.</p> <p>This proposal is a bad one and should not proceed</p>
Environmental,Traffic,Access,Safety,Disturbance	WhollyObject	<p>The traffic will be displaced onto other roads. The last time the bridge was closed for repairs was during school holidays. Therefore, the figures used are skewed and should not be used for comparison.</p> <p>There will be large goods vehicles trying to turn round either side of the bridge. How is that improving safety?</p> <p>Mill Road is nowhere as busy as it was, so all this is just not necessary anyway.</p> <p>If the GCP get their way with the Gonville Place / Hills Rd junction, this side of Cambridge will come to a standstill. But maybe that is the plan anyway.</p>
Traffic	WhollyObject	Proposal will just direct traffic elsewhere. This is an expensive waste of council tax payers money which could be better used on improving other issues in Cambridge.
Access	WhollyObject	Closing Mill Road bridge will force all the traffic from the Ironworks estate through the centre of the city, as there is no other way into or out of the estate. This traffic should be allowed out of town via the bridge, so reducing congestion in the city.
Access	WhollyObject	<p>As a resident, I object to this proposal because it will inevitably lead to vehicle congestion in surrounding roads such as East Road and Newmarket Road. To believe the closure of the bridge will reduce car use is unrealistic. People will simply drive further via other roads to reach the far end of Mill Road.</p> <p>As a business owner, I run a relocation company, I also object to this closure because I will still have to drive my clients to view houses on the far side of the bridge. This closure will be a severe inconvenience and will add both time & petrol to the journeys. This is not a green or climate friendly option for the city.</p>
Access	WhollyObject	<p>As many in Cambridge I rarely use my car, and love safety of our road for pedestrians and cyclists.</p> <p>Cambridge can be proud of that.</p> <p>However this has created numerous point of congestion already - closing on the main remaining access will not create a safer Cambridge, just export the issue to other part of the city.</p> <p>I believe this will have negative impacts on both safety and congestion...</p> <p>I would like to add there is a very strong lobbying to vote for this change, and I am afraid the result of this consultation will not reflect the true opinion of the overall population.</p> <p>I got to know about this consultation, only because people tried to convince me to vote for it... twice, and I received proposals in my mail</p>

	WhollyObject	<p>Dear Sir/ Madam</p> <p>As I have repeatedly said I am totally opposed to any closure of Mill Road Bridge.</p> <p>It is a major traffic artery for the town. If it is closed and there are road works nearby such as on East Road it will cause a massive snarl up with the concomitant waste of everyone's time and a massive increase in vehicle generated pollution.</p> <p>This utterly ludicrous proposal should be binned immediately</p> <p>I also heartily object to being contacted by a Stalinist sounding body called "Policy and Regulation"</p> <p>If you are the traffic committee for Cambridge please say so.</p> <p>Who controls you? What is your democratic remit?</p> <p>Yours</p> <p>***</p>
Access,Traffic,Environmental,Other	WhollyObject	<p>It's absurd to think you can close such an important route with creating a fully new alternative to stop the obvious knock on effects on existing congestion elsewhere. It's just obviously not going to work.</p> <p>Also it affects businesses on mill rd potential loss of customers. People who have family either side of the bridge or school runs etc. become much longer inconvenient. And clearly adds more pollution than short journey. Contrary to all these beliefs that it will reduce pollution. It's not well thought and it will be a disaster.</p>
Environmental	WhollyObject	<p>With mill road closed, traffic will be redirected to hills road and coldhams lane, meaning longer distances and more congestion, both of which mean more overall pollution.</p> <p>Safety is another factor. When the bridge was closed previously, I didn't feel safe walking after dark. I would certainly not be waiting at a bus stop.</p> <p>Residents on the city side of the bridge will be forced into the city centre in order to leave the city.</p>
Traffic	WhollyObject	<p>Mill Road and Mill Road bridge are an essential part of an already overburdened road system. More and more houses are being built so more and more cars are on the road. If you shut Mill Road bridge congestion on the other roads will become even worse than it already is.</p>
Traffic	WhollyObject	<p>I strongly object to the proposal to install a bus gate on Mill Road bridge. When the bus gate was installed previously it caused great congestion on surrounding roads, especially Cherry Hinton Road and East Road. Traffic is now flowing well down Mill Road and motorists for the most part are respecting the speed limit.</p> <p>In addition when the bus gate was installed previously it caused significant problems for local traders. I hope very much that the proposal will be rejected.</p>
Access	WhollyObject	<p>It is vital to keep the bridge open to all traffic to prevent congestion in the remaining main roads</p>
Access	WhollyObject	<p>Closure of the bridge is going to force extra traffic along the already heavily congested Perne Road / Coldhams Lane route. I cycle in Mill road frequently, use the bus and occasionally drive always crossing the bridge. I rarely encounter congestion. The main problem I encounter are the numerous taxis and delivery vehicles parked or even driving on the pavements or stopping illegally.</p> <p>If this was addressed it would improve safety for all pedestrians and road users and improve traffic flow without the need to close the bridge. Closure merely causes potential for severe congestion and reduction in air quality in an alternate area</p>
Traffic	WhollyObject	<p>The proposal - like so many many designed to reduce traffic - will have the effect of increasing journey times for local motor vehicle journeys and to disproportionately greater growth in pollution because of the added congestion. It will also make local deliveries along Mill Road and the surrounding streets harder.</p> <p>There may be a small benefit on Mill Road itself, but the surrounding streets are likely to see increases in traffic.</p> <p>It is unclear why, having spent so much time and money on the previous scheme, the Council should be in such a rush to introduce a new one that is almost identical without doing any research to show that it will have the desired effect. It is also unclear why so little time has been allowed for responses.</p>
Access	WhollyObject	<p>I live close to the railway bridge on Mill Road. The vast majority of my trips on Mill Road are by walking, a few times a week by cycling and perhaps once every 2 weeks by car. For most of my trips by car the closure will increase my trip length by 2 miles and lead into higher traffic areas. When walking I find little problem with traffic on Mill Road. The main difficult point when walking along Mill Road is the crossing point with Tenison Road. Bridge closure is likely to funnel more traffic down Tenison Road making this problem worse. I believe that the best way of dealing with traffic overall is a congestion charge with the revisions that were mooted after the first consultation and then abandoned. I think the closure of Mill Road Bridge would provide little benefit and may be detrimental to the businesses that help give Mill Road its character.</p>

Environmental	WhollyObject	The bridge closure will divert essential traffic (noone drives in the city for pleasure) and increase congestion/pollution elsewhere. The loss of road traffic will seriously detract from the liveliness of a successful urban area. Some traffic management is needed- control of cycles on pavements, and parking on pavements. But a vital part of the urban experience is the tolerance between pedestrians and cars.
Other	WhollyObject	Proposed TRO (Reference Number PR1058) Mill Road, Cambridge I fully object to the changes on mill road will cause congestion major inconvenience
Traffic	WhollyObject	The alternative ways to Mill road bridge will include driving through very narrow streets with high incidence of crashes and pedestrian harm.
Access	WhollyObject	There are no defensible reasons to close Mill Road bridge for normal traffic. This measure is not going to reduce overall traffic, but will push it to Hills road and Coldhams lane, extending travelling time and increasing pollution. It not going to make people walk or cycle more - those who do active travel are already doing it just fine without you blocking roads. Imagine plumber or delivery truck visiting houses on both sides of a bridge on a same day. How is closing road going to help them? How is road closure going to help businesses on a Mill road? How is it going to help people who do not qualify for a blue badge, but are not well enough to cycle or walk and rely on help from others? Have council measured traffic on Mill road in 2023? Have council modelled what is going to happen to Cambridge when traffic is pushed to other roads? Any information collected during lockdown obviously is not going to be representative of today situation.
Traffic	WhollyObject	Abandon this idea, there will be no benefits.
Traffic	WhollyObject	I strongly object to the closure of the Mill Rd Bridge as this will intensify the already huge congestion issues at the rest of the Cambridge city centre. I cannot find any reason how this proposal is going to make Cambridge a better city and expect full and transparent disclosure about the reasoning behind this proposal.
Other	WhollyObject	Terrible idea. Will push traffic to other roads and cause congestion elsewhere and large detours. With buses, taxis and other exempt vehicles there will still be a lot of traffic so the benefits are not as big as made out to be.
Other	WhollyObject	Improvements of public realm very vague. Needs complete renewal of pavements and resurfaced road to be of benefit.
	WhollyObject	***Policy and Regulation Team Cambridgeshire Highways Dear Sir/Madam I have received a flyer informing me that, following what I had thought to be the defeat of the attempt to close Mill Road bridge in Cambridge to ordinary traffic, the proposal is being perpetrated again. I object most strongly to this, both on grounds that it is unnecessary, and that you do not solve the traffic problem in Cambridge by closing access in and out of the city in one place, and thereby increasing traffic in others — indeed by making people have to take longer journeys than the direct one. Any problem is largely invented. As far as I can see (and I live in the local area) Mill Road traffic has, if anything, decreased in the past decade or so. As an example, I went over the bridge to visit the Post Office on Thursday and there was hardly any traffic at all, early afternoon. Needless to say I walked — nobody in their right mind drives in Cambridge when they don't have to, either because of infirmity or heavy loads, or because they are leaving or entering Cambridge from elsewhere. And this latter is the crux of the problem: there's not much hope of reducing traffic when it is almost all necessary, and we can't go back a few centuries and remodel the place to be more like Milton Keynes. Hence a bit of occasional congestion is what we have to put up with for the privilege of living in a historic and generally beautiful and congenial place. The City Fathers could have resisted increasing the population density so much over the last few decades, but that is another matter, and, I accept, not one for you. There is also the question of priorities for what I suppose to be a limited pot of cash. My own little road has its crop of potholes, as do many others around the city. There are all sorts of places where one can see that a bit of routine maintenance is sorely needed. Such work is not 'sexy' like a grand scheme of some kind like putting barriers across bridges, but it actually enhances a smooth flow of traffic rather more. You are in favour of expediting the smooth flow of traffic, and not merely anti-motorist, I hope?
Other	WhollyObject	Closure of this bridge will increase traffic flow on Coldhams Lane, which is hardly fair to the residents of that road. It will also have an adverse impact on local traders, deliveries and customers alike. This proposal merely moves the 'problem' onto other already busy roads. A poorly thought out proposal which smacks of pandering to a noisy minority.

Financial	WhollyObject	As a none driver. Taxis will double in price for me getting around. Roads like Sturton Street will be used as drop off and pick up points for locals getting to the train station via taxi. Because it will cut around £10 off the fair.
	WhollyObject	<p>Dear Sir/Madam</p> <p>I have received a leaflet through my door concerning the new TRO to restrict motor traffic on Mill Road.</p> <p>I am totally against the closure of Mill Road to motor traffic. It should remain as it is and continue being a go-through road. Roads are for cars and the more roads which are closed to cars in Cambridge will cause traffic to build up on the outskirts.</p> <p>By stopping cars from driving down Mill Road will cause businesses to lose customers. People need their cars to get to their homes in the side streets off Mill Road.</p> <p>It was very annoying when Mill Road was closed during the Covid-19 Pandemic. The red and white plastic barriers where a nuisance and very dangerous jutting out in the road. I nearly crashed into them on my bike and it was annoying having to keep stopping at these barriers. Roads should be clear of obstructions to allow traffic to flow freely.</p> <p>I have lived in Cambridge all my life and cycle all the time. The traffic doesn't bother me, as roads should be used by cars. It is the stupid E-scooters which want banning, as they are dangerous and get in the way of traffic and bikes. They are not a proper form of transport, only for leisure.</p> <p>Cambridge is being ruined by closing roads to get rid of cars. You can't stop people using theirs cars. They should be able to use them and travel through the roads in Cambridge when they like.</p> <p>Milton Road has also been ruined by putting in new bus stops and the awful dangerous Dutch roundabouts with traffic lights.</p> <p>Please do not go ahead with this idea of closing Mill Road. It is a waste of money. The money should be spent on filling in pot holes, clearing up rubbish in the streets and better lighting.</p> <p>Yours faithfully ***</p>
	WhollyObject	<p>I wish to register my objection to the proposed regulation that will close the Mill Road bridge to private cars and commercial traffic. Closing a main arterial road into the city will cause congestion and increased emissions in neighbouring areas. It also mmeans journeys for local residents will be longer, which also increases emissions.</p> <p>***</p>
Access	WhollyObject	<p>1, There is no reason to shut the bridge at all</p> <p>2. Why is the bridge the boundary why not allow use of the bridge and block the road at Tension Road?</p> <p>3. Shutting the bridge will cause chaos on Coldham's Lane (surely the motive for congestion charge)</p> <p>4. No accident has happened on the bridge in over 50 years</p> <p>5. Stop wasting money and fix the roads we have (for all users)</p>
Traffic	WhollyObject	I think it is a silly idea to close the bridge again. Traffic is condensed onto other routes as an alternative and disturbance for business is tremendous.
Access	WhollyObject	I will need to make frequent long round trips to reach my properties
Parking,Traffic,Distu rbance,Environment al,Safety,Financial,A ccess,Other	WhollyObject	I want to see the council taking action with a consideration of the City as a whole. I don't think that restricting the use of Mill Road bridge will reduce traffic, if people have the need to get across they will have to find other routes and that will push congestion elsewhere, make journeys longer and increase the overall pollution.. Driving in Cambridge is already confusing, especially for visitors. I am also concerned that parking in Cavendish Road will increase which is already extremely difficult for residents.

Access	WhollyObject	Closing mill rd will clog other roads..
Other	WhollyObject	Don't waste public money, Mill road works as it is and by closing it you just make other road more congested oh yes that is the point of it so they can bring in congestion charge as we know it's pedal power that says what goes on in the city not the people who live here
		<p>Closing Mill Road Bridge has only negative effects:</p> <p>The most obvious consequences, for which no study is needed, only common sense:</p> <p>1) More traffic on adjacent roads.</p> <p>2) More fuel consumption and pollution in Cambridge due to longer distances required to reach various destinations.</p> <p>The following is a lie: "The Council's reasons for proposing to make the Order are that a Bus Gate on Mill Road Bridge would reduce congestion and associated air pollution." I would like to point out also that driving is "active travelling", while sitting in a bus or in a taxi is not, unless you use a different dictionary.</p> <p>-It would probably also be a financial blow to the shops on Mill Road.</p> <p>Another thing to consider is: why close Mill Road but not other roads? Once they are all halfway closed, how does one get around Cambridge, especially given that the bus service continues to be terrible despite the council tax increase?</p> <p>Let's move on to the "Statement of Reasons" document:</p> <p>"For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising." This argument could be used for anything, such as not using cars, buses, or motorcycles because they could run over someone, or stopping air traffic because planes can crash. I think there's no need to continue. Anyone afraid of living can go live in the woods... oh, wait, there are risks there too, trees can fall.</p> <p>"For facilitating the passage on the road or other road for any class of traffic." A reason that could apply to any road, so the question would be: why only Mill Road and not ALL the roads in Cambridge?</p> <p>"For preserving or improving the amenities of the area through which the road runs." Which amenities are you referring to exactly ?</p>
Other	WhollyObject	Regardless, as above, a reason that could apply to any road, so the question would be: why only Mill Road and not ALL the roads in Cambridge?
		<p>Closing Mill Road Bridge has ONLY negative effects:</p> <p>The most obvious consequences, for which no study is needed, only common sense:</p> <p>1) More traffic on adjacent roads.</p> <p>2) More fuel consumption and pollution in Cambridge due to longer distances required to reach various destinations.</p>
Other	WhollyObject	3)It would probably also be a financial blow to the shops on Mill Road. Another thing to consider is: why close Mill Road but not other roads

		<p>I have lived in Cambridge for 35 of the last 45 years and off Mill Road for the last 14. I am principally a cyclist and pedestrian with occasional car journeys.</p> <p>1) Cambridge traffic is a problem that should be addressed in a holistic manner. I have no doubt that traffic will be reduced on Mill Road either side of the bridge but at what cost? Cars will just have to take alternative longer routes that will push congestion and pollution to adjacent roads. There are times when Mill Road is full of traffic because of issues elsewhere, where is that traffic going to go?</p> <p>2) I have been fortunate enough to do the right thing and but a fully electric car. If this closure goes ahead I'll have to drive much further to charge it in the Gwydir Street Car Park thereby increasing congestion. Perhaps you should have an exemption for EVs.</p> <p>3) If the aim is to reduce traffic on Mill Road substantially then with the number of exemptions it seems to me that it'll fail but no doubt you've done your traffic-flow predictions and just forgot to publish them?</p> <p>Tackling traffic pollution would be much better served in the long run by introducing a LEZ (low emission zone).</p> <p>Whilst I would love to have less traffic on Mill Road I am not selfish enough to want that at the cost of other people's health and wellbeing. I live in Cambridge and want us to improve the environment for everyone, not just the fortunate few who happen to be backed by well funded pressure groups (** and **), the council should be strong enough to do the right thing for the whole of Cambridge.</p> <p>Finally, implementing this closure has the psychological effect of disconnecting this side of the bridge from the rest of Cambridge. It was something I noticed when the bridge was reopened after the Covid closure - I finally felt part of the City again so it's really disappointing that you want to separate us again.</p>
Traffic	WhollyObject	
Other	WhollyObject	<p>I see no reason for the bridge to be closed. It works perfectly as it is now and is beneficial for a lot of people using it 24/7. Closing the bridge will only cause traffic elsewhere and disrupt peoples lives. There is no obvious reason other than the objection and agenda of a small few who wish to change the way commuters live their lives in our city to benefit themselves.</p>

Safety	WhollyObject	<p>I object to this proposal as it is not in the best interests of both the residents of the Romsey area and the greater Cambridge area.</p> <p>The reasons are:</p> <p>Traffic - this is one of 3 main routes in from the south east side of Cambridge for people living in the outlying villages such as Fullburn, Teversham, Abingdon and further afield such as Haverhill, many of which commute to Cambridge centre for work and access to services and shops. Closing Mill road bridge will not reduce the traffic volume, it will simply move it to the 2 remaining already congested routes, Cherry Hinton/Hills road, and Coldhams lane. It will also cause even greater congestion to the link roads such as Brooks road, Coleridge road and Catherine street as drivers will be looking for alternative routes to the aforementioned roads into town, as well as the local residents who will have to use these roads to get to the city centre. The increased traffic will likely cause greater congestion, increased risk of accidents and likely increased emissions due to more traffic at a slower pace.</p> <p>Pedestrian Safety - While Mill Road is not entirely suitable for mixed access, the reason for this is not entirely the volume of traffic, but the number of cars and delivery vehicles that stop on the side of the road, causing obstacles, which increase traffic congestion, and the risk of accidents. A better solution for safety, would be to install bollards or rails on the kerb edge, to stop drivers pulling up here, and make the length of Mill road a no stopping route. Installing periodic laybys on the wider areas on either side on the bridge, where this is feasible, such as the Broadway area, for example, for delivery vehicles would also add more benefit than closing the bridge.</p> <p>Local Business access - While there is some car use for custom to local businesses, the majority is foot traffic, however, these businesses all have requirements for deliveries, both of goods to them, and in some cases from them. Closing the bridge will create a massive impact, not only to the businesses themselves due to the delivery drivers not being able to efficiently service them, but also increase side road traffic as these drivers will need to access them to get round. There is also the safety element of increased large vehicles having to go 1 way to the bridge, making drop offs, and then having to turn around, often with a reversing turn, to then go back up the road to carry on the route. While i appreciate some groups ideal of creating pedestrianised areas on Mill Road for community use, the reality will be that without effective support and ability to receive deliveries, some business will close or relocate, contributing to the already increasing number of vacant shops on Mill Road. Speaking as someone who both lives and is involved in operating a business on Mill Road, this will cause us to review our situation should the bridge be closed.</p> <p>Cycles - One of the main arguments constantly put forward for the closure of the bridge, is cycle safety. The majority of accidents i have witnessed in my 20 + years of living on *** have been at junctions or on the main stretch of ***. Often these are caused when a vehicle is parked on the road, and the cyclist has to pull out to get round, or when either a car or a cyclist (i have seen both) turn at a junction without indicating. Closing the bridge will not affect either of these issues. The bridge itself has wide pavements, one side could have a designated cycle path and the other pedestrian only, to help address any concerns about cyclist safety on the bridge itself. Cyclists also have the dedicated bridge further down, which comes out on Devonshire road, so if a cycle path on Mill Road bridge is not feasible, a simpler and far more cost effective solution (though very likely not very politically acceptable due to the impact on the vocal cyclist lobby) would be to make Mill Road Bridge Pedestrian and vehicle only, and cyclists can use the cycle bridge that is set up for cycle and pedestrian safety. There is also the issue of pedestrian safety over the entire length of Mill Road, due to cyclists riding on the pavements rather than the road, which again will not be resolved by the closure of the bridge.</p> <p>In summary, as both a resident of ***, and someone involved in operating a business on ***, I feel this proposal is not providing the stated objectives, and will result in increased congestion, emissions, business detriment and potentially more safety risks in general to both the Mill Road as well as the surrounding areas and main routes.</p>
Traffic	WhollyObject	<p>I object to the proposed closure of Mill Road Bridge. The traffic which would be prevented from crossing the railway at Mill Road Bridge would inevitably redirect itself down the residential side streets nearby. This is what happened when the Bridge was closed temporarily, resulting in an increase of traffic in residential streets not designed for through traffic, so increasing noise, pollution, disturbance and endangering the well-being of local residents.</p> <p>Redirecting traffic off the main through-ways would cause increased congestion in other areas. It should also be noted that Mill Road itself is rarely congested. Most of the day the road is clear; it is only at peak times that there can sometimes be a problem.</p> <p>I am also concerned that there appears to be no overall plan to discourage traffic from coming into Cambridge. Local residents - the people who build communities and pay local taxes - are disadvantaged by insufficiently thought through measures to reduce traffic movement.</p> <p>I am in favour of discouraging non-resident traffic from coming into Cambridge, and of discouraging SUVs, diesel and other large vehicles from driving and parking in residential areas. I am also in favour of measures to improve the safety of pedestrians and ease of cycling (putting pedestrians first), and of improved bus services.</p>

Environmental	WhollyObject	<p>I believe that this will have a terrible effect on the traffic on coldhmas lane and hills road, it will cause greater queus, cars, vans and lorries waiting for longer, having to take longer routes burning more fuel and generally degrading the air quality of the local area. It will also have a large knock on effect to local business that require the ease of access.</p> <p>I believe that a bus gate is a huge mistake and would lead to many, environmental, traffic, social and access issues.</p> <p>Please do not do this</p>
Traffic	WhollyObject	Designating the proposed location as a "bus gate" will force traffic onto alternative streets increasing the traffic in surrounding areas as well as making it more difficult for people to frequent businesses just across the mill road bridge. Additionally as a resident just outside of the proposed bus gate area, I would be inconvenienced daily, commuting to work by car for a proposal that whilst it would make the mill road bridge itself safer for bicycles, wouldn't address the larger problems with biking on mill road not being as safe as elsewhere in Cambridge due to the absence of a dedicated bike lane along the length of the road combined with cars/vans stopping where they shouldn't (where double yellow lines exist).
Access	WhollyObject	<p>I'm a walker, cyclist and car-driver living close to the bridge (Romsey). When driving, closing the bridge for normal traffic will cause me to take long detours around other residential areas to get across the bridge - for example, if I pick up someone visiting me with luggage from the train station. I also noted that during the last bridge closure, street parking and people wandering in the road increased considerably, creating increased dangers as a cyclist.</p> <p>I mainly cycle and walk along mill road - proper enforcing of parking restrictions, resurfacing of the road (some awful sections as a cyclist that force me away from the kerbside), clearance of things blocking the pavement (e.g. overgrown hedges towards town side opposite shops) and perhaps some rethink of the pavement to widen in parts and remove obstacles.</p> <p>If safety is truly the main concern, the best investment would be on the junction of Mill Road with Devonshire Rd, Kingston St - navigating turns here on a bike is sometimes terrifying, and that would still be true if the bridge were closed to regular traffic. Perhaps traffic lights at this junction; and remove light from Gwydir street junction where they seem unnecessary, as this is a quiet junction with good visibility.</p> <p>The changes I suggest would make the improvements that benefit all types of road users, rather than just satisfy of the opposing sides in the divisive debate.</p>
Access	WhollyObject	<p>1/ there is already a dedicated pedestrian/cycle bridge near Mill Rd bridge. This takes care of cyclists and pedestrians who feel unsafe on the bridge. My only accident on the bridge was when a pedestrian jumped out at me and knocked me off my motor bike resulting in permanent damage to my wrist. The police who were observing wanted me to assist in charging him. As a pedestrian the bridge is more than safe. Wide pavements.</p> <p>2/ in light of plans to also make Coldhams Lane bridge a bus gate, it makes a mockery of any claims that it's for reasons of reducing pollution and climate change as to get to the other side of the city I would have to drive extra distance and put a lot of extra vehicles on another road.</p> <p>3/ as an elderly lady with heart disease the bridge is rapidly becoming too much of a challenge to walk over anyway. Are mobility scooters allowed?</p>
Environmental	WhollyObject	I totally disagree with the installation of cameras on the bridge. There is nothing but business there. How good for the environment will be that I have to go around 4 miles to go around stead of crossing the bridge if I have to go an see a customer on the other side for my point of view it is out of my mind more congestion because everyone is going to be using the same route.

Traffic,Safety,Environmental,Disturbance	WhollyObject	<p>I am against the closure of Mill Road bridge for the following reasons.</p> <ol style="list-style-type: none"> 1. Mill Road is one of the main roads into Cambridge and if the bridge is closed, traffic will increase on Brooks Road/Perne Road, Coleridge Road, Coldhams Lane and Hills Road. It is not clear as to how this increased traffic and congestion at peak times will be handled as these are already congested at peak times. I cannot understand the logic of trying to reduce traffic and pollution in Mill Road but increasing it on these other routes which are just as populated? Moving a problem from one road to others without any explanations of how these will be handled in alternative areas isn't well thought through in my opinion. Also comparisons in traffic when the bridge was previously closed are not valid as we were in lockdown most of the time and people working from home so traffic was greatly reduced and sometimes non existent. Mill Road would be a much safer road if the illegal parking and speed breakers were policed better. I never see community officers in the area. 2. I live in ***. There has been a noticeable increase in the number of vehicles which use Thoday Street, Ross Street, Catherine Street, Sedgewick Street especially since the pandemic with far more delivery vans using the streets both to deliver and cut through. These roads are increasingly being used as a rat run by all manner of vehicles particularly at rush hours to cut through to and from Mill Road and Coldhams Lane despite the road humps and barriers road. This will get a lot worse should the bridge be closed and will be a huge safety issue as many young children live on these streets and there are more dogs and cats kept as family pets in the area. The pollution on these streets has already increased but it will get significantly worse. The roads themselves are getting more dirty, have numerically potholes and will deteriorate much more quickly should the bridge be restricted from traffic. 3. I am greatly concerned that there won't be turning points for larger vehicles to turn round if they don't realise the bridge is closed. This will also increase hazards on Mill Road. These vehicles should not be diverted to along Hope Street, Argyle Street and Coburn street as the streets are too narrow for these large vehicles as I believe has been suggested. This will be very dangerous for residents, their parked cars, cyclists and pedestrians walking through to the station. 4. I am also concerned that older people will feel cut off from their relatives and friends if it is difficult to access the Mill Road area. Many will be totally unaware of this TRO as much of the communication has been on social media and many elderly relatives don't use social media to have their say. Indeed this consultation itself is being done online so largely excluding them. I was greatly disturbed that the results of the previous consultation had a very low response from the elderly sector of the area. <p>I would be more sympathetic had a few alternatives been offered like the possibility of a one way system but it feels like some people are determined to close Mill Road bridge come what may to be a pretty urban environment but I believe will cause a lot of hardship to innocent people, the vulnerable and not least independent businesses too.</p>
Traffic,Safety,Access,Financial,Environmental,Disturbance	WhollyObject	<p>I wholly object to this proposal in its present form as it is an ill conceived idea driven by a very vocal minority with vested interests and will result in a variety of unintended consequences.</p> <p>Traffic - The closure will push more traffic on to adjoining side streets and parallel roads such as Coldhams Lane. The recent closure of Vinery Rd has seen a marked increase in vehicles using Thoday St as a cut through for example and driving the wrong way along Fairfax Rd.</p> <p>Safety - The behaviours detailed above have made the roads around Romsey less safe especially at peak times when they are often used by cyclists and those travelling to school and will be compounded further by the closure of Mill Rd.</p> <p>Access - It will no longer be possible for residents of Romsey to make simple journeys without having to take a detour. For example when I pick up my Mother and Daughter from the station late at night when it is not possible or safe for them to walk.</p> <p>Disturbance - The additional traffic being pushed via the side streets of Romsey toward Cherry Hinton Rd and Coldhams Lane will cause unnecessary disturbance.</p> <p>Financial - The closure will make even harder to attract trades to undertake work in the area which is already difficult driving up their prices making them unaffordable for many.</p> <p>Environmental - It is impossible to understand on any rational level why the proposed closure applies to all legally taxed & insured PTWs when modal switch to them should be encouraged given their reduced road footprint & emissions. This decision is further compounded by the fact illegal e-scooters will continue to be free to use the bridge unimpeded given the complete lack of enforcement!</p> <p>I would be grateful for a response to my points above especially the last one but I doubt one will be forthcoming as it has been almost impossible to engage anybody in a meaningful discussion on a sensible multi modal approach to transport in Cambridge that is not fixated on cycling.</p>
Access	WhollyObject	It will cause bottlenecks of traffic on other routes into town which already can't support the volume
Access	WhollyObject	This will do nothing it hopes to do, except cause more hassle and stress when the town already has horrible traffic management. It will increase traffic in already busy roads (especially with the poorly planned, long and constant road works), or small tiny residential roads which are already barely useable. There is nowhere else for the traffic to go??? There is so many small businesses on this road that would make their life so difficult. Cambridge is one of the only places I've been with thriving high streets and independent stores, don't ruin it. Drivers are not the source of all of cambridge's problems, stop targeting them. Sometimes we have to use a car. Don't close the bridge.
Traffic	WhollyObject	If this route is set for busway only then people from this side will need to go from coldhams lane bridge or hills road bridge..which is quite far and will take 15-20 min extra by car just to go other side of the bridge. So let the mill road bridge be as it is.

Access	WhollyObject	Closing this very important road into Cambridge will result in pushing traffic elsewhere causing congestion and pollution along roads such as Coldhams Lane. I have been a resident of Romsey for 20 years and cannot see any benefit to closing Mill Road, in fact, just the opposite.
Traffic	WhollyObject	Closing Mill road bridge to almost all vehicles will lead to substantially more traffic on Coldhams Lane and Cherry Hinton Road as well as the connecting minor roads used as short cuts. There will also continue to be lots of vehicles using both sections of Mill Road.
Traffic,Parking,Access,Disturbance,Safety	WhollyObject	As a local resident I object to closing Mill Road bridge with a few exceptions. We use Mill Road for access almost every day. The diverted traffic would go through small roads like ours (Fairfax Road) which is already a lot busier after the barriers were put up on Vinery Road. Coldham's Lane would not be able to deal with the traffic if Mill Road was closed. Coldham's Lane is already so overwhelmed in peak times and weekends. Closing of Mill Road bridge (with a few exceptions) is a terrible idea.
Environmental,Safety,Access	WhollyObject	As a resident with severe arthritis, I am often need family members to drive me across the bridge to get to work. The current proposal will only move the traffic to other already clogged roads including Cherry Hinton Road and Hills road. Additionally, while some users will say the bridge closure will encourage cycling, there is already a bridge close by, the Carter Bridge, which was built for the purpose of safer cycling.
Traffic,Environmental,Disturbance	WhollyObject	I object to this as it will just displace traffic rather than reduce it and cause an increase in traffic on my street (which happened previously). There needs to be a better solution, like a one-way system.
Access	WhollyObject	Causes major traffic. Cyclist should be banned if they don't want to use it
Traffic	WhollyObject	I totally object to this! Every time you close Mill road bridge to cars, our road becomes a rat run! it is dangerous for the children that play out and not to mention the added pollution this has on our health. Is this council crazy? why can't you see sense and leave it alone? You have lost the court case, the judge even couldn't believe this. This council seems to be run by a bunch of monkeys!
Traffic	WhollyObject	I totally OBJECT to this closure of Mill road bridge to cars. Every time this happens, the traffic quadruples on mine and surrounding roads. Why should we take more pollution that is thrust on us to appease a small minority group. The traffic on Mill road is minimal and always has been. It is no different to any other road that has shops on it. - This consultation feedback is way inadequate! A small button at the bottom of a map to say submit feedback! this is not enough to engage the residents of Cambridge with. - What about people that do not have access to a computer or are not computer literate?
Traffic	WhollyObject	It appears this County Council are again trying to rush this through without engaging the residents of Cambridge. I am sure this is illegal!
Traffic	WhollyObject	This proposal is a pathetic half measure which will neither make Mill Road a pedestrian district as there will still be vehicles, nor do anything but move traffic to already clogged roads such as Coldham's Lane. If the council wants to mess around with roads how about resurfacing the terrible side streets in Romsey. Occasionally, people who live in Romsey and Petersfield need to use a car - to bring heavy items home, to bring a child to school on a day they can't walk there for some reason.. they could spend five minutes going directly, or create more congestion and spend longer emitting CO2 by having to go all around the way despite there being a functioning road (for buses and taxis) sitting right there. How infuriating. Not to mention the majority of Mill Road business owners who have barely managed to hang on through COVID and cost of living and who have repeatedly begged for this bridge closure not to be the nail on the coffin of our neighborhood.
Access	WhollyObject	I do not agree with closing the bridge to domestic cars. I live on *** and the traffic really increased on my road last time. It is not wide enough to cope with it. Closing the bridge pushes traffic onto coldhams lane and Coleridge road also. Friday prayers at the mosque is the only time of the week when mill road is busy. Closing the bridge would be terrible for access to the mosque. Last time the bridge was closed I witnessed big lorries doing three point turns at the bottom of the bridge it really wasn't safe. I've lived in Cambridge 35 years. I am not happy with the amount of public money which has been wasted on this consultation. Also how does an on line consultation fair to people who have no access to the internet. That is discrimination in its own right.

		<p>Dear Sir/Madam,</p> <p>We have lived abroad in Berlin and St Petersburg for a number of years until returning to the UK in 2023 and making Cambridge our home. In those cities there is a very good public bus service and also a number of very good shared car services. To that end we did not have a car and did not want one, very much in line with what those Govt policies were pushing for. Now I know that Cambridge is not anywhere near the size of Berlin or St Petersburg and doesn't have the income, but either way we have been forced to buy a car here as the Cambridge bus service is simply inadequate for our needs. This has been compounded by the return of my wife's cancer, and my declining health. Our car is at least electric, and we have bikes, but still we would prefer to use public transport if that was a viable alternative. Perhaps many Cambridge residents are in our position, but whatever the metrics, cars are unfortunately a dominant part of life in Cambridge, and that is not going to change quickly. As a resident of ***, we know that when the bottom part of Mill Rd near Limoncello was closed for a few days recently, there is a marked increase in traffic coming through our local streets from Coldhams Lane as drivers seek to get back across to our side of town. Likewise, traffic increases a lot through the one way streets off Mill Rd near Limoncello that take drivers eventually through to Coldhams Lane, as that is the only way they can get either back into Cambridge itself, or to the Eastern side of town.</p> <p>If Mill Rd was to be permanently cut in half with a Bus Gate at the Mill Rd bridge as some are suggesting, there would be a huge increase of impatient drivers in our small one way streets. This is a potentially fatal mix as their frustration at having to make such lengthy detours and their lack of knowledge of these tricky one way streets greatly increases the risk of accidents. Added to this fear for us as residents there would be a lot more noise, pollution and dirt, and it is also highly likely that the odd truck would get stuck at the width restrictors in our zone and cause real traffic congestion. I am not against improving Mill Rd, but you simply can't do that by then creating a lot of dangerous problems for the local residents. Ultimately the answer is to have a much better bus service so that many more people are using it,</p> <p>Best,</p> <p>***</p>
Safety	WhollyObject	
Traffic	WhollyObject	<p>Cambridge is full of families and if you have 2 or more kids like me and until they will be big enough to cycle themselves most of the time you would need a car. The roads and how bad they are and unsafe they are is the main issues affecting the roads. You also keep making the life of every person using a car the most difficult possible like closing roads, bridges merging the cars into the same roads, creating congestion, frustration. You won't be able to remove cars from the road, stop fighting it, you are just moving cars from one road to another you are not eliminating the problem, you are making it bigger.</p> <p>Mill road bridge is one of three bridges crossing the railway. Coldhams lane bridge and hills road bridge are very busy already, you will force people to congest the rest of the roads.</p> <p>Put cameras on mill road to stop pavement parking, add 20 mph on the road maybe and fix the awful tarmac and potholes to make it better and safer, closing the bridge will just congest the rest of Cambridge. It's not lockdowns anymore where it worked because nobody had to travel.</p>
Environmental	WhollyObject	<p>Real concern that this proposal will just force traffic up residential side roads, particularly from Coldhams Lane to the Mill Road / Coleridge Road cross roads. Roads like Hemingford Road are already backed up with traffic every rush hour due to the closure of Vinery road as a through road. This would make it much worse for residents of several 'cut through' roads in Romsey. Simply closing existing busy roads to cars with no other traffic schemes or mitigations is not the answer</p>
Access	WhollyObject	<p>My objection is based on the amount of traffic that will be forced on to already busy roads and the need for longer journeys increasing local pollution.</p>
Access	WhollyObject	<p>This restriction prevents access by car to the railway station from the Romsey end of Mill road. We have already been closed off from Coldhams Lane via Vinery road and are now blocked off even further from the west side of town. We have to go everywhere via the ring road, access to which from Romsey is already plagued by bad traffic. Closing mill road is just going to make this worse, double the length of our journeys and worsening congestion and pollution. Most people I know in Romsey are of the same opinion, except for those with no car at all. Telling us last time that the majority of residents are in favour of closure suggests that the feedback is not actually representative.</p>
Environmental	WhollyObject	<p>I strongly oppose the proposal to install a bus gate at Mill Road Bridge. I am deeply concerned about the displacement of traffic through the side streets in wards such as Romsey, the build up of traffic that will ensue along Coleridge Road, Brookfields, Perne Road and Cherryinton Road. and the huge increase in pollution. It seems in total contradiction to the aims of the CC. Why has there been no impact assessment carried out? I am concerned also about the HGV lorries that will have to do u-turns at the bridge Romsey side post deliveries. The money spent on this would be much better put into repairing our paths and roads that are in a shocking state. Cambridgeshire residents/businesses did not ask for this, it is being foisted upon us, I feel bullied.</p>

	WhollyObject	<p>OBJECT PR1058.</p> <p>Have just been up to a friend's house near Parkside to pick up a sack of corn to take to another friend to feed to their chickens.</p> <p>Exactly the sort of trip that needs a car because I couldn't safely transport it on my bike. Imagine that lot spilling all over the road! Or on a bus...?</p> <p>Less than 10 minutes straight up Mill Rd from Romsey Town.</p> <p>More like 20, if the bridge had been closed: all the way along Coleridge Rd, Cherry Hinton Rd, Hills Rd Bridge, Hills Rd, Gonville Place and round by the police station.</p> <p>Or round via the ring road, Coldham's Lane, East Rd....</p> <p>Ridiculous extra miles, extra pollution and the greater the distance the more chances of congestion / accidents over the extra mileage. I am sure that having to make longer journeys is automatically a higher insurance risk.</p> <p>If these arguments are good enough for insurance purposes, they should be good enough to squash these proposals, but those of you that push them forward won't listen to logic, let alone facts.</p> <p>Regards,</p> <p>***</p>
Access	WhollyObject	<p>I live in ***. Where possible we try to use bikes but as a busy working mum I sometimes have to drive out towards granchester, or across town for children's clubs (which are mostly after school) and sometimes drive to station if pouring with rain or late for a train as taxis so reliable. Closing the bridge would mean going down Coldham's lane which will just glogg up the traffic more there on alternative route. . Other route is Coleridge Road but traffic by Cherry Hinton and cinema complex also gets very busy!! I've also found since the bollards on vinary road have been introduced traffic at the lights at the end of mill road/perne road have become more difficult . Basically I can't drive anywhere very easily anymore. The restrictions have made life more dangerous.</p> <p>My children go to *** and traffic still drives down to bollards and turn around. Cars often use payment when making three point turn. I think if bridge closes more traffic will come down st philips or more cars will park this side of bridge or make similar journeys back down side roads from Coldham's lane.</p> <p>I think it will also encourage more cars to park This side of bridge as can't go any further so will add more stress and parking issues outside my own house!</p>
Traffic	WhollyObject	It will cause more traffic trying to get in our out of the town center when it is unnecessary to go all the way round when we live close enough to the area, driving will continue as we have small kids and need access, more pollution due to longer routes,
Traffic	WhollyObject	If the bridge will close it will be too much rush on the other routes and very difficult and long routes
Traffic	WhollyObject	<p>I don't support the proposal. The impact on the traffic in surrounding roads will be significant if Mill Road bridge is closed to public traffic.</p> <p>Namely - Coleridge Road, which already is dangerous for cyclists due to parked car bays protruding in/out of the lanes. Many young people and families use this route to and from school. There will be build up in traffic also at the perne road end of mill road (traffic lights) which will make this end of the road dangerous for cyclists and families too.</p>
Disturbance	WhollyObject	There is no need to implement this, only moves traffic to other roads.
Other	WhollyObject	There is no reason for this proposal. Too many roads have been closed already in the area, shutting off this mill road will cause so much congestion in other areas , restrict access to town for residents and cause businesses on mill road to lose money. We shouldn't have to pay for a taxi to get over the bridge, when we can drive ourselves. Been living near Mill Road all my life and see no need for this proposal whatsoever.
Traffic	WhollyObject	I worry that closing the bridge will create larger congestion on Coldhams lane.
Other	WhollyObject	I can see no benefit in closing the bridge to through traffic. The downside would be to force all the through traffic that uses Mill Road to divert down all the through side streets causing more congestion and air pollution elsewhere.

Other	WhollyObject	It will affect the livelihood of the Romsey area and divert traffic to other high traffic areas like Coldham's Lane and Hills Road that are already unsafe and overcrowded.
		<p>I am writing to express my strong opposition to the proposed Traffic Regulation Order (TRO) aimed at closing the Mill Road Bridge to motor vehicles. I believe this decision will have significant negative consequences for the area for the following reasons:</p> <p>1. Lack of Adequate Alternative Routes</p> <p>Cambridge's central area has three main roads crossing the railway: Coldhams Lane, Mill Road, and Hills Road. If Mill Road Bridge is closed, motor traffic will be forced to reroute to Coldhams Lane and Hills Road, both of which already suffer from severe congestion, particularly during peak hours. Without expanding the capacity of these alternative routes, the closure will simply transfer the traffic issues to other areas rather than addressing them.</p> <p>2. Increased Traffic in Local Side Streets</p> <p>Mill Road is a busy hub, serving both residential and commercial needs. Access is essential, including for deliveries and local residents. Closing the bridge will push this traffic into adjacent side streets on either side of Mill Road. These streets are narrow, often one-way, with parked cars and pedestrians, which makes them unsuitable for increased traffic flow. This situation will not only cause unnecessary circulation but also heighten the risk of accidents in the area.</p> <p>3. No Real Impact on Road Safety</p> <p>Mill Road itself is a narrow, two-way street, and closing the bridge does little to improve safety for cyclists who will still have to share the road with motor traffic on the rest of Mill Road. Furthermore, as mentioned in the previous point, the redirection of traffic to side streets will create additional hazards, especially for cyclists navigating these alternative routes.</p>
Traffic	WhollyObject	In light of these concerns, I strongly urge the Council to reconsider and abandon the plan to close the Mill Road Bridge to motor traffic.

		<p>Dear Sir/ Madam,</p> <p>I am writing to object to the proposed TRO at Mill Road to close the Mill Road Bridge to motor vehicles due to the following reasons.</p> <p>1. Absence of viable alternative routes</p> <p>There are three main roads crossing the railway within Cambridge centre, namely Coldhams Lane, Mill Road and Hills Road. Closing the Mill Road Bridge would result in motor traffic being redirected to Coldhams Lane and Hills Road, both of which are already experiencing serious traffic jams, particularly during peak hours. Without increasing the capacity of these alternative routes, closing the Mill Road Bridge is only diverting traffic problems to another area without solving them.</p> <p>2. Aggravating traffic in nearby side roads</p> <p>Mill Road is a busy shopping and residential area with plenty of traffic. There is a genuine need for access, including loading/unloading of goods and access by residents. By closing the Mill Road bridge, the relevant motor traffic will need to find alternative routes in the side streets on the two sides of Mill Road. Closing a thoroughfare in the middle will result in increased and unnecessary vehicle circulation along the side streets, which are narrow, one-way, with many parked cars and pedestrians. These conditions greatly increase the risk of accidents.</p> <p>3. Not improving road safety</p> <p>The entire Mill Road is a narrow two-way street by design. The proposed bridge closure will not improve the safety of cyclists travelling along the rest of Mill Road, as the latter will still be open to motor traffic. As mentioned in point 2 above, the proposed bridge closure will create more traffic in the side streets and back streets of the Mill Road area, further endangering cyclists seeking alternative routes.</p> <p>Given the above, I strongly urge the Council to drop the proposal to close the Mill Road Bridge to motor traffic.</p> <p>Best wishes,</p> <p>***</p>
Traffic	WhollyObject	
Traffic	WhollyObject	<p>Closing mill road bridge will just divert traffic on other axis such as Coldhams Lane or Cherry Hinton Road. Those roads are already really busy at peak times due to the abundant construction of new houses with no proper infrastructure for traffic.</p>

		<p>I am writing to object to the proposed TRO at Mill Road to close the Mill Road Bridge to motor vehicles due to the following reasons.</p> <p>1. Absence of viable alternative routes</p> <p>There are three main roads crossing the railway within Cambridge centre, namely Coldhams Lane, Mill Road and Hills Road. Closing the Mill Road Bridge would result in motor traffic being redirected to Coldhams Lane and Hills Road, both of which are already experiencing serious traffic jams, particularly during peak hours. Without increasing the capacity of these alternative routes, closing the Mill Road Bridge is only diverting traffic problems to another area without solving them.</p> <p>2. Aggravating traffic in nearby side roads</p> <p>Mill Road is a busy shopping and residential area with plenty of traffic. There is a genuine need for access, including loading/unloading of goods and access by residents. By closing the Mill Road bridge, the relevant motor traffic will need to find alternative routes in the side streets on the two sides of Mill Road. Closing a thoroughfare in the middle will result in increased and unnecessary vehicle circulation along the side streets, which are narrow, one-way, with many parked cars and pedestrians. These conditions greatly increase the risk of accidents.</p> <p>3. Not improving road safety</p> <p>The entire Mill Road is a narrow two-way street by design. The proposed bridge closure will not improve the safety of cyclists travelling along the rest of Mill Road, as the latter will still be open to motor traffic. As mentioned in point 2 above, the proposed bridge closure will create more traffic in the side streets and back streets of the Mill Road area, further endangering cyclists seeking alternative routes.</p>
Traffic	WhollyObject	<p>Given the above, I strongly urge the Council to drop the proposal to close the Mill Road Bridge to motor traffic.</p>
		<p>I am writing to object to the proposed TRO at Mill Road to close the Mill Road Bridge to motor vehicles.</p> <p>There are currently three main roads that allow motorised traffic to cross the railway tracks between the southeast and the northwest. They are Hills Road, Mill Road and Coldham's Lane. All three are already congested at peak hours, having reached full capacity. Limiting access on Mill Road bridge without building new alternatives for motorised traffic to cross the railway tracks is only going to aggravate congestion on Hills Road and Coldham's Lane. A real-life example was when prolonged roadworks earlier in 2024 blocked off the Mill Road/Brooks Road junction, traffic on both Coldham's Lane and Hills Road became far worse.</p>
Traffic	WhollyObject	
Traffic	WhollyObject	<p>The traffic congestion when the bridge was shut in the trial period was awful so a permanent closure would be extremely detrimental to surrounding roads, particularly with the ever expanding housing in Cambridge. Businesses will also suffer as there will be less traffic passing!</p>
		<p>I object to the proposal on the grounds that the traffic using Mill Rd will still enter the city but will be pushed elsewhere, most likely onto Coldhams Lane and Cherry Hinton Rd, both of which are already heavily congested therefore further exacerbating those problems and increasing pollution in those locations.</p> <p>I've personally been hit by cars while cycling along Coldhams Lane twice, pushing more cars there with drivers becoming angry with their waiting time isn't going to help with that.</p> <p>The trial period where the Mill Rd bridge was closed in the past was during Covid restrictions when fewer cars were on the road therefore any conclusions drawn from then about traffic around the city are not a true reflection of what will happen should the bridge be closed.</p>
Traffic	WhollyObject	
Traffic,Disturbance	WhollyObject	<p>If the bridge gets closed then the traffic will divert to different roads, those being Hills Road and Coldhams lane which already are full of traffic. Not only does more traffic cause more disturbances but also increases the risk of accidents.</p>

Traffic,Safety,Disturbance,Environmental	WhollyObject	<p>As a resident living just off Coldhams Lane I object to this proposal as it will mean some extra traffic passing my house, therefore increasing the disturbance and being detrimental to my local environment. On the safety issue, Coldhams Lane is used as a route to local schools and so any increase in traffic levels might result in increased risk to pupils and a possible reduction in active travel if parents think there is an increased risk to their children. Another safety concern is the apparent lack of any detail of the road layout at the bottom of the bridge on both sides to facilitate the turning around of any large HGV vehicles that cannot proceed over the bridge.</p> <p>Thank you.</p>
Other	WhollyObject	<p>Closing Mill Road bridge has been tried already and had significant negative consequences.</p> <p>Where do you think the traffic using this road is displaced to? Much of it was forced down Coldhams Lane, which already sees significant traffic for the size of the road. We already regularly have creeping traffic jams between Newmarket Road and the Sainsbury's roundabout, causing pollution on a road that has children walking to the local Primary School and playing on the Children's Playground that is alongside - asthma and respiratory problems for children have significant links to traffic pollution. Standing traffic also creates a greater risk for cyclists, when cars are trying to turn down the side streets. Closing Mill Road will amplify all these current issues and is not acceptable.</p> <p>In addition to this, it will cut off businesses on Mill Road from a massive proportion of its customers. Many Romsey residents shop on Mill Road, but we will have to stop shopping there as we'd have to fight through city traffic to access it. This will kill many small businesses on Mill Road.</p> <p>Shutting the bridge will also cut us off from essential services, such as Dentist where we are NHS patients- it's not like we can just move to a closer dental practice... To get there without the bridge involves more than doubling the distance.</p> <p>It will also cut off an arterial root to the city, increasing the pressure on East road, which is already constantly jammed.</p> <p>Closing the Mill Road bridge might be beneficial for a small number of people, but the knock on effect will be detrimental to thousands of people.</p> <p>It will just displace traffic to other over busy roads.</p> <p>It will concentrate pollution on already busy roads, exacerbating health problems, especially in young children</p> <p>It will isolate people with mobility issues who don't quite qualify for a blue badge</p> <p>It will cut people off from essential services</p> <p>It will kill small businesses</p> <p>DO NOT SHUT MILL ROAD BRIDGE!</p>
Access	WhollyObject	<p>It will add traffic to the alternative routes in particular to the station. These other routes are already over crowded and so the bus gate will make it more difficult to pick up elderly, child or other visitors with luggage.</p>
Access	WhollyObject	<p>Totally against the Mill Road bridge closure for access to other areas without having to travel miles to get around the closure.</p> <p>Extra cars etc using the side roads to get round the closure.</p> <p>How do HGV drivers turn round at the bus gate bridge closure.</p>

		<p>Dear Policy and Regulation team</p> <p>I am writing to object to the proposed TRO in respect of Mill Road Bridge in Cambridge.</p> <p>Mill Road is a predominantly commercial street and has been described by Cambridgeshire County Council Highways team in the past as one of the main arterial roads into Cambridge. I believe it is more appropriate for traffic to use Mill Road than have traffic using surrounding residential streets. I believe that closing the bridge will not reduce the amount of traffic in Cambridge, it will just displace it and move traffic and pollution elsewhere to streets of a more residential nature.</p> <p>I live in ***which is entirely residential. During the previous temporary closure of Mill Road bridge (even though it was the pandemic and generally fewer people were travelling) we noticed an increase in fast moving traffic using our street as a "rat run" and there was an increase in parked cars being hit and damaged by drivers who did not stop. This will only be exacerbated by the fact Vinery Road now has restrictions which prevent that road from being used in the same way, thereby pushing more traffic to use Brampton, Cromwell and Ross Street. The width restrictions and speed bumps do not seem to put people off. It is a regular occurrence to see vehicles struggling with the width restrictions and to hear vehicles flying down the road whacking speed bumps.</p> <p>Cromwell Road is wider and has historically had some mixed use but that has now been converted to solely residential use. Both roads are meant to be part of the Chisholm trail for cyclists and it is not appropriate for them to be subject to more vehicles that are being diverted by the bridge closure.</p> <p>During the previous closure we also noticed an increase in traffic on Coldhams Lane, which is then left queuing at the traffic lights by the bridge, polluting the air around Coldhams Common which is our principle place for children to play and for adults to walk and get fresh air.</p> <p>Forcing people to take longer routes to avoid Mill Road bridge (including Coldhams Lane or Cherry Hinton Road) will add to rather than reduce pollution in Cambridge. I appreciate there is an overall desire to reduce traffic and improve air quality but surely we should prioritise protecting the air around our green spaces and playgrounds over shopping streets.</p> <p>I note the plan is to allow buses, taxis and blue badge holders to use the bridge. I have no issue with disabled access. However as a cyclist I would note that the vehicles which usually get too close and have in the past scared me the most cycling around Cambridge are taxis. In particular if taxis see a clear road they tend to move at speed. If the concern is that traffic on Mill Road is posing a risk to cyclists and pedestrians, I don't see why taxis are exempted.</p> <p>If the desire is to improve safety on Mill Road, there are other traffic calming measures or systems that could be put in place. I would also note for cyclists who are nervous about the bridge there are other designated cycle bridges which can be used to cross the railway.</p> <p>I am aware that at other times there has also been a suggestion that restrictions should be placed on the railway bridge on Coldhams Lane. How would this interact with the bus gate on Mill Road? What are those of us who live between Coldhams Lane and Mill Road expected to do? I am concerned that a piecemeal approach is being adopted in the City when we should have one comprehensive plan that considers all potential traffic/highway changes at the same time. There seems to be no proper planning or long term approach here.</p>
	WhollyObject	I understand the temporary measure during covid when people were required to socially distance and could not physically pass each other on much of the pavement on Mill Road, but that is no
Disturbance	WhollyObject	This was terrible last time. Caused even more traffic in Cambridge. Environmental issues from stand still cars stuck on other roads. Mill Road is the heart of Cambridge. Let's keep it that way. Stop doing this!! It didn't work last time.
Safety	WhollyObject	<p>I cycle over Mill Road bridge nearly every day and yet I still object for several reasons. Firstly, I don't understand why taxis would be exempt. As I cycle over the bridge heading towards town & I can tell you that the main culprits for overtaking cyclists on the bridge are taxi drivers - always in a hurry, then slam their brakes on in front of you to turn left towards the station! I have also been overtaken on top of the bridge by a bus. Generally speaking, the majority of other car driver's behaviour has improved immeasurably and they usually wait until safe now. Why has no-one thought to put up a large sign either side of the bridge saying 'OVERTAKING CYCLISTS IS NOT PERMITTED' and be done with it ?! SIMPLE! Sure, there will be a few inconsiderate, selfish drivers who don't abide but, perhaps, these could be the ones to be caught on camera?</p> <p>Another consideration is that, quite correctly, it has been pointed out that this will just cause traffic displacement, rather than fewer vehicles on the road. We had direct experience of this when the bridge was closed before and all the connecting side streets were used as a cut between Mill road & Coldham's Lane. Drivers were mostly frustrated, in a hurry and not quite sure where they were going in the maze of one way streets. This is not only dangerous, but just moves the pollution into the side streets and makes journeys even longer.</p>

Traffic	WhollyObject	There are very few bridges over the railway tracks in Cambridge. This will create a bottleneck on Long Road, Newmarket Road and Hills Road. These areas already have too much traffic and long delays.
Access	WhollyObject	Mill Rd is an important route to and from the city centre, the bus and a train stations. If the bridge is closed then it will place an additional burden of traffic on other nearby roads such as Coldhams Lane and Coleridge Road. While the provision/quality/reliability of public transport from Stagecoach is so bad, it is unfair to force it on those unable to ride a bicycle or walk.
Traffic	WhollyObject	Traffic along Mill Road should not be obstructed. A lot of the time it not that excessive; during the summer holidays it has been very light which suggests that a lot of it is generated by the school run. Perhaps better public transport and dedicated school buses would be a good solution. Diverting traffic around Mill Road will just create more pollution and congestion elsewhere.
Traffic	WhollyObject	By closing the road it Impacts on the traffic increasing problems all around they don't seem to care about it as long as they get there way.
Traffic	WhollyObject	This is such a bad idea , it will cause so much traffic and a lot of people use this road to get to work and school
Traffic	WhollyObject	<p>I am a resident of Romsey ward and am against the current proposals to restrict traffic on Mill Road Bridge. While the intentions of the proposal are noble, I don't believe it has been thought through fully. Closing the bridge will not help reduce traffic, motorists will instead bypass the bridge through Coldham's Lane and/or Cherry Hinton Road which is going to make problems for residents of these areas.</p> <p>Here is an example from my circumstance. I mainly get around Cambridge by bicycle and rarely use our household car. One circumstance in which I do use the car is to bring my wife to Cambridge train station. She is an *** and uses the train to return to visit family. Since she carries heavy luggage, it is not feasible to walk or bicycle to the train station. There is no direct public bus service from our house to the train station. Frequent use of taxis is too expensive for a ***. As such, I take it upon myself to drive her to the train station and we use the route via Mill Road. If this link were to be severed we would be forced to go via Cherry Hinton Road, however, this is a longer route and it would also be considerably slower when other traffic is obliged to use it in the event of Mill Road Bridge restrictions. By all means, if we had a reliable public bus service we would use that instead and there would less need to own a vehicle – but that must come before traffic restrictions/fees, i.e. carrot before stick.</p> <p>If the safety of cyclists and pedestrians is the principal concern, have you considered making Mill Road Bridge a single lane road with traffic lights installed on either end that alternates the direction of traffic?</p>
Traffic	WhollyObject	Where we live we have ***. It would be nice to sit in my garden in peace. If the bridge is closed it will generate more traffic along ***. We have also have thousands of houses being built snd later more on Marshalls which again bring more traffic as there is no bus coming from Cherry hinton past Nuttings Road we have to use our cars to get any where. I think the People of Mill Road are selfish (not all). They do have a cycle path use that
Other	WhollyObject	I am completely against the closure of Mill Road bridge to all but a few vehicles. This is because vehicles which can't access the bridge will then take alternative routes to get to their destinations thus causing further congestion and traffic on nearby roads. I live on Coldhams lane and have seen how much extra traffic came down here during the previous temporary closure of the bridge. Cambridge is a small city and we all have the right to move freely in it without having all these ridiculous T.R.O making congestion and traffic worse than it need be. These may benefit the few who are happy with them but I believe the majority of residents and motorists find them to be of very little use and benefit. They just make travelling around Cambridge a lot worse.
Traffic	WhollyObject	I object to this proposal as it pushes traffic onto other routes and residential streets. This to the detriment of alternative routes through congestion and pollution. It does not address any problems but makes the life of other residents miserable. Please stop this nonsense, with the TRO proposed my road and others will be adversely affected through poor environmental and reduced living conditions.
Traffic	WhollyObject	<p>Invaluable route for driving into town and across Cambridge</p> <p>When it's shut the extra traffic puts strain on coldhams lane route into town. Is its grid locked.</p> <p>The demand to drive into Cambridge doesn't change with one of the main routes shut ot just forces that traffic along Coldhams lane and the North access to the city</p> <p>.Getting a taxi from the railway station would also be at least twice the price as would have to go via East Road and then come back on yourself if bridge was closed to all traffic.</p> <p>Please reopen the bridge.</p> <p>I have lived in Cambridge all my life and closing the bridge has been a major inconvenience to me and my family.</p>

Access	WhollyObject	Mill Road is an essential access route into the city Centre for the people of Cherry Hinton. When the bridge was closed before we were forced to use Cherry Hinton Road and Newmarket Road and were no longer able to support the Mill Road shops. Not everyone can cycle or walk into the city centre and there are currently no buses from Cherry Hinton along Mill Road and none are proposed.
Access	WhollyObject	<p>Mill Road is one of eleven arterial routes into Cambridge city centre. Why would you close it? Though it might put some people off making that trip by car, many others will just choose to use Coldhams Lane or Cherry Hinton Road, making congestion there worse. There will be more traffic down side roads too. Delivery vans will have to either turn round near the bridge after delivering or head off down a more unsuitable side road.</p> <p>To be honest it seems similar to operating on a patient and blocking off/sewing up one of their coronary arteries.</p> <p>I am an optimistic believer in democracy, but something seems to have gone so wrong in Cambridge and the GCP. You seem to believe that concillors know best, and that you should drive things policies through that don't have majority support. Why don't you concentrate on doing the things we want you to do properly? These are often boring, trivial things that actually turn out to mean a lot to people. Like keeping down the weeds, keeping down the flytipping.</p> <p>If you are all on a fanatical crusade against cars, go and join the Green Party. But stop pretending that you are interested in representing the interests of the Cambridge population, because you aren't.</p>
Traffic	WhollyObject	Closing the bridge will push traffic onto other routes which has been shown to increase congestion when the bridge has been closed previously. It will also push traffic onto roads adjacent to mill road and cause chaos when deliver vehicles have to turn around to exit the road as they are too large to enter the side roads. Getting to and from the railway station will become difficult from Cherry Hinton and surrounding areas and buses will become even less reliable as they are stuck in extra congestion on Hills Rd. A better solution would be to adequately police the road, cracking down on speeding drivers and electric bikes/scooters and dangerous cyclists.
Traffic	WhollyObject	I fully object to this proposal. It will cause congestion.
Access	WhollyObject	Closing the bridge will cause chaos in Cambridge by just transferring traffic to other roads. Absolutely ridiculous idea brought about by a racist, pervert otherwise known as ***. It's all about ***, just because ***

		<p>Dear Sir/Madam,</p> <p>I strongly oppose the creation of a bus gate on Mill Road and the closing of the bridge to the majority of private vehicles.</p> <p>Mill Road is a major route into Cambridge and a direct link to the city from Cherry Hinton where I live. If Mill Road is closed then we will have to use Hills Road or Coldhams Lane and these roads are already busy. It will take longer to get anywhere and there will be more pollution on other roads. There will also be lots of traffic having to come back down Mill Road that will not be able to go over the bridge and that will not be efficient. I think an in depth investigation into how other roads will be affected by the bus gate needs to take place and the Council need to publish this information and tell everyone the results before doing anything.</p> <p>The TRO information says that one of the reasons for needing the bus gate is safety but there have not been any accidents on the bridge. I sometimes cycle into the city and I do not feel unsafe on Mill Road Bridge. I have also used the cycle/pedestrian bridge which is very safe. This other bridge is not put forward by the Council as an alternative to Mill Road Bridge but it was built for the very people that the Council says the TRO is for.</p> <p>Mill Road has not been that busy in the last few months. We have driven down it and there were not that many vehicles. So I do not understand why the bus gate is needed.</p> <p>I am not happy that this measure is being considered by the Council. It is not needed and will be detrimental to everyone living in Cambridge and others who come here by car as well.</p> <p>I feel that the Council are not being objective about this issue. They have put this measure forward twice now and seem determined for it to happen. That is not fair for the people living here. It will definitely affect my family and make it harder for us to get to Queen Anne car park and other areas of the city that we sometimes go to by car. We should be able to travel freely around the city where we live.</p> <p>Please include my comments in the consultation.</p> <p>Thank you.</p> <p>***</p>
	WhollyObject	

		<p>omments for submission to the Mill Road TRO Consultation please:</p> <p>I live in Cambridge and attend lots of activities. I cycle to school but we use our car a lot as well.</p> <p>I do not think closing Mill Road Bridge to most vehicles is a good idea. It is an important road that goes into town and we need to use it. Also it will be busier on all the other roads if we cannot use Mill Road to get through.</p> <p>Cyclists can use the cycle and pedestrian bridge to cross over the railway. I do not understand why the families in the paper do not use that bridge instead. They want to change things for everyone forever and that is not fair to everybody else in Cambridge. If we all closed the road we lived on then there wouldn't be any roads and no-one would be able to do anything, go anywhere in their car or buy anything. What is the reason for closing it?</p> <p>We have driven down Mill Road a few times in the holidays and it did not take a long time. There was not that many cars. We went to the station to drop me and my brother off with all our bags. We also went to Queen Anne car park with mum and our grandparents quite a few times. Lots of people will not be able to get through if the road is closed. It says taxis can go through but we never use taxis. I don't think it is fair that taxis would be able to go through.</p> <p>I don't think that the people who planned this closure have thought about all the issues and problems. It will be busier everywhere else and all the other roads will not be nice to live on or get to. I like Mill Road and it is a road that goes to town. We need to use it.</p>
	WhollyObject	***

		<p>Dear Sir or Madam,</p> <p>I write to voice my disappointment that the Council is persisting in pursuing implementation of a bus gate on Mill Road Bridge with a further TRO. No supporting evidence has been produced by the Council to show that this measure is required. Further, a full impact assessment on how this will affect other parts of the city (Hills Road, Coldhams Lane, Coleridge Road, Cherry Hinton Road, Devonshire Road, Argyle Street, etc.) has not been carried out thus far.</p> <p>Mill Road is one of three roads which cross the railway. Traffic blocked from crossing Mill Road Bridge will have to cross on one of the other two points, meaning that Hills Road and Coldhams Lane will be busier than they already are. The closure of Mill Road Bridge would have consequences for all residents of Cambridge and all drivers using the city's roads. If Mill Road is not busy then the TRO is not required; if it is busy then what justifies relocating this traffic to the Hills Road and Coldhams Lane bridge areas instead?</p> <p>What will closing the bridge actually achieve? The negatives, it seems, would far outweigh any perceived gains. Traffic unable to cross the bridge will end up diverted down Argyle Street and back along Mill Road. There will be increased traffic on Hills Road and Coldhams Lane, Coleridge Road and Cherry Hinton Road. Journeys will be longer and slower with more pollution on these roads. As a father of two teenage boys making regular trips to drop them off in the Mill Road area, city centre and Grafton area, the closure of Mill Road Bridge would have a major impact on us.</p> <p>As a family we have been watching traffic levels using Mill Road in the last two months and have noticed that they have been not been heavy. The only day that seemed busy was on a Friday with the additional traffic from people attending the mosque.</p> <p>The purpose-built pedestrian and cycle bridge already exists, crossing the railway on Mill Road. Why isn't this mentioned by the Council? The purpose-built bridge is available for use and should be advertised as such by the Council. Mill Road has a speed limit of 20mph so effective safety measures have already been taken despite there being no record of accidents on the bridge.</p> <p>As a car driver and cyclist and pedestrian, I am strongly against the closure of Mill Road Bridge. I also oppose it as a resident of the city with a family to support. I have spent 41 years living around Cherry Hinton and I have happily used Mill Road during this time. The proposed measure will cut off a vital route in and out of the city have an adverse effect on freedom of movement in and around the city, . The Queen Anne car park has a designated exit in Mill Road. Traffic will be forced to go down East Road instead, which will cause problems elsewhere.</p> <p>The measure has not been fully thought through from the point of view of all residents in the city and surrounding areas, and it will have an extremely negative outcome for all except for a minority who have not been clear about the justification for the plan.</p> <p>Yours Faithfully,</p> <p>***</p>
	WhollyObject	
Access	WhollyObject	<p>Closing this road will push more traffic onto other roads making them completely blocked at all times</p> <p>Buses are just not a reasonable alternative - they either just don't turn up (cancelled) or are late, you cannot rely on them. They are also very expensive, except for the minority of people who may get a discount.</p> <p>Just leave mill road and other roads alone and work on getting the traffic moving - it can be done!</p>
Traffic	WhollyObject	closing the bridge and directing traffic down argyle street is going to increase traffic on an otherwise nice quiet residential street.

Safety	WhollyObject	<p>I strongly object to closing Mill Road bridge for the following reasons (i.e. in other categories than "Safety" noted in the drop down menu):</p> <ol style="list-style-type: none"> 1. I am a resident at the *** and the last time the bridge was closed a huge additional volume of cars, vans and large lorries used Argyle Street and then Stockwell St to turn around. This increased noise, pollution and reduced road safety in what is a very narrow one-way street with pavement parking on both sides. This diverted traffic passed my front door and windows by only a few feet. I regularly witnessed lorries come head-to-head with cyclists moving along Argyle Street towards Mill Road (following the current cycle markings). I want the council to be aware of this clear danger and be on notice that a serious accident/death may well follow if the closure is made permanent. Other larger lorries became stuck and blocked the road as they tried and failed to navigate the distinct curvature of Argyle Street and the left turning from Argyle St into the equally narrow Stockwell St. It was a complete disaster for residents, pedestrians, cyclists and drivers alike. 2. The closure appears to have no net benefit to Cambridge as a whole. It simply displaces noise, pollution and safety issues onto other local people and routes and in many cases will actually increase journey times and pollution. 3. Pollution is already proven to be reducing in Cambridge over many years and there is no evidence that this single bridge closure will have any meaningful impact on overall levels. 4. Cyclists and pedestrians already have the very safe and very local option of the Carter Bridge. 5. There has always been a strong community in Mill Road. A new closure will do nothing for community cohesion. It's been a hugely divisive and sometimes toxic local matter for too long. I believe Cambridgeshire County Council should end this proposal now to help bring community members back together to live in harmony. 6. Mill Road business owners have publicly stated they will exit the Romsey side of the bridge as footfall and turnover will once again be reduced. The closure will therefore negatively impact future local economic growth and business vibrancy. Such an outcome makes no business sense in a growth area like Cambridge and is contrary to the new Government's economic objectives. 7. The consultation process is flawed. All residents and businesses along Mill Road and ALL roads leading off Mill Road should be written to formally to explain the proposal and how to respond. In addition, residents of other impacted areas for the diverted traffic (Coldhams Lane etc) should also all have formal letters and a chance to have their say. I am concerned elderly, disabled (but no blue badge) and other vulnerable people (and the wider City and near-village residents) will have no chance to comment. Last time this happened, even people on my own street immediately adjacent to the bus gate were left completely in the dark prior to closure.
Access	WhollyObject	<ol style="list-style-type: none"> 1-The traffic levels in no way warrant this. 2-Traffic will be moved onto other roads in the area. 3-All journeys will be 50%-100% longer, with heavier and slower traffic, on all other routes, creating huge additional and unnecessary amounts of congestion and pollution. 4-If there is a problem with traffic in the area, why are we building so many new houses/projects in the area? 5-The current war on cars and residents owning vehicles in the City is a misdirection, the true problem is over population and our development and poor planning. 6-This is nothing more than a vanity project for one particular Romsey Councillor. 7- This whole consultation stinks of cornyism, corruption, and secret agendas. 8-After the previous out of court settlement, which cost council tax payers a large sum of money, the powers that be should never be allowed to raise this issue again and those responsible, should be held fully to account.
Traffic	WhollyObject	More traffic will be diverted through residential streets and it will cause longer car journeys therefore being worse for the environment.
Other	WhollyObject	<p>Regarding response category, I feel that Traffic, Access, Financial, and Disturbance are components of my objection. But I also feel that Safety and Environmental concerns are not necessarily solved by a bus gate at Mill Road bridge.</p> <p>I've submitted an email with other comments to Policy.andRegulation@Cambridgeshire.gov.uk.</p>
Traffic	WhollyObject	I remember when the bridge was closed recently and the traffic chaos, queues and pollution in Coldhams lane and Cherry Hinton road were appalling. This was the result of forcing cars to take the much longer and congested route- especially in rush hour times- as an alternative. How can this be justified when we are trying to cut down on pollution.? Secondly Mill Road is the only real authentic Cambridge road in Cambridge that is not part of, or dominated by, the University. Closing the bridge would ruin this special road and will have an adverse effect on all the many shops and businesses there. This must not be allowed to go forward. I and my family totally oppose this scheme.
Disturbance	WhollyObject	Removing the cycle parking from and also redirecting Mill Road traffic down the very small residential Argyle Street is absolutely farcical.

		<p>Dear policy and regulation team .</p> <p>I am writing to object to the closure of Mill road bridge to through traffic . I object on several grounds but the main one being as a resident of *** the increased traffic flow and pollution it will bring to an entirely residential area . The u-turning of lorries and delivery vehicles will have a detrimental effect on our health and well being . Do you not have a legal responsibility to not adversely the health and well being of the residents in the streets of the proposed diversion ?</p> <p>I find it very hard to see who is going to benefit by the closure unless it's the council getting some kind of handout if it goes ahead or maybe people who want to sit and drink coffee on Mill rd . We don't need any more coffee shops . What we need are shops selling things that people need that also need to be delivered to . The closure of cutlacks and Kylash stores have both been a great loss to the area . Both citing the closure of the bridge as a contributing factor . Mill rd has historically had a bottom up culture . The closure feels very imposed from the top with little input from local business . You are risking the culture that has always made it a thriving place .</p> <p>Various claims have been made i.e. 70% of people want it to go ahead . Who are these people and how has this figure come by ? I was born on Mill rd and have many local connections and no one I know wants the closure so I find this very hard to believe unless previous consultations have been deliberately skewed in some way</p> <p>Another claim is Mill rd is an accident hotspot , again what is the evidence for this ? I have walked , cycled , been driven and driven along Mill road my whole life . My father also had an electronics business in *** . I've never been involved in an accident and have witnessed very few . Maybe I have just been extremely lucky in my 64 years or maybe the figures don't actually stand scrutiny . I would suggest redirecting traffic down residential streets is much more potentially hazardous . If there has been an increase in recent years maybe it is to do with the hostility that has been whipped up between cyclists and motorists over this closure . It has been very sad to see an area that has always been inclusive and open to all so divided</p> <p>Another claim is Mill Road is a residential street . Although it does have people living there it is mainly a commercial street and always has been . People knew this when they took up residence . It is not acceptable that they now want to change its function to the detriment of the businesses on Mill rd and the residents in the surrounding streets .</p> <p>Once again I strongly object to this proposed closure for the reasons stated</p> <p>yours sincerely</p> <p>***</p>
Traffic	WhollyObject	Traffic would increase in side streets
		<p>Wholly ludicrous idea, just because of cycling groups and those that want to make Mill Rd cafe culture so they can sit in the middle of the current Rd to drink their latte etc.</p> <p>It has always been a major route from pre motorised vehicles, with horse and carts travelling along it.</p> <p>I note that the road appears not to be as busy as it was in the 80's to early 2000. Yes parking in pavements does appear to be an issue at times but that is when to community officers should be around more to give out fines. Not go away with a piece of cake to turn a blind eye (as I have witnessed).</p> <p>This would put pressure on surrounding residential roads/streets as motorists try to find shorter alternative routes and put more traffic on other major roads and bridges.</p>
Access	WhollyObject	This would make congestion an issue which is your ultimate goal.
Access	WhollyObject	<p>A TRO on Mill Road would push traffic and congestion to other areas of the city. A pitiful grab to supposedly improve one area at the expense and consideration to other local residents and road users throughout the rest of the county</p> <p>Cambridge is a city for the use If us all, if you want a peaceful, no traffic neighbourhood go live in a rural village not a city centre!!!</p>

	WhollyObject	<p>To whom it may concern,</p> <p>I strongly oppose the closure of Mill Road Bridge.</p> <p>Although I have not lived in Romsey for very long, I have always lived in Cambridge and understand the importance of the bridge. During the previous closure, I lived just off *** and worked on *** so have first hand experience of pushing the 'problem' elsewhere with additional traffic using that route.</p> <p>Since moving there and being able to get almost anything you might need on Mill Road, I can't even imagine what the closure of the bridge will do to the local businesses. Not to mention the added danger of delivery lorries having no place to turn.</p> <p>My partner carries out property maintenance for a living and often works in the local area. If he wanted to get to Tenison road, (currently 4 minutes and 0.7 miles) this would mean a detour of approx. 2.9 miles and an additional 13 mins – that's with no traffic and a diversion along East Road which is busy enough as it is. This is time he would not be getting paid for and although 17 mins for one journey does not sound like much, this would add up during the day as he is rarely in one location all day. A longer journey time would also mean an increase in pollution.</p> <p>I believe the negative impact closing Mill Road Bridge will have, far out way the positive factors.</p> <p>Regards ***</p>
Access	WhollyObject	<p>If traffic has to go a longer way round it will cause more traffic and therefore emissions.</p> <p>My doctor is in Petersfield</p>
Access	WhollyObject	Keep the bridge open. The more routes you close the more traffic affects all other routes. All businesses on Mill Road will be adversely affected too
Traffic	WhollyObject	<p>I think the reasons for this proposal are valid and I am pleased people are taking the time to consider, having said that, I object to the proposal for multiple reasons which I list here:</p> <ul style="list-style-type: none"> - The proposal will increase traffic to Perne road, clogging it as it did before, preventing ambulances getting to and from the hospital (who use Perne road extensively). Perne Road is already extremely busy many times of the day. - The Mill road traders have expressed feedback that their businesses will struggle, they saw a large financial impact when the road was previously closed. These are the few remaining independent retails in Cambridge, where the center is full of huge chains, I want to support these retailers as much as possible. - Buses, cycling or taxis are not an option for many residents who live outside the city for cost or availability, they rely on driving into Cambridge as the only affordable and practical option. Many of these people likely work down Mill Road. I believe this proposal will unfairly impact these people more (who cannot afford to live in Cambridge), limiting access to more privileged, locals (such as myself). - We are in a cost of living crisis, this will be expensive to build, run and will cost local businesses and people more to travel in. I consider it an inappropriate measure in these hard times. - I would like to see Cambridge residents adopt electric cars when financially able, closing road such as these will mean short distance travel becomes less useful which is where such cars excel (over older, petrol and diesel models). - I believe the issues raised which are valid, particularly safety, will not be addressed closing to listed vehicles. Taxis, buses and unlicensed electric mopeds all post a danger to cyclists and will remain on this road. - This change limits access to the station significantly from one side of Cambridge, discouraging people from taking the train. For those who need to, it will increase already huge pressure on Hills road and Cherry Hinton Road, crucial roads for ambulance hospital access. <p>I would like to see less traffic on Mill road, however I would prefer new roads, parking and transport good enough that people choose to use it positively to solve the problems rather than just turning off a crucial piece of travel infrastructure.</p>
Traffic	WhollyObject	Thank you.
Traffic	WhollyObject	<p>The proposal would only reduce congestion in that area, it simply moves and increases congestion elsewhere ie people driving in will still drive in, they won't all just stop, or use public transport.</p> <p>Similarly I'm concerned about the impact on local businesses. When it has been closed temporarily before a number of local businesses had flyers objecting to the closure so to suggest that there would be no detriment and they are supportive would be untrue.</p>

Traffic	WhollyObject	<p>Mill Road is a main artery to Cambridge city centre and as such should stay open to general traffic. Its closure will shift traffic and impact on other nearby roads like Hills Road, Cherry Hinton Rd and Coldhams Lane. Cambridge residents are generally very conscientious and will use their bicycles as much as they can but there are times when they need to use their cars and as such a main road should be available to avoid unnecessary and longer detours which only increase pollutions in other streets.</p> <p>I would very much want to avert the same situation that the “poor buggers” living in East Road got when Emmanuel Street was bus gated a few years ago... say no more ...</p>
Access	WhollyObject	Ludicrous proposal. Lengthening journey times in a crowded city is not acceptable
Traffic	WhollyObject	The scheme pushes traffic to other roads which cannot cope.
Environmental	WhollyObject	<p>When Mill Road was closed, traffic in surrounding roads was untenable. This plan is ill thought through and has inadequate research on the impact on or re-distribution of traffic to surrounding roads.</p> <p>Mill road is commercial residential mixed use. Surrounding roads are residential. This proposal will simply re-distribute traffic to residential roads. Moronic childish proposal, indeed.</p>
Traffic	WhollyObject	I live on *** and I strongly oppose this proposal. The traffic on our residential street is negatively impacted, the road becomes congested and busy, cars speed along, it is noisy and dangerous and has an environmental impact on our life. Mill Road is not solely residential and should take traffic from our road. Also as a local business owner, running a performing arts school on radegund road, the impact of traffic and congestion that will increase and did increase whilst the bridge was temporarily closed meant children were not able to attend classes on time and parents cancelled their subscription due to build up of traffic on Coldhams Lane, Perne Road and Cherry Hinton Road. I cannot understand why pushing traffic to residential roads is acceptable. Mill Road should remain open to cars.
Access,Traffic	WhollyObject	Introducing the bus gate will put too much pressure on the surrounding roads such as Coleridge Rd, coldham's lane etc. please consider the impact this will have on traffic as it's already pretty heavy in these areas and will only get worse with the closure of mill road.
Disturbance	WhollyObject	Closing the Mill Road bridge will simply divert traffic to residential areas. Mill Road will not benefit from becoming a pedestrianised area and pedestrians will still be squashed onto the narrow footpaths because many types of vehicle may still cross the bridge. Perhaps instead the whole road should be closed on either Saturday or Sunday to create a welcoming atmosphere at shops and restaurants.
Disturbance	WhollyObject	This proposal will largely just move traffic to other streets, many of which will be residential. The negative impacts on these streets outweigh any likely benefit and also highlight the fundamental unfairness of it - why move traffic from what is clearly a main road to residential areas? What is happening is that a concentrated group of supporters of this closure get more air time at the council than a diffuse group of objectors, many of whom have probably given up hope of stopping this change because they consider it a done deal in the council's mind. So I think this has been a very poor process, with the advantage always going to a highly persistent vocal minority. Traffic breaking the speed limit on Mill Road is a danger, but preventing that requires enforcement, not just reducing speed limits (similarly on Coleridge Road with the widely ignored 20mph speed limit).

		<p>I object on more than one category of reason.</p> <ol style="list-style-type: none"> 1. Inevitable increased through-traffic in surrounding heavily residential areas and great pressure being put on the small number of other rail bridges. Resultant increased wear and tear on these other routes, more potholes etc. 2. Possible danger from large and small vehicles turning round in the road near the bridge, where the highway is narrow, there are side roads and there are cyclists coming quickly down the bridge. 3. Increased overall pollution due to the extra miles motor vehicles would have to drive. Car detours will be much longer than the small detour a cyclist can make to use the Carter Bridge if they wish to avoid motor vehicles. 4. Little positive impact on cyclists or pedestrians. Since buses will still use the road and bridge as a main route I'm not convinced it will be easier or pleasanter for cyclists, however a pedestrian perception that the road is closed could result in people walking all over the road (see King's Parade and Trinity St examples, which are now a nightmare to cycle along) and cause greater danger to all than currently. 5. Potential detrimental effect on small businesses through loss of custom as a result of fewer people driving past and noticing they exist. 6. Better to have a long term plan for widening the bridge or perhaps considering a parallel footbridge as at Coldham's Lane. The Victorian housing just below the level of the bridge has now been empty and boarded up for a long period and seems of no use to anyone, so the loss of these properties would not be detrimental. I suggest a revolutionary "green bridge" with beautiful planting and natural habitat creation to enhance the area. Far more attractive than ugly "bus gates" and prohibition signs. 7. Loss of a public right of way that has been in place for hundreds of years. 8. Without passing traffic the area is potentially more likely to attract crime and feels less safe, especially at night. 9. Unfair impact on the less mobile of the area who rely on personal vehicular transport whose journey times will be increased. 10. This is a divisive plan that not only splits opinion amongst local residents but puts a physical barrier between one half of Mill Road and the other. 11. Visitors who do need to use parking spaces in the area (to collect large objects, to visit places of historical interest etc.) can currently quickly drive from the Gwydir St car park (where spaces for non-electric cars have recently been considerably reduced) to alternative spaces at the top of Great Eastern Street. With a closed Bridge, people looking for nearby public parking would have to drive an exceptionally long way round. 12. Such schemes, costing significant amounts of public money, are never monitored or assessed in any unbiased scientific way after being implemented and if they are not successful, who is accountable? Once in place I think this is likely never to be reversed even if it has many detrimental effects to the City as a whole.
Other	WhollyObject	
Traffic	WhollyObject	Ridiculous idea cutting of a major road which will cause congestion on all adjoining roads

Traffic	WhollyObject	<p>I object to the proposal of installing a bus gate on the length of Mill Road Bridge because it makes no sense at many levels.</p> <p>It seems like as if who came up with the idea is a person that has never opened a map of Cambridge. The city is cut in 2 by the railway and, from the city centre, you can cross from only 3 points (hills road, mill road and coldham lane). By removing one crossing, you are going to diverge the flow of cars and vans, artificially creating congestion. And for what reason?</p> <p>Can't be for environmental reasons given that air quality is good (air pollution levels are not a concern in the area);</p> <p>Bicycle safety? Bikes can use the parallel cycle lane (next to the station) where cars can't go.</p> <p>This decision is either not really thought-through or you just don't care about widening an inequality gap in your local population. Do you think that everyone is well-abled to cycle all year round? No. Are these people disabled? Not necessarily! but there is a big gradient of less-abled people which needs a car to move around. For example, would a 75 year old lady going to go on for a 20 min cycle in a rainy winter evening? Not if she can avoid it. Same goes for many other cohorts that don't hold a blue badge and could use the bus gate.</p> <p>Why would you force citizens to drop the comfort of a quicker, more linear route for a more time-consuming longer route, risking to get stuck in traffic on the next bridge?</p> <p>Why are you trying to keep imposing traffic restrictions which end up creating more congestion elsewhere?</p> <p>This is not even going to be supportive of the local business as they've made it very clear that they would be negatively affected.</p> <p>I want to keep my freedom to use my car and go though the closest railway crossing whenever I want.</p> <p>I strongly hope you reconsider this proposal.</p> <p>Kind regards, ***</p>
Traffic	WhollyObject	<p>I object to the proposal of installing a bus gate on the length of Mill Road Bridge since there are not many other alternative routes to cross the railway for those residents who live nearby. The traffic in the other areas is already congested and the proposal would only worsen this.</p> <p>Public transports are inefficient, infrequent and expensive hence do not offer a valid alternative.</p> <p>Local shops would be affected too so I disagree with this proposal.</p> <p>I've already disagreed in the past, and your incompetence costed me tens of thousands of pounds from my taxes in legal costs to the Friends of Mill road people who won round 1 of a similar past consultation. Why do you keep insisting?</p>
Access	WhollyObject	I object to this proposal as this will again cause major issues with traffic within the Cambridge area.
Other	WhollyObject	<p>I predominantly use Mill Road as a pedestrian/cyclist. So I recognise that there would be a personal benefit to me if traffic was reduced, as I don't feel especially safe as a cyclist on Mill Road due to how narrow it is and how dangerously and carelessly cars drive. Though it is worth noting that some of the worst drivers are the taxi drivers anyway. However, stopping through traffic blocks a significant road into the city and surely will just create more congestion on all other routes into the city. It's a lovely ideal to have a pedestrianised area and prioritise sustainable modes of transport, but the fact is we live in a city where the cost of housing is completely untenable for most people, forcing them out of the city into nearby villages and forcing them to commute by car to work. This is true for many of my colleagues and I think it's deeply unfair to make their commutes even worse because of the disgusting and disgraceful cost of living in this city, which isn't anywhere near in line with pay. Until the housing crisis is addressed, and realistic options are on the table for sustainable travel for those commuting from outside of the city centre, I think a closure to the bridge would be a big mistake and affect more people negatively than it benefits.</p>

Traffic, Safety, Disturbance, Financial, Environmental, Access	WhollyObject	<p>Traffic will just be moved to other surrounding roads (eg. Coldhams's Lane, New market Road, East Road and more). This will cause more congestion on these roads. Cars sat in traffic is not environmentally friendly. It isn't a case that all cars journeys can easily be switched to bicycles/walking/bus.</p> <p>Journeys to and from home will become longer. Most people living on mill road do not keep their lifestyle within mill road, many need to go away from mill road to reach their destination. If you are going a distance for which a car is required then this closure will increase journey time. This is making life harder for many, for example working parents who need to get from work, to pick up their child, to home. It may become impossible to get to all these locations on time.</p> <p>Cars, vans and Lorry's will have to turn around either side of the bridge as they can't drive over it. This is dangerous and causes more traffic. I know of a situation where a lorry had an accident trying to turn around.</p> <p>The closure of the bridge will deter people from visiting shops on the side of the road they can't access as easily, they are less to go to the shops, causing them to loose business and possibly close down. This happened last time!</p>
	WhollyObject	<p>I have lived in the Mill Road area since 1981. I am neither a driver, nor a cyclist but I strongly object to the proposed closure of the bridge to private vehicles for the following reasons:</p> <ol style="list-style-type: none"> 1. Mill Road is a thoroughfare linking the ring road to the city centre. It is one of only three crossing points over the railway for vehicles. It has existed as such for many years. Closure of the bridge would force traffic to use side streets to reach Coldhams Lane bridge, or the ring road, or to use Coleridge Road and Cherry Hinton Road to reach Hills Road Bridge. This will increase traffic in these areas and seems unfair on residents of these streets. 2. Private car owners need to cross the bridge for many reasons, including for medical appointments, as carers, to reach the station, and for school runs. Alternative journeys will be lengthy. 3. Delivery and trade vans will need to deviate, causing delays and congestion. 4. Proposals to 'gentrify' the road with street cafes and seating areas are not in keeping with the area. Hefty wooden build outs during the pandemic served only to make pavement access more difficult for disabled people. There are already too many obstructions from tables and chairs and pavement signs. 5. The closure effectively cuts the area in two. Mill Road has always been one community not a divided one. 6. Many arguments in favour of closure have little substance - e.g. high accident rates on the bridge, reduction in pollution (problem would relocate to other streets) 7. A previous negotiation ignored a petition with strong opposition from residents to the closure, whilst favouring the views of the cycle lobby. <p>I trust that you will consider my objections.</p> <p>***</p>

		<p>OBJECTION.</p> <p>Closing Mill road bridge to cars, is moving traffic onto neighbouring roads. Not to mention the added pollution that these residents on coleridge road, cherryinton road, argyle Street and countless other roads.</p> <p>This council believes they are sorting the problems on Mill road out, infact, they are just shifting the problem onto countless other roads.</p>
Access	WhollyObject	There is no logic in this. Just a few councillors and ***s vanity projects.
Environmental	WhollyObject	<p>I object to this proposal. When the bridge was closed last time, traffic increased in surrounding roads, especially Coleridge, making them unpleasant to walk around and increasng traffic fumes. I have back issues that make car journeys challenging and the longer I sit, the more pain I am in. I can no longer drive and rely on others to drive me if I need to go into town, such as to the dentist. Driving a longer route increases my pain levels and will mean I am less likely to leave the house. I already limit how often I go to the dentist or other appointments due to the journey. The council is considering other bus gates on major routes that will restrict movement around the city for residents. Not everyone can cycle or walk long distances and the bus services are unreliable and costly. There needs to be better choice before any restrictions are considered.</p> <p>There are other ways to improve road safety but the council has been dogmatic in its approach to close this main artery; this is the 4th consultation on the TRO. There are financial incentives for closing the bridge but it is being done under the auspices of improving safety and the environment. The council is uninterested in improving things for pedestrians - the many emails I have written about pavements and pedestrian safety have gone ignored - whilst it insists on pushing forward pro-cycling projects costing many millions.</p> <p>There are people who want to have miniparklets on the pavements to sit and drink in the cafes, when there are very real parks just a short distance. When the parklets were there before, they caused mayhem for passing pedestrians. There are also plans to add cycle racks to pavements, which also cause ,mayhem for pedestrians and increases cycling on pavements. i worry that Mill Road is being redesigned just for cyclsts with no heed to other users or traders.</p> <p>Mill Road is already losing its independent shops and now is mostly cafes, restaurants, charity shops, and barbers. The shops where we used to buy everyday items and gifts have gone so we are forced to drive to the retail parks to shop. If this closure goes ahead, the last shops will go too.</p> <p>Finally, i have not seen any consideration of the impact this will have on local tradespeople who may live one side of the bridge and have customers the other side. The council is ignoring important trade that leads to economic growth - isn't that what the government wants for Cambridge?</p>
Traffic	WhollyObject	The action will not improve the traffic flow or the area generally. No evidence in support of the action is supplied and in fact traffic on Mill Road appears to me to be largely reduced. The action is therefore a waste of time and money and will damage the atmosphere and vibrancy of the road.
Traffic	WhollyObject	<p>I fail to see how this proposal can address the objectives it sets out to achieve:</p> <ol style="list-style-type: none"> 1. Reduce congestion: unless the whole of Mill Road remains closed to traffic, having the bridge accessible only to buses and exempt vehicles will not reduce congestion as vehicles will be able to access Mill Road from nearby streets. It will just displace traffic to other areas just as space limited as Mill Road, e.g. Coldhams Lane. Moreover, it would make those journeys from one side of Mill Road to the other very convoluted and time consuming, increasing emissions (see below). 2. Reduce pollution and noise: again see above, unless the whole of Mill Road remains closed to traffic, vehicles will still be able to access it and maintain levels of fuel emissions and noise. 3. Reducing cycling and pedestrian accidents: cyclists safety would greatly increase with the remediation of pot holes along the road as well as having a segregated cycling lane. A better distribution of traffic in the area would be a nice bonus but not the main driver for this objective. Your document rightly points out that the pavement is very narrow to accommodate pedestrian traffic, yet I don't see how this proposal addresses this issue. 4. Preserving or improving amenities: the proposal doesn't specify which amenities would be improved and how exactly they would be preserved/improved, there is no proposal for improving the road condition, creating a cycling lane, expanding the pavement, adding biodiversity to the area. 5. Encourage public transport: the bus route wouldn't be faster as it would still join the local traffic on either side of the bridge and still contend the space with cyclists
Access	WhollyObject	This will remove our major route into the city should we wish to drive in. I strongly object to this. I also believe that it will worsen congestion in our local roads, Taxis and other road users already use our road as a rat run (speeds well over 20mph) and I think this will only exacerbate that.
Access,Financial,Environmental	WhollyObject	<p>It would not solve the traffic problem it just displaces. This was evidenced during the previous shut down where ques of traffic formed on neighbouring where I live as drivers attempted to use Hill Road bridge instead. Standstill traffic in these areas is arguably greater pollution risk.</p> <p>Mill Road is also used regularly by my elderly father to do his shopping. He is not eligible for a blue badge but would not be able to walk to the shops there and back with shopping. Closing the bridge would mean he would have to shop else where and this would have a financial impact of the local businesses.</p>

Traffic	WhollyObject	As demonstrated when the bridge was temporary closed previously, traffic and pollution were not decreased, merely displaced. The roads adjacent to Mill Road and leading to Hills Road Bridge became more congested.
Financial	WhollyObject	<p>If the bridge shuts this would move traffic to surrounding roads causing more traffic elsewhere. I have to travel for my job and a regular user of Mill Road. If this shuts I will have to take longer routes to my jobs and this will financially impact me.</p> <p>I am a patient of Petersfield medical practice and live Coleridge. My daughter is being treated and having regular on going tests for autoimmune disease and sometimes need to drive to my Doctors as I can't physically get her there any other way. I wouldn't be eligible for a pass as we don't qualify for a badge. I have been a patient at the practice for nearly 30 years.</p> <p>There is also the Carter Cycle Bridge for bikes and pedestrians to use not far from Mill Road Bridge. I don't understand why this isn't being promoted more and had money spent on it to make it nicer to use.</p>
Traffic	WhollyObject	This will cause congestion in the area.
Traffic	WhollyObject	<p>Closing Mill Road bridge is going to divert the traffic on to other surrounding roads.</p> <p>There is a purpose built cycle/ pedestrian bridge, the Carter bridge, not far at all from Mill Road bridge. This has not been mentioned anywhere.</p> <p>Diverting Traffic to Argyle street is absolutely crazy, it's a very slim residential road and won't cope with the traffic.</p>
Financial	WhollyObject	<p>I run a small independent business from *** as well as maintaining them.</p> <p>Much of my work is in the Petersfield area and closing the bridge to private vehicles would create a much longer route, wasting precious time and increasing the cost to my customers, as well as displacing traffic and being bad for the environment.</p> <p>We have 2 vans registered to the company which I need to use to carry tools, pipes, fittings and equipment as well as heat pumps, cylinders, boilers, radiators etc etc.</p> <p>There is no possible way this can be done on foot, cycle or using public transport.</p> <p>There is a purpose built cycle bridge "Carter Bridge" for cyclists and pedestrians and more work should go into promoting the use of this as well as the upkeep and maintenance.</p> <p>Argyle Street is no fit for heavy goods vehicles to be diverted down as proposed in the consultation as it's way too narrow and densely populated, being wholly residential.</p> <p>In my opinion anyone who has purchased a house on or off Mill Road did so in the knowledge that it was a vehicular artery to the city and would stay that way.</p> <p>I'm also concerned that the AppyWay consultation company actually present themselves as being biased!</p>
Access	WhollyObject	I think it's a horrible idea to block the access for motor vehicles as it will increase the traffic in other areas of Cambridge
Parking, Traffic, Safety, Access, Environmental, Financial, Disturbance	WhollyObject	<p>Closing the bridge will divert traffic to neighbouring streets increasing traffic through narrow side streets while also impacting businesses on Mill Road. Instead of closing the bridge maybe worth investing effort in preventing cars parked on the sidewalk or trucks delivering in the middle of the day which leads to the traffic issues and safety for pedestrians and bikes.</p>
Access	WhollyObject	<p>I do not agree with the proposal to close mill road bridge to private cars.</p> <p>It will lengthen commuting times, increase pollution across the city and have a negative impact for local businesses which rely on passing trade.</p> <p>It will also negatively impact upon people who may have disabilities or are elderly with limited mobility who need to travel over the mill road bridge.</p> <p>By closing Mill road bridge it will just put extra pressure on already busy roads such as Hills Road, Cherry Hinton Road, East Road and Perne Road / Brooks Road or Coleridge Road.</p>
Environmental	WhollyObject	This will force more traffic past my front door, and we already have a busy enough road
Access	WhollyObject	For thousands of years, bridges have been used to connect people and places. To stop this function for Mill Road Bridge would be lunacy. Close down an artery and that traffic will only go elsewhere and others less affluent than Mill Road residents will suffer. Why not go the whole hog and close down all the city's arteries? Because then it would die.
Traffic	WhollyObject	It would leave only 2 ways to cross the railway in a city which has a railway splitting it into two. Hence making those 2 routes even more busy with the cars of people wishing to go to the opposite side of the city from where they live for things like dentist, vets, doctor, hospital, shopping etc.

Environmental	WhollyObject	<p>Closing roads does not solve any problems, it simply moves the problem elsewhere. In my opinion all roads should be open to all traffic. This would mean smaller holdups as there would be more roads to take the traffic rather than all the traffic being filtered into the roads that remain open.</p> <p>When I say “all roads” I mean precisely that. Roads in residential areas and near schools would need ample traffic calming measures to slow the traffic and prevent accidents but they should be open.</p> <p>It irks me how much public money is being spent on this again, and how much was spent trying to introduce a congestion charge.</p> <p>The money could be spent instead on creating a FREE bus service within Cambridge, that covers all areas at all times of the day adequately. Creating an attractive alternative to driving is the only thing that will make drivers choose not to drive, and you need people to choose for themselves. Forcing people to go miles out of their way, or pay to drive in the city will only ever cause anger and resentment. It’s human nature to fight things we are being forced to do.</p>
Traffic	WhollyObject	I oppose the plans. Traffic will be shifted to other, already congested streets. Not everyone visiting or working in the city can cycle, walk or use a bus. We need to keep traffic flowing and moving around our streets and not reduce the routes available.
Traffic	WhollyObject	this will cause trouble for our normal traffic

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) which seeks to close Mill Road bridge to all vehicles. While I understand the intentions behind this proposal, I strongly believe that this measure will not achieve the desired outcomes and may, in fact, exacerbate existing traffic and safety issues in the area. My objections are based on the following concerns:</p> <p>1. Traffic Diversion and Increased Congestion Closing Mill Road bridge to all vehicles will not eliminate traffic but rather divert it to surrounding streets. These streets are not designed to handle the additional volume, leading to increased congestion and delays. This redistribution of traffic will create new bottlenecks, particularly at key junctions, and may lead to longer journey times for residents and businesses alike. The resulting congestion is likely to extend to other parts of the city, exacerbating air pollution and negatively impacting the overall quality of life in the area.</p> <p>2. Increased Danger and Risk to Pedestrians and Cyclists The proposed closure could inadvertently increase danger for pedestrians and cyclists. With more traffic being forced onto side streets and alternative routes, there is a higher likelihood of accidents occurring on roads that are not designed to accommodate this increased flow. In particular, areas with schools, parks, and residential neighborhoods will see more vehicles passing through, increasing the risk of accidents involving vulnerable road users such as children and the elderly.</p> <p>3. Negative Impact on Local Businesses Mill Road is home to a variety of small, independent businesses that rely on accessibility for their customers. The closure of the bridge to vehicles will limit access to these businesses, deterring potential customers who may find it inconvenient to navigate alternative routes. This could result in a decline in footfall and revenue for local traders, many of whom are already struggling in the current economic climate. The potential loss of business could lead to closures, negatively impacting the vibrancy and character of the Mill Road area.</p> <p>4. Impact on Emergency Services Closing the bridge could also have significant implications for emergency services. Fire, ambulance, and police vehicles may face delays due to increased congestion on alternative routes. In emergency situations, every second counts, and the additional time required to navigate around the closed bridge could have serious consequences for those in need of urgent assistance.</p> <p>5. Lack of Comprehensive Traffic Impact Analysis It is unclear whether a thorough and comprehensive traffic impact analysis has been conducted to fully understand the consequences of the proposed closure. Any decision of this magnitude should be based on robust evidence that demonstrates a clear benefit to the community. Without such analysis, the closure risks creating more problems than it solves.</p> <p>6. Alternative Solutions Should Be Considered Rather than a full closure, I urge the council to consider alternative measures that could achieve the same objectives without the negative impacts. This could include improved traffic calming measures, the implementation of a one-way system, or the creation of dedicated lanes for public transport and cyclists. Such measures could alleviate traffic without displacing it entirely and would likely be more acceptable to the wider community.</p>
Safety	WhollyObject	In conclusion, while I support efforts to improve road safety and reduce congestion, I believe that closing Mill Road bridge to all vehicles is not the right solution. The potential negative impacts far
		<p>Just a plain terrible idea that will push traffic on to surrounding roads.</p> <p>This will have a detrimental effect on trade on Mill road.</p>
Access	WhollyObject	Although this consultation feels disingenuous, there is a strong community feeling that regardless of our comments the council will proceed with this proposal.
Access	WhollyObject	This will cause more traffic on other roads and problems for all living nearby.
Traffic	WhollyObject	<p>* Closing Mill Road will increase traffic in other roads.</p> <p>* The impact to the environment will be negative with longer trips and more traffic jams.</p> <p>* Strict application of existing laws for parking and speed limit must be applied before any new measures.</p>

Access	WhollyObject	I am absolutely against the closure of this vital thoroughfare. Closing it will simply force traffic on to Cherryhinton Road, Coldhams Lane and Coleridge Road (and others). There is rarely any real congestion on Mill Road; it mostly flows well. Perhaps more attention should be paid to the selfish people who from time to time park in Mill Road, causing problems for cyclists and drivers.
Traffic	WhollyObject	Mill Road provides an important route for both local and through traffic and the proposed order would reduce the flow of traffic which would lead to increased congestion in the immediate area and the surrounding roads and which on balance would have little material benefit. Groups such as the elderly, disabled and young families rely on the car as an effective part of the transport system and whilst I think it is sensible to enable other forms of travel such as cycling and walking, in my view provision for the private motor car to pass over the bridge should continue in the interests of providing for a mixed transport system.
Traffic	WhollyObject	This restriction will force traffic from Mill Road onto those of us that live in the surrounding roads with no thought as to how to avoid this e.g. Coleridge Road, Coldhams Lane and rat runs through smaller roads, and will prevent residents from travelling around their own neighbourhood by car when they wish to do so. You will also cause an increase in trader prices for those needing to use small businesses, let alone those who operate them, making it harder and more expensive for us to hire traders. This is a poorly thought out scheme; it would be better to instigate e.g. a one way system along Mill Road/East Road/Coldhams/Perne in a loop to allow all traffic to circulate, meaning all get access, avoiding the issue of narrow roads, improving traffic flow and therefore air quality and not stopping residents from leading their lives.
Access	WhollyObject	I have lived in Cambridge all my life and Mill road is an integral part of Cambridge , closing it off to traffic at the bridge is causing the city to be split ! Moving traffic to other roads causing congestion for others , we are already meant to have congestion problems (I do not believe this) and closing a major route is only going to cause more traffic if other routes to get from one side of the city ti the other ! Please do not make it Them and us! ie university city one side and residential the other ! Cambridge is so diverse that any split will be detrimental to our beautiful City, also the judge has already ruled it should stay open so that should be the end of it !!
Traffic	WhollyObject	Mill road and its surroundings are already very busy. Closing the bridge will have an adverse traffic effect on the area , small streets and neighborhoods around it. We saw this in the past year with closing specific routes for construction that caused standstills in Coldham lane, Radengund road , Coleridge, Perne and more. Also, closing the bridge will prevent residents of the easter side/neighborhoods of Mill road from getting to the train station.
Traffic	WhollyObject	<p>I object to the proposals wholly because I don't believe the reasons given in the Statement of Reasons document benefit the city outside of the immediate Mill Road area, and the proposal will have the opposite effect to the Statement of Reasons on roads like Coleridge Road, Cherry Hinton Road, Hills Road and Coldhams Lane, as traffic will be displaced to those roads.</p> <p>I also object to taxi drivers being given access across the bridge, as this will heavily erode the benefits aspired to in the Statement of Reasons.</p> <p>I believe it has a particularly negative affect on residents in the east of the city, especially Coleridge Ward.</p> <p>For the proposals to be acceptable there needs to be a holistic public transport strategy for Cambridge as part of the same package, and this proposal should not continue until mitigations for other areas are included. In other words - we need something like more buses and cheaper buses in order to reduce overall car journeys.</p>
Other	WhollyObject	<p>I believe closing the Mill Road bridge will divert the traffic on the nearby areas, in particular Coldhams Lane and Hills Road and the areas in between (where I live), exacerbating the congestion and pollution on these main routes making life harder for people living there and commuters; I am unclear why a (supposed, not real, and with very dubious evidence) improvement to the Mill road area should be done at the expenses of the residents in the nearby neighbourhoods? Are we second class citizens?</p> <p>Furthermore, people will have to take longer routes to reach destinations such as the city centre and the station, having to spend more time on longer, more congested routes and overall producing an incredible larger amount of CO2 - I thought we were supposed to improve the quality of the air, not make it worse? I thought we should try to look after the enviornment if we want to reverse global warming? How would this fit on Cambridge's green agenda? I guess populism is more important on the councillor's agenda than real solutions to real problems.</p> <p>At least but not last, I believe it will destroy the facilities (shops, cafes, pubs) on Mill Road, which would be a huge loss: we need more than little corner shops were you can buy just milk, bread, and canned bean. It's annoying enough having to reach Mill road to buy some fruit and veg, having to spend hours in traffic to reach the city centre (which I avoid like the plague) just for the weekly grocery is an unbearable thought.</p> <p>Please let me add that I used to live on Mill Road (Great Eastern Street) before moving to my current address - unfortunately, I could not afford a house to remain there, but I loved to live in a vibrant road where I had all sorts of shops so close. If were a resident on Mill road nowadays, I would still strongly oppose this proposal as I can see no real benefit, I would find extremely annoying leaving so close to the station and having to detour on Hill road (taking a 20 min journey instead of 5min to drop off pick up my elderly inlaws and parents when visiting), and I would hate to lose the shops and the lively road. No logic rationale has ever been put forward to support this porposal and I can't understand why any resident in his sane mind would support this.</p>

Environmental	WhollyObject	<p>Dear Sir/Madam,</p> <p>I wish to object to this proposal on two main grounds. Firstly, the Statement of Reasons claims that "a Bus Gate on Mill Road Bridge would reduce congestion and associated air and noise pollution." However, by obstructing traffic flow, any reduced congestion and pollution locally on Mill road is expected to be accompanied by increased congestion and pollution on neighbouring roads. It seems likely that, by blocking a direct route in favour of a more circuitous detour, net pollution and net congestion would , in fact, increase. The proposal presents no evidence or analysis to suggest that closing Mill Road to through-traffic would actually have an overall benefit in these regards.</p> <p>Secondly, the Statement of Reasons states that one purpose for which the Council proposes to make the Order includes "preserving or improving the amenities of the area through which the road runs." In fact, the planned closure may have the opposite effect, by prompting the closure of valued local businesses along Mill Road. The closure would impede deliveries, and deter customers who would otherwise have travelled by car. Although it is difficult to predict the ultimate outcome, and the influence of various factors, the recent closure of Cutlacks was explicitly caused, in part, by the proposed closure of Mill Road bridge (https://www.cambridgeindependent.co.uk/news/cutlacks-store-in-mill-road-set-to-close-as-owner-scales-dow-9300974/). Mill Road is well known for its range of independent shops, which are sadly becoming scarcer in central Cambridge. If more of these were to close due to the proposed TRO it would be a sad loss to the local community.</p> <p>I would also like to note that the proposal for the TRO repeatedly refers to two consultations that have "already been carried out" and are described as "extensive public consultation...with local residents". However, as a local resident, I was unaware of either consultation, and so I have to question whether they were inclusive or representative. The results of these alleged consultations are not presented in the current proposal in a balanced manner, nor are links to their results provided.</p> <p>Finally, I would also note that the Statement of Reasons claims in its support that "In July 2020 the Department for Transport... set out the Government's commitment to a radical change in the provision of walking and cycling infrastructure." However, there is now a new Government, and it is not clear that the decisions of the previous government are still relevant.</p>
Other	WhollyObject	<p>I cycle mill road bridge daily for my commute and have done for years I have never had any issues with sharing this route with vehicles. Why fix what isn't broken? Closing mill road bridge will cause absolute chaos on other routes.....all I see is a money making scheme like during covid where closing the bridge did nothing to help lessen the spread of covid but put pounds in your pocket unnessesarily. Leave the bridge alone!!</p>
Access	WhollyObject	<p>Access to the city-side of Mill Road will require a significant detour adding to the existing traffic on Coldhams Lane, Newmarket Road , East Road and Cherry Hinton Road, all of which are already heavily congested. The proposal is just moving the pollution to another area. I do not consider the pavements in the area to be too narrow or dangerous</p> <p>The plan would seem to place an additional burden on Argyle Street, which is not easy to negotiate, at the moment, and would also experience more pollution.</p>
Access	WhollyObject	<p>I object to the addition of a bus gate on Mill Road because it could divert traffic to nearby residential streets, increasing congestion and pollution. It may also harm local businesses by reducing customer access, hinder residents' accessibility, especially those with mobility issues, and potentially delay emergency services in an area that is already congested.</p>
Access	WhollyObject	<p>By closing general vehicle access to mill road again, I will have to either use hills road bridge or coldhams lane bridge. Both are already traffic nightmares. I cycle most of the time but my business is providing PA systems and lights for events. I do this for many businesses down Mill road and roads off of Mill road. It's not practical for me to cycle these down Mill road, and by making me have to drive further and probably go on more residential streets, it will take me longer. If the closure goes ahead I will probably have to start driving to my daytime job with the equipment so I can get to events on time in the evening. It's already a struggle to get around and the road closure on areas around mill road do not help. If this comes into force will you open gwider street so it can be accessed from both ends? That might help at least one venue I have to get to. All I can see this doing is moving the traffic elsewhere, where it's already congested. Would you consider allowing hire vans or club cars over the bridge? Could I get a permit for the one night I would need access to a busines along the road?</p> <p>I often cycle up mill road, I have not felt it dangerous. Other roads leading to and from the station up to Mill road, now they are dangerous. Most traffic heading into the city so will not be stopped by this TRO. Instead you put more cyclists on conflict with traffic along the road and more people using the back streets like tension road, as they won't go into town to then come up to Mill road. Please reconsider. Or at the very least review the traffic in a year. And what if you then close coldhams lane bridge... Where will the traffic go.</p>
Traffic	WhollyObject	<p>Where's the traffic going to go? Traffic in this area and surrounds is already horrendous.</p>
Traffic	WhollyObject	<p>It will increase traffic on cherry Hinton road and surrounding roads. I know this as every time the bridge is shut there is a lot more traffic, as soon as it is opened it decreases. To shut the bridge for most traffic makes it more dangerous on surrounding roads.</p>

	WhollyObject	<p>As a resident of Cambridge since 1984 and prior to that of Cottenham since 1972, I am writing to protest against the Mill Road Proposed bus gate.</p> <p>I lived for many years in the areas of Petersfield and Romsey and now live in Coleridge on Cherry Hinton Road.</p> <p>Each of these areas are busy with traffic, but they have always been and residents are aware of this, we know we are lucky to live within the city.</p> <p>I am increasingly annoyed by the money being spent trying to remove residential and commercial vehicles from various roads of the city.</p> <p>Closing Mill Road Bridge to traffic other than buses or exempt vehicles would displace said traffic to the other arterial roads, causing congestion in those areas and very little traffic in Mill Road - is this fair? - I don't believe it is. It would also add time and additional fuel and emissions to journeys from nearby residents or tradesmen having to use one of the other bridges to reach their destination.</p> <p>When there are no roadworks in the area, during working hours, evenings and Sundays, the traffic moves well down the whole of Mill Road. There are sometimes obstacles with vans/trucks unloading, but surely staggered loading times could be introduced and enforced. Also enforcing the speed limit along Mill Road would surely make it safer and perhaps banning wood burning stoves and open fires in the area would help lessen pollutants.</p> <p>The Carter cycle bridge and Coldhams Lane cycle bridge were built to keep cyclists off the bridges, but many don't use them. Cycle lanes and shared pathways throughout the city are also ignored - possibly due to poor maintenance.</p> <p>Safety of street users is important, so where is the presence to prosecute dangerous cyclists, especially those on illegal E-scooters and E-bikes - rife in Cambridge, not to mention a small gang of masked antisocial/aggressive young people on bikes plaguing the city and stealing cycles and motorbikes? But I digress....</p> <p>Closing a main artery will negatively impact thousands of households, tradesmen and commuters and would in my opinion be pandering to a minority of people, who want to shift their traffic issues to other areas, which are currently equally as disadvantaged by noise and pollution and whose residents don't want displaced additional traffic going past or causing continuous lines of traffic outside their houses!</p> <p>Please stop messing about with motorised traffic restrictions on established roads and concentrate on ensuring that new developments have complete infrastructure in place, including schools, doctors, dentists, shops and public transport.</p> <p>I use my car to regularly to ferry my grandson between his parents in *** which takes a maximum of 15 minutes rather than over an hour each way on the bus, which wouldn't guarantee him getting to school on time after an overnight stay unless he left the house at 7am - he is 5! I use my car to do a weekly shop at Asda. I use my car to get myself to twice weekly badminton session at Netherhall and Fulbourn. I do not own a bike anymore but did when I was younger, I haven't at any point preached to car users that they shouldn't have the choice to drive around this city, and until a reliable, cheap, regular car alternative is successfully established, neither should you.</p> <p>***</p>
Other	WhollyObject	<p>Closing the bridge to traffic other than exemption vehicles will move the traffic elsewhere, adding to already busy roads. As a resident of Cherry Hinton Road, I accept the level of traffic passing through but I don't want traffic redirected from Mill Road coming past just because those residents have a weird concept of what living on /off a major road means.</p> <p>Mill Road is a main ROAD, not a pedestrianised area.</p>
Traffic	WhollyObject	<p>The closure of Mill Road Bridge will only exacerbate traffic problems on surrounding roads, particularly Coleridge Road, Cherry Hinton Road, Hills Road. It will cause complete gridlock in these other roads. There is no need at all to close the bridge as traffic is far less severe on Mill Road than many other surrounding roads. This will disproportionately affect people who cannot ride a bicycle (my son and I are both disabled and cannot ride bikes but do not qualify for blue badges) and also traders. This will further cut off members of the Cambridge community who are already marginalised and will cause traffic mayhem in poorer areas.</p>
Traffic	WhollyObject	<p>Closing Mill road bridge to through traffic will not deter the vast majority of car users from using their vehicle. All this proposal achieves is to send more traffic down other roads in the city, increasing the number of vehicles and pollution around those roads which we all know is what the GCP are trying to achieve by pushing cars further and further out of the city. Mill road bridge also needs to stay open for the sake of local small businesses which need passing trade to survive.</p>

Other	WhollyObject	<p>To whom it may concern,</p> <p>Please do not close the bridge I and many others drive down this area daily, it will cause a lot more congestion and traffic which is truly not needed in Cambridge. It will make life and work extremely difficult. I truly hope you consider against this.</p> <p>Kind regards ***</p>
Other	WhollyObject	<p>Pedestrians will still have to use narrow pavements as buses & taxis will be using the road. Closure will mean traffic moving to other roads including main ones, resulting in more congestion and increased pollution. It will also mean fewer customers for the local shops as happened with the last closure resulting in loss of income & potentially fewer shops in the future.</p>
Traffic	WhollyObject	<p>I think that closing Mill Road bridge will increase traffic on other parts of the city. It will make journey's unnecessarily longer for tradesmen doing essential works such as plumbing/ electrical/ building work. Their journeys will be significantly longer if they need to get from one side of the bridge to the other</p>
Traffic	WhollyObject	<p>I object to the bus gate proposal for Mill Road bridge as it is completely unnecessary, will not improve Mill Road significantly, and will simply divert traffic to the other bridges over the railway (eg Hills Road and Coldhams Lane). I often cycle along, and across Mill Road and it is rarely busy. The traffic on Mill Road has significantly reduced since the Covid pandemic, I guess because a lot of people are working from home but you do not seem to have noticed this and you still push the line of frequent congestion. Stopping most cars from crossing the bridge will not result in Mill Road becoming a pedestrian paradise, as the road will still need to all access to buses, and the other allowed vehicles. In addition, all the delivery vehicles to the businesses and residences in and around Mill Road will still have to travel along Mill Road, but turn around at the bridge. I generally cycle around town including frequently along Mill Road. I do not consider the traffic to be a problem for cyclists as it is generally moving very slowly. The biggest obstacles are the buses, which you want to increase! Any cyclists who do not want to share the road with traffic have nearby options of Coldhams Lane cycle bridge, or the covered cycle bridge over the station. Both of these give routes into the the centre of Cambridge which are largely traffic free. You should not be prioritising cycles over Mill Road bridge when there are already dedicated cycle only alternatives. Note that I almost always travel around Cambridge by bicycle as it is quicker than by car, so I am not anti-bicycle. However, on the occasions when I do need to use the car, eg shopping, transporting my father, travelling further than Cambridge centre, Mill Road is a useful option. It also reduces the traffic on the other bridges and shortens journey distance for many people.</p> <p>The last consultation was directed at Mill Road area residents so I did not comment. Not surprisingly many people in Mill Road want a quieter life and hence supported closing the bridge. However, the road and bridge have been there longer than almost all residents, so they knew what they were getting when they moved in. Subsequently trying to make life harder for everyone else is just selfish. I'm sure most people living on or near a route into a city would like less traffic, but roads are needed, and so is traffic. Locals should not have a priority say as the road is a public highway, for the general public, not just residents.</p> <p>The local councils seem to have a general hatred of private cars and are trying everything to make using a car less pleasant, using various excuses such as congestion, or pollution in order to try and prevent or reduce their use. However, often a journey using a private car is the most sensible option. The council should have realised this following the huge protest about the congestion charge. Buses are OK if you happen to be going along a bus route, otherwise it is a very very slow option. Cycles are OK if you are fit enough and not going a significant distance, don't need to look smart when arriving, and don't have much luggage (ie similar disadvantages to buses). Not every journey is being done by a fit 30 something biotech researcher with nothing to carry and can look a mess when they arrive. The council is being significantly swayed by cycling lobby groups who are full of this sort of person.</p> <p>You are proposing to let taxis continue to use the bridge. A taxi is basically a car which spends half of its time driving around without taking anyone where they want to go. So taxis add more traffic congestion than private cars who generally are taking the driver where they want to go. You are letting taxis use the bridge not because it is helping traffic flow around Cambridge, but because the taxi drivers have an effective lobby group. Stopping taxis would cause a lot of hassle for you, so you avoid doing it.</p> <p>Regarding pollution, cars are gradually changing to be electric which will eliminate pollution from the car, and with renewable electricity charging will become virtually pollution free. Apart from installing some charging points, there are no encouragements for residents to use electric cars. How about cheaper on-street parking, or allowed to use bus lanes. (I think the bus lane on Elizabeth bridge has now stopped electric vehicles using it, after a short trial.)</p> <p>A suggestion to improve "Active travel" ie walking, is to change the operation of pelican crossing lights so that they allow the pedestrian to cross immediately. At present the light allows traffic to continue until there is a gap (when the pedestrian could cross without lights) or after a time delay. This just slows down pedestrians without noticeable improving traffic flow. If you are in favour of walking instead of driving, then give the pedestrian priority.</p> <p>Yours sincerely ***</p>

Traffic	WhollyObject	<p>I have a strong objection to the proposed bus gate on Mill Road (ref PR1058). This opinion is grounded in having been resident on *** for 8 years from 2014 - 2022, and now living in the Cherry Hinton Rd area, as a concerned central Cambridge resident for the far-reaching impact this would have to travel around the city.</p> <p>I am extremely concerned that the installation of the bus gate will serve only to divert traffic to surrounding streets as drivers are forced to find alternative, longer routes for their journey. This is the only expected outcome as the public transport options in Cambridge are woeful at best. It is therefore objectionable for the proposal to cite a reduction in air pollution as a motivation and expected outcome of the order - rather it scores an own-goal on environmental impact as cars would have to take longer routes around the city, and inevitably sit in bigger traffic jams. Consequently, the change would have a significant negative impact on those living on the surrounding roads who would bear the brunt of the added traffic and noise.</p> <p>In keeping with the other proposals that the council have been putting forward for ‘solving’ traffic problems in Cambridge, this order reeks of short-sightedness and a narrow focus on a subset of people who would see a minor benefit. It ignores the wider impact that would be had on traffic in the city, and on the Mill Rd businesses that depend on footfall that only comes by car to the area that is not catered for by reliable, frequent public transport. This group have been extremely vocal in their concerns, yet their livelihoods do not seem to be of concern to the council. Mill Rd will not be a very interesting place to walk or cycle around if the businesses are forced to close.</p> <p>Ultimately, Cambridge needs a forward-thinking and future-proofed plan for transport into and around the city. Positively encourage the use of park and ride services with frequent, cost effective bus transfers into the different sections of the city. Put together a serious proposal for a long term light rail option that will transport residents from all over the city to the main business and science parks. And hesitate before penalising local business owners and residents with solutions that will have negative domino effects, only serving to make it a less attractive place to live and work.</p> <p>As a final comment - I was a responder in the 2022 consultation that you cite now as proving that 72% of respondents were supportive of the proposal. You must acknowledge that the questionnaire that was put together made it extremely difficult to register objections; instead, it asked leading questions to which no reasonable person could object (along the lines of, “Would you like reduced air pollution?”) rather than being explicit about what residents would like to see done. It came across as farcical and disingenuous.</p>
Access	WhollyObject	<p>Mill Road is a key route within the city of Cambridge. As the bus gate will actually cut Mill Road in half the main effect it will have is to divert traffic onto the surrounding main roads such as East Road, Coldhams Lane, Perne Road, Cherryhinton Road, Newmarket Road, Barnwell Road and Hills Road. Thus the congestion will be shifted elsewhere, not removed. As there is already provision for cyclists and pedestrians running parallel with Mill Road (for example the Carter Bridge over the railway lines) I really cannot see that this plan will be worth the disruptions to businesses that will lose vital trade whilst seeing their costs rise due to difficult deliveries.</p>
Access	WhollyObject	<p>This is a major road for traffic. It makes no sense to send the traffic to other roads and make it more difficult to access both businesses on Mill Road but also surrounding areas</p>
Access	WhollyObject	<p>Closing the bridge will displace traffic into the surrounding areas and forcing people to travel much longer distances polluting more and wasting resources. Implement an alternative crossing scheme, regulated by traffic lights! Routine on narrow bridges around the country. Closing a bridge that was built to make connections is small minded and selfish. Not inclusive.</p>
Traffic	WhollyObject	<p>This will bring Cambridge traffic to a standstill</p>
Parking	WhollyObject	<p>This will bring Cambridge traffic to a standstill</p>
Traffic	WhollyObject	<p>This will bring Cambridge traffic to a standstill</p>

		<p>Good morning</p> <p>I have lived in the Mill Road area all my life and firmly oppose the closing of Mill Road bridge.</p> <p>I travel along this road frequently and traffic is most often free flowing with little congestion. It is a main artery of Cambridge and if the bridge were to close drivers would need to take a long detour to reach the other side of the bridge. This would cause a lot more pollution in the narrow and highly populated side streets along both sides of Mill Road.</p> <p>Additional pollution, and most likely congestion, would be created by drivers needing to travel along other roads such as Brooks Road, Coldhams's Lane, Coleridge Road, Cherry Hinton Road, Hills Road.</p> <p>Carers who travel to support people in their homes in this area will have to make long detours and, quite possibly, reduce the number of clients they can support. e.g. a long detour for a carer travelling to a client in, say, Cavendish Road followed by another in Gwydir Street.</p> <p>Long detours for delivery drivers and trades people going to people's homes and to businesses on and around Mill Road.</p> <p>Mill Road bridge unites Petersfield and Romsey – there will be a divide in this community if the bridge closure goes ahead.</p> <p>A real safety issue which needs addressing along Mill Road (and in the whole of Cambridge) is the number of cyclists who flout the rules. Cyclists and those who ride legal (and illegal) scooters put themselves and pedestrians in danger every day. It is rare to see a cyclist or a scooter rider stop at a red traffic light or a red light at a pedestrian crossing. I see cyclists making right hand turns without signalling or looking behind them. Closing Mill Road bridge will not change this behaviour on Mill Road - but drivers will be penalised. Any cyclist who wants to avoid the bridge could take a</p>
	WhollyObject	
Traffic		<p>The closure doesnt make sense, and will disrupt transport a lot. Public transport is already very bad in the city, and closing this will not help with public transport but will make other roads more busier.</p> <p>If the plan is to make cambridge roads busier and traffic crazier, then you are on the right track to close the bridge</p>
Access		<p>This is a major thoroughfare through the city and residents should be able to access it by any means at their disposal. All very well telling everyone to cycle but the roads are a state and bike theft is rife. Aside from the fact that the weather is often poor and many are unable to cycle.</p>
Access	WhollyObject	
Environmental		<p>This will increase congestion on other roads</p>
Environmental	WhollyObject	
Parking		<p>Mill rd is one of few bridges over the railway. Closing it to traffic will just displace traffic onto nearby roads and other bridges over the railway. This is unfair, and discriminatory , to residents who live along THOSE roads.</p> <p>In addition closing the bridge will bring much hardship to workers, residents, relatives, carers who need to get from side if that bridge to the other on a regular basis.</p>
Parking	WhollyObject	

Environmental	WhollyObject	Closing Mill Road will increase traffic on nearby roads and negatively impact the environment and traffic congestion. It will also affect disproportionately working-class people while only benefiting the affluent residents of Mill Road.
Disturbance	WhollyObject	I have lived in Cambridge all of my life. I am 46 and believe that shutting mill road will just make the traffic worst in other areas. Open the roads and bus lanes and let the traffic flow.
Other	WhollyObject	Yet again the council are trying to bring Cambridge to a stand still. Not everyone is able to walk long distances, cycle or catch a bus. Some depend on their cars.
Traffic	WhollyObject	<p>This closure will simply displace traffic to Hills Road and Coldhams Lane. Why do residents in those areas have to suffer increased volumes of traffic so that Mill Road residents can have a traffic-free environment? Are Mill Road residents some sort of super-elite whose wishes are carried out to the detriment of other local residents?</p> <p>Also, the proposal to require Blue badge holders to register two vehicles is, in my opinion, discriminatory and places a limit on their freedom to travel. Many Blue badge holders do not have a car of their own, but will get out and about courtesy of family and friends' vehicles. If the individual is limited to only travelling in two nominated vehicles they may feel they are placing an unreasonable burden on the two vehicles' owners, and so get out and about a lot less. My own mother had a Blue badge and in the course of a week might go out in my vehicle, that of my husband, and with several different friends. One might even ask if this restriction contravenes the Equalities Act?</p>
Parking	WhollyObject	<p>Mill road has been busy ever since I can remember the only thing that is different is the amount of illegal parking and unloading of vehicles that are parked half on the road and half on the FOOTPATH. Taxis park along there outside cafes for hours making congestion worse. These are my main reasons for objecting.</p> <p>***</p>
Access	WhollyObject	<p>I cross daily the Mill road bridge to bring my son to the nursery and then going to work. Unfortunately, I don't have an alternative solution.</p> <p>The closure of the bridge would have a deleterious effect in terms of traffic congestion in other streets. If people won't be allowed to pass through Mill road, they will use alternative (and less practical) roads, such as Cherry Hinton road, that is already in a very bad state in terms of road maintenance.</p> <p>Why people living in Cherry Hinton road (and the other streets that will definitely get more congested) have to endure this? Will they then ask for the same closure as the one potentially happening in Mill road?</p> <p>Public transports are not a viable options because they are not convenient in terms of itinerary and, above all, because they are always late.</p> <p>An alternative solution to the Mill road bridge closure is to fix the street (as it is full of very dangerous potholes), and create bike lanes. The closure is not a viable option for the hundreds of people who daily use that artery to go to work.</p>
Access	WhollyObject	I wholly object as closing this road to all except buses, taxis etc will force other road users to travel further and cause congestion on other roads, also the businesses on this road will suffer due to loss of people shopping.
Traffic	WhollyObject	This is a poorly judged and poorly modelled proposal. I have seen no evidence that it will not increase traffic and therefore pollution in neighbouring roads. Better flow is needed, not more obstructions.

Access	WhollyObject	<p>The 'statement of reasons' starts by suggesting the the bridge closure will help to avoid danger to persons and other traffic. But restricting passage through Mill Road at the railway bridge, increases the danger along the diversionary routes that will be used by traffic that would normally flow through Mill Road. The two key diversions are about 2 miles long as opposed to about 1 mile down Mill Road. The risk from traffic has been increased in two other areas (a factor of 4 in length) not reduced.</p> <p>It is not clear how anyone's 'passage' is facilitated by forcing traffic that wants to cross the Mill Road railway bridge and now has to take about twice the distance to cross the railway at Coldhams Lane bridge or Hills Road Bridge. This will use double the fuel so instead of reducing pollution this closure will have the overall effect of increasing pollution and distributing it more widely.</p> <p>It may preserve the amenities for some people living in the area but it fossilises these amenities by reducing access from the myriads of Cambridgeshire residents outside Mill Road that can give life and money to these facilities. Shop owners and commerce managers will suffer and Mill Road will slowly wither. In the proposal, there is no discussion or reference to a study that considers the deficit of Mill Road income that will arise by closing the bridge to general traffic.</p> <p>The value of walking and cycling is not taken away by allowing traffic to have a reasonable access to the amenities of Mill Road and bring more prosperity to the area. Income for Mill Road shops, residents and facilities is as important as their health and safety. .</p> <p>There are only three bridges that cross the railway within the 'centre' of Cambridge and these proposals promote the residents of Mill Road who wish to close the bridge as more important than the residents of the wider Cambridge who may wish to access the commerce in Mill Road.</p> <p>CPCA might consider closing the bridge just at rush hours. This was successful along Worts Causeway and would be far less damaging to commerce.</p>
Traffic	WhollyObject	<p>I am completely against this adding a bus gate on Mill Road Bridge.</p> <p>I use bicycles, motorbike and car.</p> <p>This pushes traffic to other Roads which are already congested.</p> <p>Lengthens journeys. Making people go around. Less environmentally friendly.</p> <p>Making Cambridge Residents and visitors suffer by wasting their time.</p> <p>Businesses around bridge will suffer and probably close.</p> <p>Cyclist safety on Bridge can be improved by Big Signs to remind motorists to give cyclists 1.5 meters as they go past.</p>
Access	WhollyObject	<p>Leave Mill Road bridge open. Listen to the residents, businesses and general public. We dont want another road closure, creating more traffic. Trying to make everywhere pedestrian and bike only is not inclusive. Not everyone is able to use the bus, walk or cycle. This bridge has always been open and has been the heart of Cambridge with independent shops, pubs and cafes</p>
Traffic	WhollyObject	<p>This whole plan seems a really bad idea. It may have worked during COVID lockdown when traffic levels were low across the whole city, but closing the bridge permanently to most traffic is just going to push the traffic onto other roads, such as Newmarket Road, Coldhams Lane or Cherry Hinton Road. These roads are already relatively conected, and pushing more traffic onto those is going to make them worse. I am in little doubt that this is what the GDP seem to want to do, as most of their schemes seem to result in increased conection, and then try and use this to prove that they need to do more of the same silly schemes (or things like the congestion charge) to try and make it better again. Is they stopped causing the problem, there wouldn't be a congestion problem to solve. Further, have they not considered the extra emissions resulting from traffic needing to travel further to reach its destination, due to the 'direct' (and more efficient) route being unavailable to them - once again, GCP are creating the problems they are supposed to be solvong. And this is all before considering the damage that will be done to busnesse and shops on Mill Road, as has been well dicussed on many public forums since the planned closure was first revelaed. I hear form local residents that they don't want the closure, either. Make sure you listen to everyone, and not just the selfish bike evangelists who, jsut because they like to cycle and happen to be healthy enough and close enough to where they want to go, that they are able to cycle through the restriction, but to those less physcially able or who live further out of town oir carrying equipment such that cycling is not a viable alternative.</p>
Traffic	WhollyObject	<p>Traffic will clog up other roads in the area causing more damage to roads that are already in a poor condition. Businesses on Mill Rd will suffer huge impact and loss of trade. Many people use the charities along Mill Rd and it's side streets that will suffer from not being able to directly access them. Why cause a huge diversion for people when it is clearly simpler to leave the bridge open to everyone.</p> <p>For once it would be nice if the residents and business owners of the city and surrounding areas were listened to instead of asking for our views then ignoring the majority!</p>

	WhollyObject	<p>I wish to object to this in the strongest possible terms.</p> <p>My reasons are namely:</p> <ol style="list-style-type: none"> 1. The closure will cause unnecessary congestion and pollution in the surrounding area. 2. The closure will impact on traffic flow and thereby safety for pedestrians and cyclists. 3. The closure will result in three-point turns by vehicles at the foot of the bridge on both sides which is dangerous. 4. There is a waste of public money linked to this and previous consultations and legal fees which could be better spent on provision of other essential services such as parking enforcement on Mill Road, road repairs, social care, special educational need support etc. 5. For those living in necklace villages and indeed wards such as Cherry Hinton there is no alternative to the car, as bus services do not serve the Mill Road area and it is too far to walk and not practical for many to cycle, especially in the winter. There is no provision for parking on the east side of the bridge and the only alternative would be to take a taxi which is expensive. The idea of active travel may work for those living in Romsey ward or Petersfield, but not for others living elsewhere. The assertion that this will promote active travel is naive. 6. I dispute that the ' positive impact on the economy for businesses in local streets is well documented.' I say this as someone who has run a business in Cambridge for 13 years. What is the basis for this assertion? What assumptions were made? What unintended consequences were considered? What variables were used in any modelling? This statement has been included in the consultation without any scientific substantiation. 7. There is no mention of horse-drawn vehicles or equestrians. Will they be allowed to cross the bridge? 8. The 2-vehicle allocation for blue badge holders does not seem to mirror blue badge practice where badges are linked to the holder rather than a specific car. I am unclear as to how this will work. <p>In short this is an ill-conceived proposal with major flaws which should be rejected.</p> <p>Best wishes</p> <p>***</p>
Traffic,Access,Disturbance	WhollyObject	<p>I strongly oppose the strategy.</p> <p>The closure of mill road to drivers forces traffic to other routes and creates a greater environmental impact using extra fuel and generating additional pollutants.</p> <p>This just shifts one issue to another.</p>
Traffic	WhollyObject	<p>All of the traffic that would normally use Mill Road would be pushed out to Coldhams Lane, Cherry Hinton Road, Hills Road and all of the side streets in between.</p> <p>This is what happened, roads choked with vehicles, during the bridge closure due to the pandemic.</p> <p>A minority of Cambridge residents who talk about a cafe culture will make life exceedingly worse for all of the residents of these other roads. They have no more right to live in a reduced traffic area than any other resident who chooses to live on a main road.</p>
Traffic	WhollyObject	<p>Closing roads and forcing everyone to drive a longer and more congested route is not preferable however you look at it. Business on mill rd will suffer and the only people who will benefit are those who live there (and chose to do so knowing the road was busy), the less able will struggle and it is wholly inappropriate to suggest people should cycle. If they wanted/were able to cycle they would.</p> <p>Stop closing roads or making them smaller.</p>
Access	WhollyObject	<p>I object to the proposal of closing Mill Road bridge as it will cause so much disruption to Cambridge and cause more traffic in other areas. It's better to keep cars moving freely around Cambridge rather than a build up of traffic because roads keep being shut off. It will also affect businesses in the area as people won't be able to access them.</p>

Traffic	WhollyObject	The rail line separates south east Cambridge and Cambs from the city. There are only 4 bridges which allow access. Blocking Mill Road bridge puts extra pressure on the other 3 routes. Mill Road is a commercial road and access to shops and services such as GP surgery on town side of bridge are removed from a large and growing area of city. Not all incapacitated people are able to access a blue badge, further restricting those of us who can no longer cycle. Blocking the bridge will increase traffic movements in residential side streets as delivery vehicles and private cars trying to access facilities will be manoeuvring in these narrow streets. The bridge has sufficient room for pedestrians to cross safely. Cyclists and vehicles also have sufficient room to proceed safely. So safety is not a feasible concern. Blocking the bridge will not decrease traffic so again not a feasible reason for proceeding. The previous closure was at a time when there was less traffic anyway. Mill Road now sees less congestion than 10 years ago. The Carter Bridge was built as an alternative way for cyclists and pedestrians to access the city via quieter back streets. In summary, blocking the bridge will only lead to decreasing access to city from a large cohort of residents, lead to more fossil fuel use in diverting traffic and increased congestion and decrease safety of road users due to increase in vehicle manoeuvres.
Traffic	WhollyObject	Closing this bridge will increase the congestion on Coldhams lane and Hills Road (the two other major crossings of the railway line). It will also make travel impossible whenever the seemingly interminable roadworks in the area encroach on either of these two other routes. The long detours for people wanting to travel between Mill Road (East) and Mill Road (West) will also add to traffic on other routes - do bear in mind that public transport is not always possible or convenient for those with shopping or equipment to transport. This fetish for closing off roads has already caused problems around the city. The closing of Nightingale avenue preceded extended (and recurring) roadworks around the "Dutch" roundabout and Fendon Road. How useful it would have been to have an alternative route via Nightingale Avenue. The blocking off of Sedley Taylor Road / Luard Road has also been a ridiculous limitation when there have been roadworks in the area. It seems to me that the GCP / Cambs Council are hell bent on creating bottlenecks and creating congestion in order to justify their 20mph and other "congestion mitigation" (anti car) measures. Give us a break!
Traffic	WhollyObject	Mill road bridge is a vital arterial road into and from Cambridge city center. Closing the bridge or restricting traffic will increase traffic on cherryhinton road and coldhams lane they are already at capacity and will not cope with the additional traffic.
Access	WhollyObject	I strongly object to the proposed closure of Mill Road Bridge due to the negative impact it will have on increased traffic congestion on surrounding roads when vehicles use alternative routes, including Hills Road, which is already heavily congested. This additional traffic will exacerbate congestion, leading to longer travel times and increased frustration for drivers. The current traffic situation on Hills Road already affects bus services, causing delays and making them unreliable. With the additional traffic resulting from the closure of Mill Road Bridge, bus reliability will decline further. As a result, fewer people will be inclined to use public transportation, which contradicts the goals of reducing traffic and promoting sustainable travel.
Access	WhollyObject	While I support some restriction on traffic through mill rd it is not fair on non mill rd residents trying to access mill road for shopping and visiting. Will force longer driving route with more emissions and pressure on other already overloaded roads
Traffic	WhollyObject	We have in Cambridge 2 bridges which connect the Cambridge over the railway. Closing mill road bridge but extensive pressure on the other bridge near beehive center. We have one of the poorest public transport over the UK.
Access	WhollyObject	I am 100% against this ludicrous suggestion! Closing the bridge will only divert traffic to other roads, like Cherry Hinton Road or Coldham's Lane, both of which are already at capacity. I cannot see what this aims to achieve, apart from satisfy a small minority of cyclists, who seem to control this city and Council!
Traffic	WhollyObject	Closing this road will just push traffic onto other routes, it will not reduce congestion and longer queue times means more pollution. My experience of traffic flow simulations are they are heavily weighted to the outcome that the proposer want. The idea that people will decide to move to walking or cycling in significant numbers is naive, many people are travelling too far and even those that are not many are not physically fit enough to work after a long cycle or walk or they simply do not want to be hot and sweaty when they arrive at work. Public transport is unusable for anyone who needs to arrive at a reasonable time without getting up so early they spend the whole day exhausted.
Other	WhollyObject	I object to this proposal for the following reasons: - if this proposal is implemented all you are doing is diverting traffic via Coldham's Lane or Hills Road depending on destination. This will cause more traffic and congestion on existing roads, along with increasing journey length, which means that you are creating increased air pollution for other parts of Cambridge. - A negative impact on local businesses as less footfall and passing trade. - If the pavements on Mill Road bridge are considered too narrow then build a pedestrian (foot/cycle) bridge like Coldham's Lane, leaving the existing bridge for vehicles. - Not everyone who is disabled will qualify for a blue badge, so they won't benefit from the proposed exemptions for disabled.
Access	WhollyObject	The closure of Mill Road would cause extra traffic on other roads leading to delays and pollution and the businesses on Mill Road would suffer a significant reduction in footfall - as I certainly would not shop up Mill Road any more. Why should Mill Road be so protected - do one of you councillors live down there and so you are a NIMBY?? Any Mill Road councillor or resident or *** member in favour of the road closure should hang their heads in shame, why is it right to stop traffic in Mill Road but other areas of Cambridge are ok, in your opinion, to overcrowd and pollute? Don't ignore the vast majority of Cambridge residents just to pamper to your warped views. Democracy in action means you should abandon these awful plans.

Other	WhollyObject	I object to this proposal on the grounds that restricting use of the bridge will move traffic to other areas that are already congested. In Cambridge we need free traffic flow in and out of Cambridge not more congestion point adding more miles and time to what could be a short journey using the bridge. Buses are not an option for me.
Access,Traffic	WhollyObject	Closing Mill Road bridge will push traffic to the other major roads into Cambridge for the sake of a few people on bikes who want it shut! Mill Road has always been a busy, thriving road - ridiculous idea from people who haven't always lived in Cambridge!!!!
Traffic	WhollyObject	I use Mill Road every week, changing my route would take me on even more congested and polluted roads.
Traffic	WhollyObject	This is another proposal that was rejected previously. I can't see the benefit of closing the bridge. The traffic is going to diversify somewhere else at Cherry Hinton Road, Hills Road and East Road. It creates barriers for the businesses and residents at both ends of the bridge at Mill Road. Please think of another better way. (P.S - the supporting documents are not user-friendly with minimal information)
Access	WhollyObject	Mill Road bridge was closed some time ago which caused chaos all over the city. The whole traffic was concentrating on Cherry Hinton Road. People do need access to get quicker to railway station or even to go to shops on Mill Road. If this closure did not help with traffic in Cambridge, why is the council trying to report this again. Is it to extract money from the public when all are struggling with the cost of living?? I think the council needs to be considerate about the general public rather than making life miserable.
Access	WhollyObject	I oppose the shutting of this bridge because of the extra travel time required to get from one side of the bridge to the other. It will also increase traffic on the side roads which are very congested with parked cars. Surely roads are for traffic not an area for sitting so you can have your coffee.
	WhollyObject	<p>I am writing to inform you that I object in the strongest possible way to the proposed closure of Mill Rd bridge.</p> <p>The previous closure created massive congestion and inconvenience at a time when traffic was artificially low.</p> <p>Closing the bridge again now with traffic back to normal levels would be disastrous as it would sever one of the few transport arteries into the centre from the south side of the city.</p> <p>This would prevent the flow of traffic and massively increase congestion on the only other routes in, such as Coldham's Lane. While some of the residents of Mill Road might enjoy lighter traffic levels, I'm sure the residents of Coldham's Lane will be objecting to the increased volume of traffic and pollution.</p> <p>You're not fixing a problem, you're just moving it somewhere else.</p> <p>If you really want to reduce traffic then put a credible and affordable public transport solution in place rather than simply closing existing routes with no alternatives.</p> <p>As with the failed proposal to implement congestion charge, it seems that you are out of touch with the realities of transport in the city and would perhaps benefit from a well publicised public consultation.</p> <p>Your reticence to make these sorts of plans well known to residents suggests that you know that no-one wants them and that you're trying to sneak them in through the back door while we're not looking. Perhaps in an attempt to generate revenue through fines, or maybe you'll make it a toll bridge at some point in the future?</p> <p>Either way, it's a bad idea and I'm very much against it.</p> <p>Yours sincerely ***</p>
Disturbance	WhollyObject	Closing the bridge will create a lot of problems to the traffic which is already heavy
Traffic	WhollyObject	There are not enough routes to go in/out Cambridge and the public bus service is horrendous to consider it as a transportation alternative. Not enough bus routes and really long travel times makes them impractical. Making travel by car many times the only realistic option.

Disturbance,Traffic, Safety,Other	WhollyObject	<p>It seems the number one reason put forward to closing the bridge is safety. Yet no evidence has been put forward about how 'safety' is even measured or defined. There appears to be no information on where any accidents have happened, what have been the circumstances surrounding any such accidents and, ultimately, had the bridge been closed would that have affected the likelihood of the accident (on Mill Road or wherever the diversionary route would have been had Mill Road bridge been closed).</p> <p>Proportionality has also not been considered. But that is hard to consider when what is meant by 'safety' has not been defined. For example, if increasing journey times for say thousands would only result in a handful of people 'feeling safer', that is not a proportional reason for closing the bridge.</p> <p>A thorough investigation needs to be conducted as to the impact on displacing the vehicular traffic onto other areas and just moving the 'safety problem'.</p> <p>As a pedestrian who regularly uses the bridge to commute to work, cyclists are the biggest threat to me in terms of most likely to cause me to suffer injuries. I have nearly been knocked over by cyclists about 10 times just this year along Mill Road as the cyclists fail to stop at red lights. I have had no such problem with vehicles. Closing the bridge won't reduce my risk of being hit by a cyclist and I am fearful it could make cyclists even more likely to disobey the rules of the road with fewer cars around to act as a deterrent to any cyclists thinking of not abiding by the rules of the road.</p> <p>As a pedestrian I am also concerned that the pavements could become more dangerous from the delivery lorries who would need to do u-turns to go back up the way they came. Mill Road is too narrow for this and the bridge currently is a solution to this potential problem.</p> <p>I work part time and often drive along Mill Road to access baby and toddler classes during the daytime when I am not working. Closing the bridge would affect me accessing both 'sides' of Mill Road and affect my decision whether to attend such baby and toddler classes and go shopping. Having a blanket closing of the bridge (save for those excepted) also wouldn't make much sense as the bridge is fairly quiet during the daytime and I see very few cyclists using the bridge at that time of day. It would be madness and infuriating to go near the bridge during the day and see it completely clear yet be unable to use it. What a waste of a bridge!</p> <p>What needs to be discussed and looked into more is that there is a cycle bridge which is an alternate route for cyclists. If safety is an issue raised by cyclists then why not spend money on signs diverting cyclists away from Mill Road and across the cycle bridge. What study has been done to understand why more cyclists aren't using this cycle bridge?</p> <p>Mill Road is not and has not historically been a 'residential' street (the side roads are) and Mill Road is an important route connecting the city which cannot simply be restricted without serious data analysis and a clear understanding of the consequences, which might indeed increase the risk of accidents to pedestrians.</p> <p>I therefore strongly object to the proposals.</p> <p>P.s. I nearly missed the deadline and have spoken to a few people who want to object but need more time as it is a busy time of year. The form is also not easy to use!</p>
Access	WhollyObject	<p>Mill Road enables Cherry Hinton and East Cambridge residents to go to Cambridge avoiding traffic.</p> <p>This is incredibly important when travelling and going to the station. But it is also useful in general day to day.</p> <p>Closing this road would make it very difficult for residents in the East side to go to the town centre. The only way would be to go through the already very congested roads of Newmarket Road and Cherry Hinton Road.</p> <p>In summary, this bus gate would result in more congestion, longer travel time, and a worse overall quality of life.</p> <p>I am completely against this proposal, unless an improved solution is found for transportation (e.g. make Newmarket Road larger and less congested, etc.).</p> <p>Also, the citizen of Cambridge have already rejected this same proposal twice. I do not understand why the same exact proposal is raised again.</p>
Traffic	WhollyObject	<p>Extra congestion in centre for those travelling from city side of bridge. More traffic on surrounding roads. Less options to travel into city. With current 20 miles limit, motorists do have to take care and note cyclists and pedestrians more. Road feels safer and less used. Shops will lose passing trade or people will make other choices to shop elsewhere, as easier.</p>

Traffic	WhollyObject	<p>1. Traffic will get much worse in the surrounding roads if this is introduced, and there are not enough roads to offload the traffic easily.</p> <p>2. As a result air quality will worsen.</p> <p>3. Drivers will not shop in that road due to complicated way to reach those shops.</p> <p>4. There is no plan as to how the traffic will be handled. You cannot simply close a major crossing and expect the residents to suffer the induced traffic without having a proper plan in place to offload traffic (like open new alternative roads)</p>
	WhollyObject	<p>I object to the closing of Mill Road Bridge, Cambridge.</p> <p>Closing the Bridge:</p> <ul style="list-style-type: none"> ■ close one of the major arterial roads into Cambridge ■ force even more traffic into the neighbouring arterial routes (Hills Road/ Coldhams Lane) ■ force people to drive further (eg I have calculated that it would add an extra eight miles to my own around trip) ■ increase vehicle emissions/pollution in other areas of Cambridge ■ increase vehicle emissions/pollution in residential areas of Cambridge rather than the non residential bridge ■ force more vehicles into side streets in the Mill Road area ■ increase vehicle emissions/pollution in the Mill Road area ■ increase the possibility of Road Traffic Incidences in residential areas ■ increase the possibility of Road Traffic Incidences involving children in residential areas ■ divide the Mill Road Community (eg a resident from Great Eastern Street picks up a resident of Kingston Street to go out, this will add miles onto their journey, increasing emissions and pollutants in residential areas) ■ decrease the footfall in the shops in Mill Road ■ decrease the footfall in the restaurants in Mill Road ■ decrease the footfall in the businesses in Mill Road ■ the Mill Road Traders' Association are fully against the closure ■ previous bridge closures have shown a 30% lower footfall in one particular outlet, had the period been extended the outlet would have closed ■ businesses have closed during previous closures of the bridge ■ cause discrimination amongst Blue Badge (BB) holders: <ul style="list-style-type: none"> ■ a BB is allocated to a specific person, not vehicle, for a reason ■ the BB ensures that a person can use any number of vehicles to enable them to have an improved lifestyle ■ Restricting the BB to two vehicles means that a BB holder currently using three or more vehicles to travel over Mill Road Bridge will be discriminated against. ■ increase the abuse of the BB scheme as the BB will be linked to the registration plate rather than the BB holder <p>What needs to happen in Mill Road is far more parking management:</p> <ul style="list-style-type: none"> ■ bollards along the kerb so pavements do not get damaged ■ specified loading bays ■ parking fines ■ disabled parking spaces ■ in addition more frequent, reliable buses would help reduce more local traffic ■ if parking was managed correctly then there would be a reduction in Road Traffic Incidences involving pedestrians, cyclists and drivers
Traffic	WhollyObject	Closing this bridge to cars will only move the traffic and congest surrounding areas and not reduce it.
Environmental	WhollyObject	I feel that closing the bridge just displaces vehicles on to other areas. I personally come into Cambridge for business, calling on independent businesses but they are getting fewer as local footfall diminishes. I cannot use P&R due to having to deliver heavy stock, so rely upon parking close by, if available, getting less so.

Other	WhollyObject	<p>The bad gate will create further traffic jam in Coldham's lane and Cherry hinton road.</p> <p>Not good for environment</p> <p>I strongly object the Bas Gate</p> <p>Not evidence provided to the public.</p>
Access	WhollyObject	<p>I found arbitrary to close a road which is an important artery of the city. If the idea is to create less disturbance to the residents then all other roads with houses could do the same request. All the streets around Mill Road will be inevitably more congested, if the bridge will be closed. The city should invest in improving the tract of the bridge where cyclists struggle because in competition with cars. However I see Mill Road very congested only when there are roadworks. So I found this closure completely unnecessary.</p>
Access	WhollyObject	<p>Why is this necessary? This will significantly increase my car commute to work in Newmarket and will lead to more pollution and congestion! Also the cyclists have there own bridge a stone's throw away so why do the motorists have to suffer because of them?</p>
Traffic	WhollyObject	<p>Closure of Mill Road will divert traffic onto side roads which are already rat runs and affect local residents and their safety/ peaceful side streets.</p> <p>It extends journey distance for motorists so more fuel consumption and increased pollution in the city.</p> <p>Being a cyclist the worst drivers on Mill Road are bus drivers and taxi drivers who have no regard for other road user safety and often overtake either on the crest of the bridge or at speed going down just as there are the junctions at Kingston St and Devonshire Road. I have reported several bus drivers over the years for dangerous driving. Allowing these users only on the road is going to allow them to take more risks when overtaking cyclists and increase accidents.</p> <p>It's going to segregate communities by making the bridge a divide between Romsey and Petersfield as those who rely on their vehicles - less mobile/ elderly/young children won't take the long detour to get to the other side.</p> <p>As a local resident closure of the bridge is seriously affecting my journey to work. I am a frontline healthcare worker who relies on my car for work but I am going to have to drive a long distance to get to my place of work /patients because of not being able to drive over the bridge. Surely my choice to deliver care to people should not be impacted by this road closure when I live right by the bridge.</p> <p>Local residents should be given access - this would help avoid many of my earlier points raised such as pushing traffic onto side streets etc.</p>
Access	WhollyObject	<p>Closing Mill Road bridge won't solve the problem, it will simply move it elsewhere. For those of us who live off Mill Road, access to our homes will be dramatically affected. The traffics on Hills Road and Coldham's Lane is already ridiculously busy - closing Mill Road bridge only make it much worse.</p>
Other	WhollyObject	<p>The closure of Mill Road Bridge will lead to increased congestion on other roads, Coldhams Lane and Hills Road are frequently at a standstill as it is. This is a major arterial road, under no circumstances should it be closed to all traffic</p>
Traffic	WhollyObject	<p>When the bridge was clawed the traffic was 10 times worse and it's already very bad. As a business owner this is effecting my profits and taxes I'm able to pay, this mean I will lose business and so will HMRC from me as we are vat registered</p>
Safety	WhollyObject	<p>This will make me pate to work and force me to go a longer route which is bad for the environment and effect local business profits</p>
	WhollyObject	<p>Hi,</p> <p>I would like to formally object to the closure of Mill Rd for ordinary cars. This would make many journeys I have significantly longer and create far more traffic due to longer routes and bottlenecks in my opinion.</p> <p>My name is ***</p> <p>Thanks,</p>
Access	WhollyObject	<p>Getting around cambridge is hard enough, this just causes more traffic on residential roads such as rust at road and coleridge rd.</p>
Access	WhollyObject	<p>Parking in Great Eastern street is a joke..</p> <p>Closing the bridge will make it worse..</p> <p>There is hardly any traffic on Mill Road, only gets busy if other roads are closed.</p>

		Cambridge and particularly Romsey is already hard enough to drive around. I routinely sit in traffic for long periods of time as a result of all the road closures (and, presently, ludicrous amounts of road works) because road traffic simply cannot move in Cambridge. The proposal would exacerbate this problem. It is another lazy rehash of the same old policy used to justify your own existence, as it has for decades at this point, at the expense of the community. You will do nothing with this to help the small businesses on Mill Road, who really should be front of your mind in these discussions, or the people who live in Romsey.
Traffic	WhollyObject	Again, lazy policy to distract from the fact that real people have real problems to attend to, a responsibility you are neglecting. I will give you the credit that I assume you have even distracted yourselves at this point. Put whatever money is going into this, including the opportunity cost of bandying this around for the nth time, into public services. I care a lot more about the homeless and poor than I do about your mission to close a road that we all use.
Financial	WhollyObject	I go to town several times weekly the closure of the bridge would cause me to travel for a longer time, using more fuel and extra cost.
Traffic	WhollyObject	Leave the bridge alone !! I have lived in Cambridge all my life fifty years this is a complete joke. All shutting it does is push traffic to Coldhams lane and surrounding areas. The shops want it left open and so do us residents. Stop wasting tax payers money. As a disabled person this causes me great stress. Stop ruining Cambridge with your stupid schemes.
Access	WhollyObject	Blocking the bridge does not help life here. It just increases traffic elsewhere and creates more noise, air pollution and wasting time for people living in Cambridge as a whole. It is a selfish behavior, pushing issues and problems to your neighbors.
Access	WhollyObject	Closing mill road bridge to traffic will simply redirect traffic onto already congested roads such as Coldham's Lane, Brookes Road, and Coleridge/Cherry Hinton Roads. It doesn't resolve the traffic issues but merely displaces it and causes considerable disruption and cost to local residents having to travel considerably further by taking alternative routes.
Other	WhollyObject	Restricting the bridge will cause further traffic elsewhere and more pollution, the bridge it's vital to Romsey residents to be connected not isolated.
Traffic	WhollyObject	Hi I regularly use the mill road bridge to cross to the city center. I believe it creates an important link for the city given that there's only 3 bridges over the railroad. I oppose the proposal because I do not believe it will solve the fundamental problem of people choosing to use their car. They will still choose to but will be forced to drive longer to reach their destination. While the safety for cyclists will be improved I believe this can be solved in another way.
Other	WhollyObject	Disagree to the closure of Mill road It pushes traffic to residential Street that do not have business and service that benefit from passing traffic
Other	WhollyObject	Closing the road will push traffic to other areas giving the council a reason to impose a pointless congestion charge.
Traffic	WhollyObject	I live in ***and i am shocked to hear all traffic will be diverted pass my house if the bridge closes to cars and lorries. Why should I have this pollution and noise by my house? All your doing is moving the problem somewhere else. Namely directly pass my house. This is a disgrace!

Traffic,Safety,Access,Environmental	WhollyObject	<p>I do not support the implementation of a bus gate on Mill Road bridge.</p> <p>As a local resident to Mill Road I believe that this will negatively impact traffic in the surrounding routes to cross the train line. As where I live is book ended by these two closest crossings, and the route between them on the 3rd side of the square with the railway on the 4th. I expect the increased traffic on the other routes will slow down traffic overall in the area, increasing pollution and degrading overall air quality in the city. Not to mention the personal impact on travel time entering/leaving the city by car from my house.</p> <p>There is of course the detrimental effect on the local businesses with neither the benefit of a properly pedestrianised street allowing increased dining options, and all of the down sides of reduced passing traffic.</p> <p>The remaining allowances for buses, taxis, disabled and other service vehicles to use the bus gate means that the road danger will remain, and if anything the danger to cyclists and pedestrians will be increased as they may forget that road traffic is regularly present as the road will have a semi pedestrianised state. Doubly so on the bridge itself.</p> <p>Thank you.</p>
Traffic,Safety,Disturbance,Environmental	WhollyObject	<p>I do not agree with the proposal as it is likely to simply shift traffic to the road where I live degrading my standard of living whilst supposedly making others in Mill Road better. There are fewer domestic properties on Mill Road than the roads where traffic will be dispersed to. I'm saddened at seeing some shops on Mill Road closing as a result of other changes and feel that by closing the bridge, access to stock and replenish those stores will be impacted potentially increasing the cost of items. The closure of the Bridge will also impact the support my children give me in getting around the City when they come over to support me (I don't drive)</p>
Traffic	WhollyObject	<p>I live in *** and my partner lives at the ***, I work in Cams some days and travelling either from work or my home to my partner's I use this bridge for travel by car a lot. Removing the access and failing to provide additional works on ALL the surrounding roads is so ridiculous. None of the surrounding roads have the capacity to add onto the amount of round travel closing that bridge requires. There's enough traffic everywhere without closing more roads.</p> <p>You could make the bridge safer by enforcing that cyclists need to dismount and walk over the bridge as the pavement is plenty wide enough. It is only dangerous with stupid drivers who overtake blindly. Don't ruin a useful road for a few silly drivers.</p>
Disturbance,Financial,Environmental,Traffic,Access,Safety	WhollyObject	<p>Closing the bridge will divert traffic to neighbouring streets increasing traffic through narrow side streets while also impacting businesses on Mill Road. Instead of closing the bridge maybe worth investing effort in preventing cars parked on the sidewalk or trucks delivering in the middle of the day which leads to the traffic issues and safety for pedestrians and bikes.</p>
Traffic	WhollyObject	<p>I am opposed to this closure because:</p> <p>The traffic is only going to be pushed onto other roads.</p> <p>The council has wasted valuable money losing a high court case - they should be held responsible for poor decisions - the road surfaces should be improved. Potholes and lines on the road.</p> <p>The pollution and noise argument is short lived as most people are buying hybrid and electric cars. So less oil and less noise.</p> <p>Traders will not benefit from customers who drop in and/or are new to the area and might fancy popping into one of the many shops. Driving over the bridge is the best way of marketing the area.</p> <p>Many people are not able to cycle, my sister and I are both born and bred in Cambridge. My sister has lost her confidence in cycling. I still cycle to work and back. My partner never cycles because he doesn't feel safe cycling around due to the illegal scooters often ridden by school aged children at high speed. So would not use Mill Road bridge to cycle over - so improving cycling infrastructure/accessibility is not a priority for me. The bridge is very steep as well so I use the cycle bridge over Rustat Road and the station.</p> <p>I work for the *** and drive over the bridge/ road to get to work. Have tried using the bus a few times, it takes a long time and is unreliable. I need to make sure I get to work on time to meet my patients.</p> <p>Less traffic / people could increase the risk of suicide.</p> <p>It's a main artery road - should be kept open.</p>

		<p>Good Morning</p> <p>I am a regular user of the Mill Road Bridge (weekly). I would say 90% to 95% of the time I cycle so my objection is not for my personal benefit. Most of the day it seems to me that Mill Road is not being used as a thoroughfare to get from the ring road to Parker's Piece and beyond, but more people, tradespeople and customers using the shops and services that are either on one side of the bridge or the other. Particularly those on the Brooks Road end may not be accessible easily by those coming from Parker's Piece who happen to be elderly, infirm or disabled and need to use a car.</p> <p>In my case, (as one example) if I do need to drive to access the Western end of Mill Road then I would have a very long journey requiring me to drive down Trumpington Road, Brooklands, Hills Road, Cherry Hinton Road and then up Coleridge and finally to drive up Mill Road (for instance to access the Garage on Hope Street). Sitting in traffic and giving off more pollution will be the result.</p> <p>(By the way this a consequence of the GCP in their wisdom closing off access from my street to access to Hills Road through ill-thought out closure on Pemberton and Bateman, which means if I cannot park in one side of Newtown, I need to drive a mile and a half to reach a parking slot on Panton Street.)</p> <p>So my view is to object to the closure, having heard both sides of the debate.</p> <p>Yours sincerely</p> <p>***</p>
	WhollyObject	
Traffic	WhollyObject	<p>Closing one of our main roads only redirects traffic to alternative roads and creates worse congestion in another area. Too many of our roads are being closed, it doesn't help to stop the cars coming into Cambridge, just creates a concentrated traffic nightmare elsewhere.</p> <p>Tourists will be put off coming because of the traffic chaos.</p> <p>Very importantly, Mill Road closure is a negative proposal for traders whose livelihood will be affected and result in potential closure of small traders which make Mill Road so unique.</p>

Disturbance,Other,Access,Traffic	WhollyObject	<p>Mill Road is a busy root through the city centre. When it was closed it meant that I was doing last details around the city and actually driving more than at then less. As a *** using my car is a necessity . I don't think this proposal understands the impact it has on Coleridge Road and people that are living on. I have a friend that lives on a flat on *** and when it was closed the traffic levels were keeping her awake at night. Mill Road was never a night spot four people to sit out in the pavements it looks completely ridiculous. None of the locals are used in the restaurants. Please cut the council focus on people that are actually living in Cambridge and not on the students and tourists. You are driving out the locals from our homes and making it impossible to navigate a normal life in Cambridge. You are wasting a load of money and time on this project. There are other people in Cambridge other than the cyclists and tourists. There are many other roads in Cambridge that need to be dealt with. Or maybe you could turn your attention to improving public transport into Cambridge. What Mill Road needs is a cycle bridge over the train line. Mill Road is looking run down and there are many empty units people choose not shop on Mill Road because the lack of parking and how difficult you are making the city to navigate. I have very much no confidence that this will make any difference as you have liberately it's not this consultation in at the same time as the consultation as the 20 mile limit. Also doing it in the summer holidays where many people are away it's very sneaky. A very disappointed resident of Cambridge. Please could you do better and come up with some new ideas that actually work for residents in Cambridge not for tourists or students</p>
Traffic	WhollyObject	Closing Mill Road bridge to traffic will increase traffic to unacceptable levels at the other bridges over the railway on Hills Road and Coldhams Lane. It is safer for the traffic to be spread between three roads than concentrated on two.
Traffic	WhollyObject	Traffic denied a Mill Road route will congest other already busy roads causing worse congestion and major inconvenience.
Disturbance	WhollyObject	<p>WILL MAKE CONGESTION WORSE WILL NOT IMPROVE ROAD SAFETY THIS IS THE FOURTH CONSULTATION OVER THIS AND WASTING PUBLIC MONEY. STOP PUSHING FOR SOMETHING THAT MAJORITY DO NOT AGREE CAN MAKE LIFE MORE DIFFICULT. THE REAL REASON FOR THE TRO IS JUST FOR MONEY RESPECT THE COURT ORDER AND OPINION OF THE MAJORITY. By the way, on the matter of wasting taxpayers' money, the total cost for the 2022 consultation alone was over £70,000, and one of those online workshops cost around £12,000, so it is a bit rich for the Claimants to be accused of money wasting (these figures were obtained from the FOI documents obtained earlier in the process). Think of how many potholes could have been filled with that. CARS AND ROADS ARE CRITICAL FOR ECONOMICAL GROWTH. SPEND MY MONEY ON MAKING THE ROADS WIDER.</p>
Traffic	WhollyObject	Closing roads and bridges simply channels traffic into other already overused roads. Instead public transport requires improvement: we need to be told how Cambridge bus services compare to those of other similar cities, and how they can be improved. Residents parking charges are too low - they should move towards charges in parking garages, and take further into account the number of cars per household, and insured value of car/ or engine size.
Environmental	WhollyObject	<p>The idea of installing a gate at Mill Road doesn't make sense. Drivers cannot drive from A to Z (one end of Mill Road to the other end of Mill Road). They need to drive in a loop by driving through streets/roads including East Road, Hills Road, Cherry Hinton Road and then Coleridge Road. This was what some of the drivers told me what they did when Mill Road was closed last time. It creates more air and noise pollution as well as traffic jam. Does the council have a thorough plan when planning to install bus gate for one street/road? Have you thought about the effect on the other street/road? If the council thinks it is a good idea to install bus gate for Mill Road, why don't you install bus gate for nearly streets/roads including Hills Road?</p> <p>If the idea to install bus gate at Mill Road is to make traffic bad for local residents and businesses for a period of time and then to suggest implementing congestion charge, then why don't you implement the congestion charge instead?</p> <p>What about local residents who have cars at Mill Road? Can they drive through Mill Road? Or do they need to loop around different streets/roads to go back home?</p>
Other	WhollyObject	<p>This is a disgusting assault on freedoms, by a minority pressure group. This closure threatens livelihoods and freedom of movement. It will needlessly contribute to the “manufactured” congestion in Cambridge. Keep roads open, keep Cambridge moving.</p> <p>KEEP MILL ROAD BRIDGE OPEN!!!</p>
Environmental	WhollyObject	<p>If it ain't broke, don't fix it.</p> <p>There is rarely high traffic volume around the bridge area. If it closes it will just cause more build up in other areas.</p> <p>I STRONGLY OPPOSE this proposal.</p>

Access	WhollyObject	This bridge closing will cause a massive issue for traffic and access into mill road. It is a vital access road for both mill road and the train station. Local businesses will struggle due to this closure and it is not vital nor helpful for commuters or residents.
Access	WhollyObject	Blocking more roads creates problems for many other streets and access when public transport is so poor is vital. I don't know anyone who solely uses the bike/other transport even when they live in town as for a lot of jobs the car is the only option
Other	WhollyObject	This restriction has already been tried and causes far more traffic problems that it was supposed to solve. It has an adverse effect on businesses the other of the bridge. I will continue to STRONGLY OPPOSE closing MILL ROAD BRIDGE to general traffic. Motorists and cyclists know to be careful on a single lane section or if unsure cyclist can walk over.
Traffic	WhollyObject	Closing the bridge will cause bottlenecks and increased traffic around the area. It would be ridiculous to funnel all traffic over Hills Road and Coldhams Lane bridges, which are busy enough already. Make public transport cheaper and more reliable and maybe fewer will use cars. No, a congestion charge won't work either.
Access,Traffic,Safety,Parking	WhollyObject	I totally object the closure of Mill Road as it is a major arterial road and the closure will cause more congestion on other roads. Furthermore I believe will affect trading and businesses on Mill Road. I don't think the closure will result to a major change in improving traffic or air quality. I am a motorist as well as a cyclist. I use my bike on a daily basis to go to work. However there are times I need to use my car and use Mill Road bridge. If it is closed I will need to do a big detour that will cost me more in petrol and time.
Access	WhollyObject	This is an important road into central Cambridge and installing a bus gate would simply move the traffic onto other roads which would lead onto more problems in the future. Maybe it would be better to set up small local commercial areas off main roads for restaurants cafes and independent shops with trees and sitting spaces. Keeping it local but more spacious and more attractive to visit. And keeping the commercial costs to something to encourage as many small businesses currently on Mill Road. It could still have the Mill Road vibe but be much more pleasant to visit and wander around.
Traffic	WhollyObject	I m a visitor and this change could affect the traffic congestion in cambridge
Access	WhollyObject	There are already too few points to cross the railway line and this proposed action will further split the City and focus traffic on already congested transit points.
Access	WhollyObject	Cambridge does not have enough public transport linking to the outside villages for this proposal to be an improvement. Villages such as Balsham have no other transport alternative than cars to get into Cambridge. The traffic is already horrendous on school days and it will be even worse if they close the bridge to cars. The council should focus on introducing more public transport. Additionally, as this has been proposed to improve cycling and walking, I think the council should focus on other areas to improve this. For example, widening cycle lines in other parts of Cambridge or putting them in places that don't even have a cycle lane. Or money should be spent on fixing pot holes in cycle lanes. I think this plan will waste money that should be better spent elsewhere.
Access	WhollyObject	The modal filter being proposed will simply cause more congestion elsewhere as people drive around it. I already cycle for all trips where this is practical, but I need to take a car for trips with my dog. Cambridge taxis generally won't take dogs
Access	WhollyObject	<p>I fully oppose the proposal to install bus gates at the Mill road bridge and in doing so closing the bridge to normal traffic, for the following reasons:</p> <p>1- Mill road is an important way to access the city centre from the east of Cambridge and one of the only three bridges overtaking the railway.</p> <p>2 - The supposed improvement in safety for children and more in general pedestrian is not required at the moment as pavements are large enough to walk and so far no fatalities or serious accidents have been recorded on Mill road to cyclists.</p> <p>3- Access to the many shops on Mill road by non-residents coming from other sides of the city will be compromised. In my case, sometimes after shopping at Sainsbury, I like to go to Arjuna or the Mill Road Butchers to buy some extras. If the TRO will come into place, I will not do it anymore as I would need to take a long diversion. This will harm independent shops and traders on the road. I am sure I will not be the only person to avoid the shops in the area.</p> <p>4 - The improvement in the quality of air will just move the problem to the nearby streets (Perne road, Coldham lane, Brooks road, East road and Gonville place) which will be more congested and polluted.</p> <p>In summary, the TRO would increase the traffic, congestion and pollution in the nearby roads and in general in Cambridge, increase the travelling times for commuters, impoverish the local traders (as it's happening already now on the first tract of Milton road) and cut an important way of access to the city centre for people living in the east of Cambridge.</p>

		<p>I'm really upset about the idea of closing Mill Road Bridge to regular traffic.</p> <ul style="list-style-type: none"> - Mill Road is a lifeline for getting into the city, and losing this bridge would be a huge blow. - The safety improvements aren't necessary right now; there haven't been serious accidents. - Traffic and pollution will just move to nearby streets, making things worse there. - It will be a big loss for local shops. I love popping into my favorite stores after shopping at Sainsbury's, but a detour would stop me from visiting them.
Traffic	WhollyObject	I'm genuinely sad that this change could hurt local businesses, make traffic worse, and cut off an essential route for those of us living on the east side. DO NOT DO IT, PLEASE!
Traffic	WhollyObject	This will create unnecessary additional pressure on the already overstretched roads in Cambridge
Disturbance	WhollyObject	I find the proposal ridiculous: Mill Road is not a busy street by any means, and further closing it pushing traffic towards Coldham Lane (usually standstill) and Hills Road (at capacity) only increases pollution and travel times. In my case, I'll just take a taxi, so instead of one trip through you'll have at least two, as the taxi will likely return to the center-based taxi rank after dropping me off, and then I'll need another taxi to collect me, which will of course take Mill Road again.
Disturbance	WhollyObject	This initiative will cause a massive increase in traffic in this area which will be highly disruptive to all residents but will also create a huge amount of unnecessary pollution. Furthermore, it will also create noise pollution in the surrounding areas. In addition to this, it will limit access to businesses situated on Mill Road which could have a detrimental impact on their earnings.
Traffic,Disturbance, Environmental	WhollyObject	The closure of the bridge will make traffic in the areas around mill road unbearable making travelling time longer which will have a negative effect on the environment as pollution level will be higher.
Other	WhollyObject	My wife and I have some older residents around Mill Road and closing the traffic to access will cause unnecessary detours. I see pollution and extra mileage added to surrounding areas as has happened before in 2020. Mill Road has always been an arterial road. I used to work in the Mill Road areas from 70s to the middle of 2000s. The traffic in those years was vast and often gridlocked. Nowadays I visit the people who are elderly etc., I find the traffic is very little compared to the years I mentioned. I cannot understand why is it now necessary to go with that route. Last time, we had no notification of the planned closure. As it is now being openly consulted, I and my family wholly object to the closure to normal traffic.
Access	WhollyObject	Closing the city arteries will not reduce congestion, in fact it will increase it. If the desire is to reduce congestion and improve air quality, the council should immediately open all alternative/shortcut routes that it has closed in the city. I myself use bicycle at all times and think that city residents have already proved their willingness to use bicycles more often than not. So let not create difficulties for businesses and those who must use their cars by forcing them to take longer routes. That will create congestion elsewhere, and pollute our environment.
Access	WhollyObject	To reduce congestion, more roads must be kept open to avoid blockages in few selected arteries, and public transport must be improved to be reliable, cheap/affordable, convenient, and regular. A combination of these measures will allow for fewer cars per road, but also fewer cars overall where people are able to use public transport easily.
Traffic	WhollyObject	Why close it to create a traffic nightmare for drivers it is not London bridge few cars goes pass this insignificant bridge instead of paying you hundreds of thousands they should have improve the flow of the bridge
Traffic	WhollyObject	I strongly object to the proposed closure of Mill Road. This is a key route for drivers passing through the city. If Mill Road is closed it will exacerbate problems that have been caused by repeated long road works on other main routes by removing an alternative route to alleviate pressure on roads with roadworks. Please stop attempting to push through this ill considered closure.
Traffic	WhollyObject	This will only end up clogging more streets up as people try to get through Coldham's Lane and Hills Road to and from work, causing even more pollution. Open up the old rail system from Cambridge to Huntingdon and Haverhill, put in a tram system that will not be stopped in traffic, sort out the buses to and from the park and rides, stop building houses without the correct infrastructure! Simply closing roads and bridges is not the solution, it is just adding to the problem.
Access	WhollyObject	Traffic will simply divert and clog up other (very poorly maintained) roads, and visitors will not go to local businesses. Car emissions are reducing all the time, so that is not a reason. The idea is pure madness.
Traffic,Safety,Environmental,Access	WhollyObject	I commute into Cambridge for work and am unable to use public transport because of the stark difference in time it takes. Ironically, I believe that closing Mill Road bridge will actually harm active travel, as it will likely make the surrounding roads (Coldhams Lane, Cherry Hinton road) busier. I sometimes cycle along part of Coldhams Lane to access the Chisholm trail, and it already feels unsafe because of the high level of traffic and fumes. I can't see how this will not get worse if cars are forced to navigate the long way around the bridge to access Mill Road/the city centre. In a perfect world, everybody would use public transport, but this is challenging for many reasons, and closing just one route into the centre is not a logical solution - as it will just push the problem into other areas that cyclists/pedestrians also need to use.

		<p>The main means of transport in Cambridge is the car or light van, vitally important especially for carrying goods. You are wanting everything to be done by bike or bus, neither of which are useful for carrying anything other than a light bag. For instance, a bus with two pushchairs and a couple of suitcases is about its maximum carrying capacity. Nothing long or bulky can be carried on a bus or bike.</p> <p>Too many roads have already been closed, blocked or restricted, which causes more congestion and pollution</p> <p>Closing the bridge will also move traffic to other roads. For instance, Cherry Hinton Road and Coldham Road, both of which already have congestion that will lead to longer journey times and it will also mean more air pollution.</p>
Traffic	WhollyObject	I have a blue badge so I should still be able to use the bridge but I am looking further than my own needs.
Environmental	WhollyObject	Would badly affect other areas of the city and cause more pollution with increase traffic problem to neighbouring wards.
Traffic	WhollyObject	<p>Cambridge has followed a fairly chaotic road closure programme. The idea seems to be to force traffic onto the major roads only. This has in turn has multiplied the congestion. Mill road is a vital thoroughfare from the east, without it journeys to the train station and city centre are almost doubled in length.</p> <p>The city centre is already unrecognisable with stores closed, parking charges at eye watering levels and a growth in cheap poor quality food outlets. Closing Mill Road will certainly not revitalise the city, it will be massively detrimental and add more misery to those who have to use the train station or city schools.</p>
Other	WhollyObject	If Mill Road is closed then Coldhams Lane and Cherry Hinton Road will be massively congested. Don't make the traffic worse than it needs to be.
Access	WhollyObject	We regularly need to access the area by car from a rural village with no public transport in order to take our granddaughter to (and collect her from) school. Mill Road bridge provides the only realistic option for these journeys. Closure would result in greatly increased congestion in the surrounding roads, further limiting access to the area because of traffic buildup at various points already under strain from excessive traffic.
Disturbance,Financial,Traffic,Access	WhollyObject	Traffic will not disappear but once again be forced on to other roads
Access	WhollyObject	It would displace traffic to other roads, causing more congestion and pollution
Traffic	WhollyObject	This has been tried before and it did not work, made traffic on Mill road horrible. Consequently the traffic on the surrounding area also got worse.
Environmental	WhollyObject	I strongly object to the closure of Mill Rd bridge. It will cause extra traffic and pollution on other roads into Cambridge
Traffic	WhollyObject	<p>Cambridge is too expensive to live in for many families, including mine. I have worked in Cambridge for the last 20 years but moved out to *** in 2013 because we could not afford a family sized house. By closing this part of Mill Road to traffic except buses/taxis it will push that traffic onto the other surrounding roads, increasing the congestion on those roads. It will also make it harder for the businesses on Mill Road to receive deliveries and for people to rely on their car to access them.</p> <p>I also attend ***, and this would make it harder for us and others to access the *** on ***.</p>
Traffic	WhollyObject	i object to closing Mill Road Bridge to cars. it will only make other routes more busy such as Coldhams Lane and anyone who knows that road knows the roundabout there can get ridiculously busy if not gridlocked. It will also badly affect the traders on the road

		<p>Dear Sir/Madam</p> <p>I am emailing to respond to the Mill Road bridge TRO consultation at https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-projects/cycling-pedestrian-improvements/mill-road-bridge-tro</p> <p>I strongly object to this proposal.</p> <p>Cambridge is a small city with a poor road network within the A14/M11/A11 bypass triangle. There is only a partial ring road which means that routes into the city centre, such as Hills Road, Mill Road and Coldhams Lane, are vital to keep traffic moving.</p> <p>Closing one of these routes at Mill Road bridge means:</p> <p>Increased congestion on the parallel routes (Coldhams Lane and Hills Road).</p> <p>Damage to local traders around Mill Road, in terms of reduced customers and access issues for supplier deliveries.</p> <p>Damage to local businesses that needs to serve customers around Mill Road, everything from plumbers to carers. Diverting to other routes is a significant time cost, if added up over one year. For example, my company has to bring vans into Cambridge carrying equipment to install, service and maintain refrigeration and air conditioning systems. All businesses are under time pressure, time is money.</p> <p>In addition, the arguments about air pollution are misleading. Closing the bridge will increase air pollution in the short to medium term (as non electric motor vehicles use longer alternative routes), but in the medium to long term, with the switch to electric motor vehicles, air pollution will significantly reduce, whether or not the bridge is closed.</p> <p>Kind regards</p> <p>***</p>
	WhollyObject	

		<p>I have read through the documentation provided for this consultation and what appears to be missing is any consideration as to, where the displaced Mill Road traffic will go, or to what the effects of the 'additional' redirected traffic will have on the neighborhoods.</p> <p>If I am right on that then I think your proposal to close the bridge just beggar belief. It shows that no real thought has been put into this proposal, and it is being promoted by people without any real concept of the full consequences.</p> <p>It would seem to me that the only options for the redirected traffic would be to use either Coldhams Lane or Hills Road.</p> <p>Anyone who knows the area must be aware that Coldhams Lane is already regularly jammed up. Does anybody really think that putting additional traffic on to Coldhams Lane is a realistic option? Hills Road can also get jammed up, to the extent that GCP are currently considering tinkering with the traffic turning options at the catholic church, and yet the Mill Road closure will just generate more traffic at that location.</p> <p>I suggest that the Mill Road proposal is at least put on hold until some professional planners are tasked with carrying out a full and comprehensive study on the full implications of the proposed closure.</p> <p>Can we just for once try to deal with the issues of traffic in Cambridge in a professional manner, such that decsions are left to councilors who have no idea of what they are dealing with.</p> <p>Anybody who lives in the area must be aware of the jams that build up in Coldhams Lane already, without ant additional redirected traffic from Mill Road</p>
Other	WhollyObject	a total The only realistic routes that the displaced traffic could take would be through Coldhams Lane
Traffic,Disturbance, Environmental	WhollyObject	Closing Mill Road to most traffic is going to divert more traffic & pollution to other roads in Cambridge,I just don't see the point.
Access	WhollyObject	<p>There are so many reasons why I want the bridge to close. The road is a main route in and it of Cambridge, closing it would mean causing traffic chaos and other roads having more traffic. Trying to force people to cycle is not the way to get more active travel going. It's ludicrous to suggest there is too much traffic on the road - there is less than ever before. The main danger to cyclists and pedestrians is cyclists not obeying rules of the road - as proven in accident reports. The closure will kill Mill Road, my trade goes down by a third when it is shut. I find it ridiculous that people who now live around Mill Road want it to change - didn't they move there for it's vibrant and individual shops and restaurants? Closing the road will destroy that. If cyclists fee unsafe going over the bridge why don't they use their dedicated bridge? It's a,few hundred yards out of their way versus all cars going miles out of there way. If it's that unsafe maybe they should be banned from travelling over..</p> <p>this whole determination to close it is bloody mindedness versus common sense. Though I am.sure there is money involved. Will the Council get more money out of the Government for doing this?</p>
Traffic,Access,Finan cial	WhollyObject	I object to the proposal. It will transfer traffic to other roads rather than reduce traffic in the city, with many journeys to the station much longer. Businesses along mill Road will also see a reduction in footfall and revenue. The city should be supporting small business not making trading harder.
Traffic,Disturbance, Safety	WhollyObject	<p>I object to the proposal</p> <p>I used to live in the area. Though I have moved away I have friends and elatives on the area and know it well</p> <p>Mill road is a major arterial road and one of very few crossings over the railway.</p> <p>I believe closure will merely displace traffic causing greater congestion and environmental damage in other areas.</p> <p>If other crossings are also closed eg roadworks, it is a very long round trip, to the detriment of other areas. Mill road currently is successful and vibrant. It does not have a poor safety record and closure is unnecessary</p>

		<p>Generally, it seems obvious that closing this bridge to cars will simply funnel traffic into other bottlenecks, particularly Coldham's lane and Hills Road. With only three bridges over the railway for road traffic in the centre of Cambridge, this will force traffic into residential side streets, particularly stemming from the many takeaways on Mill Rd (assuming the delivery riders don't just ignore the closure).</p> <p>Personally speaking, I often need to access Kelsey Kerridge by car and the closure of the Mill Rd bridge would cut off one of my two routes, leaving me to contend with the much busier city centre traffic at the junction of Hills Road and Gonville Place. Alternatively I would need to cut through residential back streets, which is clearly not a better outcome. I lived for many years on Ross St and so regularly used Mill Rd bridge to access the city centre or the north side of Cambridge, on bike, car or on foot. I know from experience that the width restriction gates don't really discourage people from cutting through back streets if the alternative is to sit in traffic idling away for half an hour down Coldham's lane.</p> <p>The other key concern is a lack of joined up thinking - banning cars from crossing the bridge will clearly impact the shops on the "town side" of the bridge, both in terms of custom they would receive from through-traffic, and by making the shop workers or delivery lorries lives difficult. If you really care about reducing traffic through Mill Rd, why not pedestrianise the whole road from the bridge to Parker's Piece, while implementing better parking solutions for shoppers and workers. Anyone who has been to the winter fair knows that there's huge potential to make the Mill Rd area the "second" shopping precinct of Cambridge, but rather than leaning into this opportunity by re-evaluating the whole road, you're just going to ruin the businesses with a small-minded closure of the bridge to cars.</p>
Traffic	WhollyObject	So my summary would be - don't close the bridge to cars unless this is part of a much wider and more ambitious plan fitting of our city.
Traffic	WhollyObject	I object to Mill Road being closed. The businesses along the road would suffer and it would simply create more traffic on surrounding roads.
Access	WhollyObject	Closing Mill Road Bridge to private vehicles will cause additional congestion on the surrounding roads, including roads around the main train station. People who could otherwise make a short return journey will be forced to drive an additional three or four miles round trip to access facilities on the other side of the bridge. This is a regressive step and will add to the congestion and pollution in all the surrounding roads. Mill Road is not a busy road, there is rarely any congestion, and there are absolutely no benefits to closing the bridge.
Traffic	WhollyObject	Closing Mill Road to traffic will divert traffic to surrounding roads, significantly increase journey distances, increase congestion and obstruct access.
Financial	WhollyObject	<p>I totally object to this proposal of closing Mill Road to traffic. This whole proposal is clearly driven by *** who are a well organised hard left political organisation that members are well connected to eco activism and anti capitalist groups such as extinction rebellion and similar such groups who are looking for an 'easy win'! Other local residents who are fortunate enough to be able to live in the area who don't have cars and rarely leave the city have also latched on to this campaign. As you should be aware this is a small vocal group. I have a business that supplies multiple shops/bars/restaurants/pubs/hotels in the city that overall require deliveries in to all parts of the city every day. Closing Mill road bridge will just divert the vans to the other railway bridge crossings, causing congestion getting to these points and severely increasing traffic at these crossing points and then back to Mill road. This will be exasperated exponentially with traffic of all kinds needing to divert to a different route. Do these campaign groups really thing people chose to driver across Mill road bridge just for the sake of it. People do that drive for a reason. This politicised war against the motorist simply needs to come to an end as it is driven by a very minor vocal left wing agenda hoping for some kind of forced upon eco utopia. For reference i was bourn in Mill Road and have lived in Cambridge all my life, i now live in *** and myself and my family come in to Cambridge every day on the train and cycle around the city. I visit my customers by bike so i am not an angry motorist. I will occasionally drive in if required (supermarket shopping, buying big items, drop offs etc). As a cyclist i have never had a problem cycling over Mill road bridge which i do often. This whole issue is a non issue as far as i am concerned and this view is shared by every person i come across. I never see accidents with cars and bikes and over the years have hardly ever heard of any accidents which is remarkable considering the amount of bikes in Cambridge (I did hear of the accident a few years ago at Addenbrookes roundabout, but that stands out due to how a rare occurrence that actually is). The biggest issue for cyclists in Cambridge is the terrible state of the roads and bike theft crime.</p> <p>Closing the bridge to traffic will severely increase congestion in other areas and other roads. It will cause inconvenience to business operators. Mill road bridge cannot be compared to central city centre roads like Bridge Street, Kings parade etc as others will argue as they do not connect 2 residential areas and are not one of a very few ways of crossing the railway. I would suggest widening Mill road bridge if you feel a solution is required, a simple engineering project to a solution rather than banning to find a solution.</p>
Traffic	WhollyObject	<p>Closure to through traffic will impact ALL other roads in the city, causing delays, congestion, pollution and frustration. Much traffic has to get from one side of the bridge to the other and if forced to use alternative routes it is obvious this will have a huge impact. Not just on city residents, but visiting drivers, who come in from the outlying villages to carry out voluntary community service at times when there is no public transport for the times of their visit.</p> <p>The negative impact on emergency services, business deliveries and residents who do own a car far outweighs the argument to close the bridge.</p> <p>Keep Cambridge traffic flowing.</p>
Access	WhollyObject	Public funded road should be open to the public to use. Stop trying to create traffic to get your congestion charge

Traffic	WhollyObject	Pushing traffic on other roads. Creating congestion. Damaging local businesses. Fundamentally not needed except in imagination of Cambridge council.
Access	WhollyObject	<p>Mill Road is an important thoroughfare for specific traffic. Cutting off this access will result in increased traffic elsewhere. This increase in traffic elsewhere may be intentional, but it is neither helpful nor beneficial to trade in the road. It will work to cut off people who do not live directly on the road from a set of specialist shops, restaurants and other businesses.</p> <p>I am totally opposed to this TRO and know that the reason other cities have removed low traffic neighbourhoods and road closures is that they simply shift any pollution, noise and disturbance elsewhere whilst seriously impacting the entire area of surrounding roads.</p>
Environmental	WhollyObject	By constantly shutting roads traffic is being cattle railed into other roads which already have enough and do not need extra put upon them. It is also making the environment in these worse. The bridge goes over the railway. A bicycle bridge was put in many years back when I was a youngster. The current cyclists can use that as we did. It would cost a while lot less to refurbish the cycle bridge than it would to keep paying for these questions and the consultants that are employed to run them. It would also be cheaper if the GCP and councillors stopped trying to push through dumb ideas when they already have received the responses!!
Traffic	WhollyObject	<p>Shutting this road would be a disaster for the overall levels of rush hour traffic. Reducing the unconnected roadways through the city will simply create more congestion, which in turn increases pollution within the city as a whole. Ultimately defeats the whole claimed purpose for shutting the road.</p> <p>It will also devastate the local businesses that rely on footfall. Mill rd is sufficiently far enough away that most people won't walk there from central town.</p> <p>All those with mobility issues of varying degrees would be severely disadvantaged by both limiting their access to the road AND the added cost of making other arrangements to get to mill rd.</p> <p>Additionally, this attempt to ignore the previous findings that the local population don't want you to shut this road is unacceptable. And I suggest that the council think long and hard about the purpose of their job which is to enact the will of the people, not to dictate to them</p>
Access	WhollyObject	Would make journeys much longer for me to take my children to activities in the Romsey area. Traffic is already bad in central Cambridge and I am concerned this would make things worse
Other	WhollyObject	<p>As a past resident of ***, I grew up on Mill Road, it was a Nationally celebrated thriving, multicultural community of diverse shops and people. The bridge is the connector that holds that together as well as the entire of that side of Cambridge, my son, now at uni lives on *** and I regularly pick him up from late night working and drop him off with shopping at his accommodation. So although I now live on the outskirts of the City, I am still passionate about my old home and I visit Mill Rd about 3 times a week, my Mother and Father in law also still live there.</p> <p>What I see now is a decimated, fragmented shadow, getting worse over time, home to multiple takeaways, umpteen badly ridden delivery bikes and taxis. Shops have closed and its not the same place anymore that was all over the TV news and newspapers even 10 years ago, all down to the threat of the bridge closure and this has been selfishly dreamt up by a few for a few, so they can have their private cycle strip, never mind the tens of thousands that will be impacted by this ridiculous selfish scheme by cutting a main artery of traffic through the city. Ultimately creating more congestion and more danger to other non motorised users of our roads. It WILL, in the end, lower house prices for all in the area, shut more shops as it becomes harder to deliver to them and segregate a community that once thrived as a blossoming area. In the end the bridge closure will kill Mill Road, in 10 years time I hope one day a plaque will be placed on the bridge with all the councillors names on that wanted it to close to remind us all who killed Mill Road. Pushing through with your own personal wants and ideas and ignoring real people that voted for you is not what you were put in post to do, they must be held to account for their own wanton actions. Yes, you WILL be able to ride your bike unhounded by cars and a few people have a coffee on the pavement but its not about the 100 its about the 100,000. No to the closure, it makes no sense in anyway shape or form only in a few out of touch people. Serve Cambridge as a whole, not your ego and a handful of your close friends for your personal gain. I AM AGAINST THE CLOSURE OF THE MILL ROAD BRIDGE</p>
Traffic	WhollyObject	<p>I have never seen any bad accidents on the bridge and believe that there is less traffic going over now than in recent times. What traffic that does use it will have to use Coldhams lane or the already heavily congested Hills road to get from one end of Mill road to the other. I consider that the money going to be spent on this would be better used to control the illegal parking regularly occurring especially evenings.</p> <p>Again I see no need for this proposal on safety or congestion grounds.</p>
Parking,Traffic,Access,Disturbance,Financial,Environmental,Safety	WhollyObject	Closing Mill road will simply divert traffic to nearby roads
Traffic,Disturbance,Financial,Environmental	WhollyObject	I make journey to my work every day. This will increase traffic load on Cherry Hinton road and Coldhams lane, which are already struggling to handle traffic. By doing mill road closure you will increase congestion on other roads and add more journey time. This will also increase CO2 level due to waiting time in traffic.
Access	WhollyObject	This proposal will negatively impact traffic throughout Cambridge and increase pollution in the city. For these reasons, I oppose it. Additionally, visiting friends on Mill Road will become even more difficult

Traffic	WhollyObject	This plan will increase traffic in other areas and change the unique character of mill road
		<p>I object as a regular user of roads in the area for work and volunteering purposes.</p> <p>We need direct access to the many *** services at one end of the road by the most direct routes possible.</p> <p>Closing the bridge would mean morf traffic on alternative routes meaning more time, traffic, fumes and disruption for the patients, staff, families and volunteers.</p> <p>We must keep access to the city for the whole of Cambridgeshire and not just listen to the minority of people who live locally. These *** Services are vital to the wellbeing of the county and most of the people who use them cannot afford to live within 3 miles of the city.</p> <p>In addition the mosque is sited at one end of the road which should be accessible to the people wanting to worship there. Closing the bridge would be denying them access to their worship.</p> <p>Where is this consultation being advertised? Where are you getting views from those not on social media or who cannot respond digitally?</p> <p>Where are you publishing this in alternate languages or braille?</p> <p>Taking the views of a minority of people who are "lucky" enough to live within the area rather than the population of the people actually using the roads is not democratic in any sense.</p> <p>Roads must be kept open to allow traffic to access all parts of the city by the easiest and most straightforward routes.</p> <p>Displacing traffic and causing further pollution and delays is not the best way forward.</p>
Traffic	WhollyObject	Ask the whole county - not just those who live nearby!
Other	WhollyObject	GCP only creates problem for people.. it is high time they went.. Mill road is an important road. Why do you want the traffic to go to other roads. That is so selfish of the people who support it. The attitude is my road should be empty let it go to others I don't care. It is deplorable. Hopefully this time council will do a fair survey.
Access	WhollyObject	It will cause more congestion on other roads and is a necessary link for cambridge
Access,Traffic,Distu rbance,Financial,En vironmental	WhollyObject	Closing Mill Road Bridge to public is not a good idea because it will create terrific jump on other roads in Cambridge such as Hills Road, East Road and Cherry Hinton Road it makes all businesses in Mill Road to close down .
Financial	WhollyObject	I strongly object to the closure of this bridge, on the basis that not only will it cause substantial traffic problems, delivery to the shops over the bridge will become much more reliant on Coldham's Lane as an alternative route- and that road is congested in its own right. Also, what would happen to the businesses over the bridge? Difficulties with deliveries of good, plus no traffic bringing customers into the area, would surely lead to the death of that area - just like the Grafton Centre. I need to visit my disabled son who lives off Coleridge Road and use the bridge at least four times a week.
		<p>I would like to object to the potential closure of Mill Road Bridge and have numerous reasons for doing so.</p> <p>Firstly, we need to ask why there is this obsession with closing one road? It is an interesting and relevant question because I do not see similar plans to block off Coldhams Lane, Hills Road, Histon Road, Milton Road or any other roads which are equally congested. The cynical amongst us would look at the plethora of *** members who live in the area and find their answer there.</p> <p>Closing a road which is vital to the flow of traffic around Cambridge is simply going to displace it elsewhere and then what about the people affected by that? I have heard that there is no evidence of this displacement as people will simply switch to walking or cycling but this is of course nothing more than pie in the sky. Other roads will simply become more congested as they divert around Mill Road bringing a poorer quality of life to both those who live there and those who have no alternative but to drive.</p> <p>My experiences of travelling down Mill Road tell me that the biggest issue is illegal parking and/or poor driving both of which can be improved by stricter enforcement, and I have no issues with doing that whatsoever.</p> <p>I used to live off Mill Road myself many years ago and indeed was born there so the area is very close to my heart. The fact I now live elsewhere should not preclude my opinion from being as relevant as those who currently live locally.</p> <p>I cannot disagree that the levels of traffic on Mill Road are a problem but simply shifting that problem elsewhere to suit the whims of both a small pressure group and those from a certain social background is not a solution. Every travel related policy in this city now seems to be based around the "stick" and very little "carrot" although I do genuinely sympathise with those trying to find solutions. It is not easy, but this one particular hobby horse (the Mill Road bridge closure) is one that makes my blood boil, so I object completely to its closure.</p>
Traffic	WhollyObject	
Traffic	WhollyObject	I object to this change. This is a key route through the center of Cambridge. The detour if this route is closed would be large. This will instead concentrate traffic on the other routes, which have a similarly limited capacity, so overall congestion will increase. The council should stop making travel more difficult for drivers. Not everyone can afford to live inside Cambridge, cycling is impractical from too far out and the public transport links from the villages are appalling.
Traffic	WhollyObject	This is a key road providing access to the centre of Cambridge. The continued closure of roads in Cambridgeshire creates additional pressure on traffic flow increasing congestion and associated pollution.

Traffic	WhollyObject	Will cause traffic congestion
Traffic	WhollyObject	This will divert traffic and actually cause congestion on other roads such as Coldhams Lane. Having previously lived in Islington when LTNs were introduced, I have seen first hand what the likely outcome of this closure will be. Increased traffic fall on the other roads with heavy congestion. This is no improvement for the city and is poor infrastructure planning. I would suggest running an impact analysis on the surrounding area before any more consideration to this ill conceived idea.
Environmental	WhollyObject	This proposal simply moves traffic onto other roads around cambridge. Currently a it takes is a single set of roadworks and cambridge pretty much grinds to a halt. Closing Mill road will make this even worse. It will mean more pollution in the city as vehicles will spend longer stationary. It will endanger cyclists and pedestrians due to vehicles having to turn around in a fairly narrow road. It will kill off the restaurants and shops along mill road.
Access	WhollyObject	It would cause to much traffic elsewhere
Traffic	WhollyObject	I have used this route for over 50 years, now to get to and from ***. Congestion on the side roads would also increase substantially.
Traffic	WhollyObject	By closing Mill Road bridge you are doing nothing more than creating congestion in other areas, increasing travel times and therefore increasing pollution levels. Why are you influenced by a selfish minority when the majority of residents and businesses are obviously against the proposal?
Other	WhollyObject	This is just going to create huge amounts of congestion
Traffic	WhollyObject	This will make the surrounding roads so much busier
Traffic	WhollyObject	Will add to traffic congestion elsewhere not improving the overall situation.
Traffic	WhollyObject	I object to this proposal on the grounds that Mill Road is a main arterial road into the centre of Cambridge. if the proposal is implemented, this would result in additional traffic on the remainder of Cambridge's congested roads. There would therefore be an increase in pollution both from stationary and slow moving traffic and from vehicles having to make long diversions on busy roads. An additional and very important reason for the objection is that the proposal would seriously reduce the resilience of the Cambridge road network. This network is already brought to a halt by unexpected breakdowns, road repairs, gas water & electricity repairs, and accidents (both in the city and on surrounding roads such as the A14 and M11). Restricting the use of Mill Road would make a bad situation even worse.
Other	WhollyObject	Closing mill road bridge to normal traffic will increase congestion on other routes into the city. It will isolate the mill road community and fundamentally change part of the city that has been an active social hub for decades.
Traffic	WhollyObject	I visit people regularly both ends of Mill Road. I drive in. When the bridge was shut on a few occasions the impact on the main routes around Mill Road was unbelievable. Queues of traffic spewing out fumes. The traffic lights couldn't cope. People were doing really dangerous things to try and get out of the queues. Mill Road is a vital transport route.
Access	WhollyObject	Causing chaos on the surrounding roads
Access	WhollyObject	Makes too much congested traffic around in areas
Access	WhollyObject	When millroad bridge was closed it caused traffic jams on all the other roads sitting in traffic for an hour at a time
Other	WhollyObject	Closing this vital link between sa South and Central Cambridge may, or may not reduce pollution, congestion and other environmental considerations. What it certainly will do is move all the above onto the two remaining bridges that cross the railway line. This is the 4th attempt to get these proposals foisted upon those you are supposed to serve. Why can't you take no for an answer? Why bother with consultations if the opinions and legal arguments are ignored. What are the real drivers behind this undemocratic action?
Access	WhollyObject	Will push traffic onto other roads looking to travel across town and cause increased congestion elsewhere. Will also be detrimental to all the businesses on Mill Road
Traffic	WhollyObject	This closure will cause not only significant traffic issues throughout Cambridge, but also significant pollution by the cars having to go a long way round and idling in traffic. Mill road is NOT busy enough to need a closure, I walk down there most days. It is easy to cross and feels no less safe (in fact safer!) than other roads in the city. You will destroy businesses and cause job losses.

Access	WhollyObject	This is an anti-car scheme with no benefit, wasting money that would be better spent on other public services. I feel that Mill Road already has suitable measures in place for safety (20 mph limit) and that this scheme will just add longer journey times, more traffic and longer queues to the ring road. If I want to visit my elderly mother in town (yes there are still a few local people who are poor and who live in Cambridge) I will need to drive further, make less use of the local shops and sit in more traffic for the same journey. If I want to take her out to the shops, the same is true. For me this is a NIMBY project for Cambridge's young, middle class elite, who have moved into the city due to high paid work and want to run the city in a way that suits them, with no regard for poorer or older locals without their lifestyle. The scheme may help boost their quality of life, but it costs a fortune, when as a resident of ***, forced to move out of town due to high house prices, I cannot reliably get into town with a public bus service to visit my elderly mother despite living within 6 miles of the market square. Spend the money on schemes that make a difference to those that need help, not on schemes that benefit the noisy few and disadvantage the wider less privileged community.
Access	WhollyObject	I object to this bridge closure. It is a totally harebrained scheme, for just a minority who want to rule Cambridge. This will push traffic elsewhere, but this is what you want, so you can push the road charging again, saying we have congestion in the city. It's about time you listened to people, instead of riding roughshod & bullying your way through wasting money.
Environmental	WhollyObject	Although I live in ***, I have family in Coleridge ward and am a regular visitor. I prefer to travel in an environmentally friendly manner wherever possible. However in this case travelling by car is the only practical option, it's too far to walk, I'm too old to cycle, and travel by bus takes at least an hour longer (door to door) in each direction. As such, I am a regular user of Mill Road Bridge. I agree that there are alternative routes I could use, however these are all longer in distance and therefore adding to my carbon footprint. Although my personal increase in carbon footprint may not make much difference in the big scheme of things, I am concerned that closing Mill Road bridge won't actually reduce traffic significantly, but displace it to Coldhams Lane and Cherry Hinton Road. The majority of traffic so displaced will likewise incur additional mileage and therefore additional carbon emissions (for non-electric vehicles). So overall, this could cause a significant increase to the city's carbon emissions. Has any work been carried out to assess the environmental impact of this closure on the city as a whole (i.e. not just in the immediate area of Mill Road bridge)?
Parking,Safety,Access	WhollyObject	Mill Road is a through road connecting north and south sections of the city. Closing this bridge will place excessive pressure on other major thoroughfares (Coldhams Lane, Newmarket Road, East Road to Hills Road). The proposal will cause long tailbacks on these roads especially to access certain services that are present on Mill Road (e.g., the Brooklands Campus) Data samples taken to support the original proposal were done during COVID pandemic where traffic patterns were very different to today. This data cannot be used as a support in this time. Existing public transport from suburban regions to Mill Road is insufficient to meet the demand and this will simply result in more congestion.
Safety	WhollyObject	I do not believe this is a worthwhile thing to do. The closure causes more issues in the surrounding area and does nothing to improve overall safety and reduce emissions. The last time it was closed was chaotic even though it was quieter due to post Covid levels of traffic. The impact now on safety and the overall area will be negative
Environmental	WhollyObject	I strongly opposed the closure of Mill road bridge. This will create pressure and cause immense stress on the smaller roads used for diversion. It will also cause traffic bottlenecks resulting in vehicles creating more CO. There should be a study on the pollution/emissions caused by long journeys as a result of this closure.
Environmental	WhollyObject	I object to the closure as it will force traffic to use other routes - causing longer journey times, traffic congestion, and pollution elsewhere.
Disturbance	WhollyObject	A complete waste of money, which will cause those who need access to shops etc on diversions, causing unnecessary traffic and delays.
Traffic	WhollyObject	The proposed closure of the bridge will substantially increase traffic elsewhere in the city.
Traffic	WhollyObject	I wholly object to the proposed closure as it will substantially increase congestion in and around the city for everyone.
Financial,Environmental,Access,Traffic,Other	WhollyObject	Closing the bridge will force traffic onto already busy alternative roads surrounding. Making what is an already difficult city to navigate even worse. I work as a tradesman in Cambridge almost everyday, it will cause a massive headache for a lot of people. With the environment in mind should we really be making thousands of cars drive longer distances to get to their destination. I can see it being like the congestion charge cameras in London where they are vandalised on a regular basis, meaning the large financial outlay the council has to make redundant.
Traffic	WhollyObject	Traffic will build up if this gets closed
Traffic	WhollyObject	When the bridge was closed previously it was during Covid times and traffic volume was a lot less. If it were to be closed now, with the volume of traffic currently, it would cause other parts and alternative routes to come to a stand still. Until public transport is improved for surround villages, it should remain open to all traffic
Other	WhollyObject	I have lived and worked in Cambridge city centre over the last 50 years and have seen the traffic increase dramatically so I think closing Mill Road Bridge would be a complete and utter disaster the traffic would just be impossible on Hills Road Coldham Lane anywhere around the town centre it's bad enough as it is at the moment getting in and out I look after an 83 year old man who lives in the town and coming in and out and over Mill Road bridge nearly every day it will be impossible for me to drive or to actually help him I think it's wholly important to keep to keep the bridge open.

Environmental	WhollyObject	While I am in favour of promoting active travel and caring for the environment, I wholly object to this proposal. Closing roads – and especially major radial routes out of the city – does nothing to reduce traffic. In stark contrast, it causes increased congestion and pollution in other areas. Mill Road bridge is a perfect example of this. To travel by private vehicle from one side of this to the other will require a two-mile detour via Devonshire Road, Tennison Road, Hills Road, Cherry Hinton Road and Coleridge Road. This cannot be good for the city or for the environment and not only shifts the problem, but increases it. I strongly believe that the Council should reject this proposal and look for better ways to achieve its aims.
Access	WhollyObject	As elderly residents, we have to use a car to access Cambridge Station. The provision of public transport from our village is entirely inadequate to link with trains, making a day trip impossible. The park and ride is little better, due to the lack of a schedule and sometimes long waits. By far the best approach from north east villages is Newmarket Road, and then via Barnwell Road, Brooks Road and Mill Road, over the bridge and left to the station. This route avoids central Cambridge and the major bottlenecks, thus reducing congestion and pollution. In our experience, with consideration from all road users, Mill Road is safe for all. The main problem is illegal parking, which seems to be the only real cause of congestion and difficulties for pedestrians and cyclists. Even so, if they are aware of each other and considerate, they can coexist happily and safely. If we are denied access across Mill Road bridge alternative routes will take us right through the centre of town, increasing congestion on those already busy routes. Drop this idea now; it is a selfish scheme that will benefit few and disadvantage the majority.
Access	WhollyObject	Closing the bridge will cause major traffic problems on the surrounding roads. Causing more congestion in other areas and more time travelling. This is unwanted and the feedback has already shown that to be the case. Are consultations going to keep happening until you get the answer you want
Traffic	WhollyObject	By closing a major through route into Cambridge traffic will be forced down others. This will cause unnecessary congestion. The county council have already wasted in excess of £27,000 on failing once, the people don't want, or need for another £27,000 to be wasted on this attempt. Better give the money to 135 pensioners who will lose their winter fuel payment this year.
Traffic,Access,Financial,Environmental	WhollyObject	In closing the bridge to public traffic it will only divert vehicles onto other roads and create more pollution with the queues and more mileage travelled in order for people to get to their desired destination in having to circumnavigate the closed bridge. Public closure of the bridge would be very detrimental to all businesses both B2B and B2C so being negative to the Cambridge and wider area economy. With this all in mind it will have the opposite affect to its supposed intended purpose. More cars are electrified or hybrid on the roads and most travel and business users will continue to use that form of transport. That knowledge is what all planned transport strategy by Councils and Highways should and must keep in mind.
Access	WhollyObject	Bridge is vital access to station to relieve pressure on Cherry Hinton Road when there are roadworks etc
Other	WhollyObject	I object to the closure of Mill Road bridge. This increases traffic flow to other parts of Cambridge - causing congestion and pollution in those areas. I support the free flow of traffic around Cambridge and do not support in any way schemes that are designed to impede traffic. However much the gcp wants to stop traffic going into Cambridge this won't happen. All that will happen is that other areas become snarled up causing increased pollution. The gcp want to kill Cambridge as a town (they are doing a very good job btw) the centre of Cambridge now looks dirty and unloved with only chain restaurants and tourists. Pity no one local will want to travel to work in those restaurants. The place is a laughing stock.
Traffic	WhollyObject	This is a ludicrous proposal for the residents of Cambridge. Forcing all station traffic to take higher congested routes, and blocking access for us to the wonderful restaurants and shops that adorn mill road. We would have to cease visiting this area if access was closed.
Traffic	WhollyObject	Completely oppose this. It's just going to clog up traffic elsewhere and what objective is it meant to serve ?!
Traffic	WhollyObject	The closure of Mill Road bridge to traffic will cause congestion to increase in other parts of the city and will greatly impact the independent shops and community along Mill Road by increasing travel times and causing visitors to avoid the area..
Traffic	WhollyObject	Being disabled I rely on my car to be able to visit the shops and business along Mill Road. Closing the bridge will impede access for people like myself.
Traffic	WhollyObject	Closing mill road bridge is going to cause traffic on other routes around Cambridge city
Traffic	WhollyObject	Restricting the capacity of the exiting road network will only add to congestion journey times and increase emissions as drivers take "the long way" or sit in longer queues caused by extended buslanes
Access	WhollyObject	I don't agree with shutting the road. When it was closed last year it has a big knock on effect on traffic across Cambridge snarling it up. Also it hugely adversely affects local businesses
Access	WhollyObject	No need what do ever to close mill rd bridge it is one of the main roads into Cambridge and if it was to close like it did last time, it will only cause massive traffic problems on other roads in and around the city, best to make cyclists use the Carter bridge if they don't like using Millers bridge
Traffic,Access	WhollyObject	The traffic is already horrendous across the city. Restricting one of very few ways of crossing the railway, will only make it worse. In the other areas. If anything there should be more thinking about providing more crossings for cyclists and pedestrians or taking the railway underground all together.
Traffic	WhollyObject	I wish to object to this proposal on the grounds of the detrimental impact that this will inevitably have on traffic flow throughout Cambridge. It will push large numbers of vehicles onto surrounding roads such as Coldham's Lane, & cause congestion, as well as misery, for drivers & local residents. Furthermore I am extremely concerned about how this will impact traders on Mill Road, whose livelihoods will be directly threatened by this unnecessary closure.

Access	WhollyObject	I object to the proposal to close the Mill Road bridge to vehicular traffic. I see no need for this further restriction on the free movement of motor vehicles round Cambridge, of which there are already far too many. It will merely add to existing congestion (much of it caused by other restrictive measures already implemented by the Council. As a regular user of the bridge over many years, by both car and bike, I have never felt unsafe whilst cycling over it. This is an unnecessary and unwanted restriction.
		Cambridge is rapidly becoming anti-car. Cycling and public transport is not always a viable option for people trying to work and pay rent and council taxes!
		More and more roads are being closed which simply results in traffic being forced to others areas and increasing congestion!
		This battle is also causing conflict between pedestrians, cyclists and motorists!
		What about local businesses? Work opportunities? Visitors to places of worship? Patients who need to access to medical appointments?
		This is all very wrong and a badly thought out idea which will only benefit a minority and negatively impact the area itself and surrounding areas.
Traffic	WhollyObject	Stop wasting money. Open roads up to improve flow of traffic and invest in roads and pathways that desperately need repairing
		I strongly object to restricting private motor vehicles from crossing Mill Road bridge. Cambridge roads are for ALL people whether it be car, cycle or pedestrian. All you will be doing is creating further congestion on two already congested roads, Coldhams Lane and Cherry Hinton Road.
		Stop pandering to the Mill Road NIMBYs and ***.
		I also note that both Cllr's Shailer and Beckett are members of *** and I'm concerned that their input will influence others.
		I'm very concerned about how non-driving anti-car Councillors can head up Cambridge Transport & Traffic Groups.
Access	WhollyObject	I also suggest you stop wasting taxpayers money on this project and fix the numerous potholes that exist in and around the City.
		I strongly object to restricting private motor vehicles from crossing Mill Road bridge. Cambridge roads are for ALL people whether it be car, cycle or pedestrian. All you will be doing is creating further congestion on two already congested roads, Coldhams Lane and Cherry Hinton Road.
		Stop pandering to the Mill Road NIMBYs and ***.
		I also note that both Cllr's Shailer and Beckett are members of *** and I'm concerned that their input will influence others.
		I'm very concerned about how non-driving anti-car Councillors can head up Cambridge Transport & Traffic Groups.
Access	WhollyObject	I also suggest you stop wasting taxpayers money on this project and fix the numerous potholes that exist in and around the City.
Traffic	WhollyObject	I object for two reasons: (1) since Mill Road is a central route in Cambridge, this closure will cause congestion and redirection of excessive traffic to other streets. (2) Businesses on Mill Road will suffer as parking near mill Road is largely expensive or unavailable. Only cyclists or Mill Road residents would be able to use these businesses.
		Why? Why are CCC, GCP, *** and other minority groups wanting to close Mill Road Bridge?
		It's not for safety reasons, as no one has been involved in any fatal road traffic accidents in the past 10 years
		It's not for environmental /climate issues, as restricting the bridge will divert all traffic onto adjacent neighbourhoods, causing longer journey times, more unnecessary delays, more congestion and more unnecessary emissions elsewhere .
		I can only assume it is to appease new locals wishing to force change when the majority of residents & business owners thrive as it is along Mill Road
Other	WhollyObject	The closure of Mill Road Bridge is unnecessary, unpopular, vindictive and a waste of tax payers money

Access	WhollyObject	<p>I'm shocked and staggered that a main road that crosses the cities railway line is being proposed to be closed to traffic. This will only increase congestion within Cambridge as more traffic is pushed onto other already over crowded roads. By closing the bridge journeys from either side of the bridge will be increased significantly which cannot be helpful to the environment. I'm truly baffled by the idea that closing roads/blocking roads is a helpful way to deal with congestion/pollution . I'm a mix mode traveler around Cambridge using a bike, my feet and a car. Some of my car journeys are now 50% longer in time or distance because of some ridiculous decision made by local planners/councillors. Due to closing *** to trough traffic I now regularly get rush hour traffic queueing outside my house which is over a mile from town. While the residents of *** now have an essentially traffic free road.</p> <p>I'm also concerned the impact on the traders of Mill Road. Having the bridge closed can only have a negative impact on the traders turnover.</p> <p>Clearly those that propose these ideas won't have to live with the consequences.</p>
Access,Environmental,Financial,Traffic	WhollyObject	<p>The closure will just displace traffic to other routes namely East Rd, Hills rd which is always congested, adding more time to journey. This will cause more pollution and delays to businesses along Mill road. People won't cycle and walk. Blue badge holders should access the same was as everyone else. The badge is to assist with parking NOT access through a bus gate . Blu badge holders can't use any of the bus gates so why here???</p>
Traffic	WhollyObject	<p>I reject this proposal. Instead of reducing traffic, it will simply divert the traffic to other roads, making other (more residential roads) busier. It would also make it harder for a lot of residents to get to and from work.</p>
	WhollyObject	<p>Good evening,</p> <p>I object to this proposal; I do not believe there is evidence to suggest this proposal will cause a net reduction of traffic in the city as a whole, but I believe there is evidence to suggest this proposal shall increase traffic in other areas of the city that are already congested.</p> <p>Without provision within the TRO relating to traffic modelling and how the offset from its implementation would be mitigated on other routes into and out of the city, I object to it's implementation.</p> <p>Thanks,</p> <p>***</p>
Traffic	WhollyObject	<p>I was born in Cambridge and have lived her my entire life. Up until October last year I had only ever cycled around Cambridge. I think it's very unfair that some Mill Road residents, who moved to a main road, get to change the entire flow of traffic in Cambridge. The amount of traffic will not change, it will only be re-routed despite what some people may think. Tradesmen cannot cycle into Cambridge with their tools, staff of the businesses nearby cannot cycle or take the bus in to town as it is too far and the bus in too unreliable. I do not see how the views of some are allowed to change the lives of many.</p>

Traffic	WhollyObject	<p>I object to this proposal for several reasons, the first being that:</p> <p>1) Blocking Mill Road bridge to cars will simply divert traffic to Hills Road and Coldhams Lane, neither of which can take anymore congestion.</p> <p>2) Mill Road is historically one of the main arteries in and out of Cambridge, and to the railway station, and exists to allow residents, tradespeople and visitors to move around the whole area. It is unacceptable to block this hugely important road.</p> <p>3) Blocking Mill Road will impact negatively on many business, both on Mill Road and beyond. Not only will it hinder customers from accessing/ leaving the Mill Road shops, which discourages people from returning, but it will also affect deliveries for businesses, both in and around Mill Road.</p> <p>4) The negative effects on traffic congestion that the bridge closure will have on all the other roads nearby will affect every single area of Cambridge. It is absolute nonsense to pretend that it won't. It is very selfish of a few Mill Road residents, who have CHOSEN to live near Mill Road knowing it is a main traffic route through Cambridge, to now decide they don't like how busy it is.</p> <p>5) I was born and raised just off Mill Road and have always happily used it as a cyclist, motorist and pedestrian. These different modes of travel can all co-exist on Mill Road without the need to cut it in half. The main problem that I see nowadays on Mill Road, and that is ignored by the County Council, is all the cars and lorries parked illegally on the pavement or half on the pavement, creating a danger to cyclists and pedestrians who have to go around them.</p> <p>6) The fantasy that Mill Road will become some urban utopia with pavement cafés and strolling pedestrians is clearly what some residents are hoping will come true. However what is more likely is that decreased traffic will lead to an uptick in anti-social behaviour caused by street drinkers and drug-users, who already create enough problems in the Mill Road area. Decreased traffic and potentially more street furniture, such as benches or tables, will merely encourage these people to congregate and remain in the area day and night, along with all the issues they bring with them such as litter, drug paraphernalia, drunken behaviour, foul language and aggressive begging. Funnily enough this demographic never appear in artists' impressions of a more pedestrianised Mill Road, but in reality they will be there.</p> <p>7) Schools in Cambridge are already struggling to recruit teachers and other staff due to house prices, and if you create even worse traffic to stop them getting to work then the recruitment crisis will worsen. I speak from experience as a teacher in a Cambridge primary school. Several of my colleagues come in from surrounding villages and it is simply ridiculous and unrealistic to expect them to either bike in or rely on the bus, especially as they will often be carrying teaching materials, laptops and books.</p> <p>Overall, the negative impact on the WHOLE city of closing Mill Road bridge to cars is simply not fair to the residents of Cambridge or the people who come to work here. Please don't do it.</p>
Traffic	WhollyObject	<p>This proposal is ill conceived and will result in major traffic and congestion problems as vehicles seek and alternative, very long route to get from one side of Mill Road Bridge to the other. It will impact very negatively on the viability of traders in the area, especially those East of the bridge. The major problems with traffic and vehicles on Mill Road arise from vehicles illegally parking and, especially, parking over the kerb onto the pavement. This leads to hazards for both pedestrians and cyclists. A classic case of the dangers of unintended consequences. (The ability to only select one Response Category is a major failure in this "consultation" as there are multiple factors which need to be taken into consideration.)</p>
Traffic	WhollyObject	<p>There is considerable car congestion and blocking this major route for cars will make things considerably worse.</p>
Traffic	WhollyObject	<p>This will cause congestion on Colhams Lane, Cherryhinton Road, Perfect Road and Brookes Road. As well as extra congestion on East Road, Newmarket Road, Parkers Piece Roads and Hills Road</p>
Access,Parking,Traffic,Disturbance,Financial	WhollyObject	<p>I am writing to express my strong opposition to the proposed closure of Mill Road Bridge. This decision, if implemented, will have severe negative consequences</p> <ul style="list-style-type: none"> * Increased traffic congestion: The closure will divert traffic onto already overcrowded roads, leading to longer commute times and increased pollution. * Negative impact on local businesses: The bridge is a vital thoroughfare for many businesses, and its closure could lead to decreased foot traffic and economic hardship. * Inconvenience to residents: The closure will significantly disrupt the daily lives of residents, especially those who rely on the bridge for commuting, shopping, and accessing essential services.
Access	WhollyObject	<p>By cutting off one of the main routes into the city you are manufacturing congestion in the surrounding areas, thus promoting your desired but wholly not wanted congestion charge. The money you have wasted (our money) on Histon and Milton roads and the disruption that is still going on are proof that the so called city planning department has not got a clue about keeping commerce alive in our city.</p>
Access	WhollyObject	<p>As a cyclist, who often goes over the Mill Road bridge, I have never found it difficult or dangerous. As a driver, I found the closing of the bridge a real annoyance. I had to go considerably out of my way. The consequences: waste of time; and, more important, extra CO₂ into the atmosphere. Indeed the closing of many roads in Cambridge has only lead to delays, frustration and, most important, increased climate change alteration. I see no reason for any of it; but do applaud the continued increase of cycle paths -- beside working roads and NOT instead of them. Many thanks to those who read this.</p>

		<p>I wholly object to this proposal.</p> <p>I live in Cambridge, and cycle around the town to the greatest extent possible. However, there are times when I need to move large items when I must drive my car. Closing Mill Road bridge to motor vehicles would be a significant inconvenience, and would not reduce my motor vehicle use - it would simply displace it, so that I would be delayed and inconvenienced by the extra traffic on routes I would be forced to take that avoid the bridge.</p>
Access	WhollyObject	<p>If the council's Mill Road Depot were still in use, I'll wager no-one in local government would be proposing to close the bridge, since it provided essential access to that depot.</p>
		<p>As Cambridge only has 3 bridges over the railway line, this will severely impact the flow of traffic within Cambridge. Ultimately slowing down bus services. It will also impact delivery vehicles supplying shops and cafes on Mill Road.</p> <p>The closure of the bridge will create more congestion on other roads. If you don't dictate where people can and cannot drive, they will make choices to best suit their journeys and lifestyle.</p>
Environmental	WhollyObject	<p>From personal experience I have seen people using buses and cycling where possible. Closing a bridge will not encourage people to cycle, walk or catch a bus!</p>
		<p>I regularly cycle, drive and walk across Mill Road Bridge for both work and leisure purposes. The only times when I have felt unsafe doing this has been during the closure and restrictions in 2020 when the build outs and narrowing of lanes were so dangerous it was impossible to see oncoming vehicles from either end of the bridge.</p> <p>I have never experienced significant congestion in Mill Road which is the reason you state for imposing this closure. I believe your closing the bridge will add to congestion as it did in 2020 when cars travelling east across the city diverted off Brooks Road/Perne Road to avoid the increased traffic and queued along Mill Road to turn left into Coleridge Road and then right into Cherry Hinton Road. I myself was caught in these jams in 2020 but have never experienced them since the Mill Road bridge reopened.</p> <p>That means your reason stated to 'reduce air and noise pollution' will also not be achieved by the closure as you will create more traffic jams, not fewer.</p> <p>If you really do want to improve road safety, air quality and active travel you should:</p> <ul style="list-style-type: none"> -Reduce the size of the pavements making it impossible for vehicles to park on them -Install proper cycle lanes instead -Properly enforce parking and turning restrictions – using your ANPR cameras for example as well as enforcement officers on the street -Prevent lorries blocking carriageways when unloading. Eg set specific times of day for this and properly enforce it -Encourage cyclists to use the Carter Bridge – just a two minute detour and entirely traffic free - to cross the railway line in perfect safety
Environmental	WhollyObject	

Other	WhollyObject	<p>I wholly object to the closure of Mill Road Bridge. I have lived in Cambridge for 48 years. Mill Road is a key arterial road. The closure of Mill road for one day a week ago demonstrated the catastrophic effects of a closure on everyone using Cambridge's Roads. Cambridge ground to a halt. I am a carer for my elderly and disabled parents as well as a working mother of teenagers. I am called upon at short notice, often many times a day, to help my parents when they've had a fall, when they need taking to the doctors, taking them dinner. I cannot possibly do this by bike. When Mill road bridge was closed the journey (which takes about 7-10 minutes in normal traffic when the bridge is open) can take 40 minutes to an hour. That could mean leaving my father lying bleeding on the floor for that time (he falls regularly and recently had two massive head traumas which involved stitches and had cts. That is a life threatening time.</p> <p>It is utterly nonsense to say that closing the bridge is beneficial to residents. It creates longer car journeys of greater distances creating more pollution.</p> <p>The idea the I cannot get to my parents quickly, and that his carers, who already travel huge distances because they can't afford to live in cambridge, should be penalised because of the views of a tiny minority is scandalous.</p> <p>The closure will further affect lots of local small businesses who struggled when the bridge was closed last time.</p> <p>It's disgusting that a small group of people who are not cambridge residents, who do not use that road 4,5,6 times a day who are county councillors/GCP are able to try and drive forward a plan that affects local residents.</p> <p>There is literally no justification for closing the bridge. I fully support the friends of Mill road bridge in their efforts to keep the bridge open.</p> <p>If the vast majority of cambridge residents reply (hundreds of thousands) that would be a representative view. Just over 1.5k people responding is not representative and should not be used as figures that "represent" the views of residents.</p> <p>The idea that carers cars can be registered to use the gate, whilst somewhat helpful, misses the point that many carers are travelling to the person to provide the care (often critical, life saving care). That element of the journey is not considered.</p> <p>PLEASE DO NOT CLOSE THE BRIDGE</p>
Access	WhollyObject	<p>Mill Road is a main thoroughfare from one side of the city to the other by closing this bridge to general traffic you will create more congestion on the circular routes as well as rat running. The arguments in relation to pollution are minimal and we know this to scientific observation the arguments for excessive traffic and limited access for cycling and pedestrians is also false because people have used this road and the bridge for many many years without any real problems. By closing this road you will inhibit or restrict people who need to use Brookfields and have access to other areas of the city and force them to take longer journeys which would themselves create possibly more congestion and pollution. Those who choose to cycle already have a bridge and access way and are given right of way by the traffic on this road. The amount of impact on traders and their businesses will be substantial and would require compensation for limiting and restricting private car use to access the area where others would not otherwise be able to use an illegal scooter or other wheeling machine such as a electric moped or electric bike to get through Mill Road. To conclude, it seems that only local people are interested in shutting the road because they want peace and quiet away from their doorstep and inconvenience the rest of the community in the city for their selfish purposes. Closing Mill Road bridge is not a health benefit. to close the bridge will force many thousands of people to have to use public transport which is not capable of coping with the volumes of people that need to move through Mill Road. Perhaps you should carry out the survey in the first instance as the ministry of transport used to do to see the total number of vehicles using the Mill Road and its bridge in the first instance before you choose to do anything and make sure it goes to public hearing so that everybody gets to say not just minority campaign groups and charities that have their own agenda.</p>

Access	WhollyObject	<p>I wholly disagree with a tro being implemented.</p> <p>Closing mill road bridge will just push traffic elsewhere and cause more traffic congestion, sitting in queues.</p> <p>Those that have shops, small independent buisnesses will lose custom and there deliveries wont be able to deliver or will have to join the traffic jams with cars having to go round putting extra times on journeys dependent which side they need to be at.</p> <p>Then there is the issue with vehicles unable to turn round should they need to deliver and due to not being able to go across the bridge if tro was implemented then they cant deliver. This would shut independent businesses down.</p> <p>What if you are a carer, district nurse or doctor. Needing to go across the bridge to get to your person who requires these services.</p> <p>A carer in particular would not hold the disabled badge and therefore getting to them would mean joining the inevitable traffic queues that would build whilst having to put unecessary extra time going round and no way to go direct over the bridge.</p> <p>Those with disabilities may not get a blus badge because the system is not fair nor just and this tro would cause problems to disabled people.</p> <p>Children attending schools across the bridge either way and might have anxieties and not like socialising and couldnt ride bicycles or walk but needing transporting by car need access to get through the tro if was put there.</p> <p>What about elderly or those not able to walk far or ride bicycles,they need transport by car and with carers, family or friends, who dont hold blue badges. This closure would therefore be discriminatatory. Due to not allowing to be travel where need to go without putting a block in the way and causing once again traffic queues and times adding on journeys due to forcing traffic elsewhere to get across the bridge.</p> <p>What about those that live in care home ditchburn place. They have outings and will be stopped from getting the residents to appointments like dentists or outings which are on the other side of the bridge which would be easy otherwise to use the bridge to get to, that goes for all those living in cambridge who use the bridge as we always have.</p> <p>The bridge was erected for horses and carts originally to go about their business and use as it was built for aftee that cars.</p> <p>It wasnt a bridge for cyclists or pedestrians, they had THEIR OWN part alongside the bridge. So traffic and pedestrians/ cyclists were safe and seperated.</p> <p>The bridge is for use of transport vehichles. Yet you propose to close it and so no vehichles can use it and fined if do? That is stopping freedom of movement.</p> <p>These pedestrian/cycle ways need reopening as per original plans drawn up and vehichles need to be able to use the bridge.</p>
Traffic	WhollyObject	<p>Please stop wasting time in trying to close the Mill Road bridge. I think it is pretty clear that people (including me) want the bridge open to traffic. If yo close it, this will move the traffic to other roads in Cambridge. Personally, the father of my kids' wife who live in *** and if you close the Mill Road bridge it will be very complicated for us to take them there when going by car. This will increment our journey and will increase traffic on adjacent roads.</p> <p>Also the side away from the city will be even more isolated from the rest of the city because people who cannot cycle won't go there as often as they do now.</p> <p>Please focus on more important matters for the city and leave the mill road bridge open and don't waste anymore time on this matter.</p>

		<p>Response to Cambridgeshire County Council consultation on the proposed installation of a bus gate on Mill Road Bridge and the prohibition of motor vehicles apart from buses, taxis, statutory undertakers and blue badge holders.</p> <p>Reference number: PR1058</p> <p>I oppose the partial closure of Mill Road Bridge with the installation of a bus gate and prohibition of motor vehicles, apart from authorised vehicles.</p> <p>I give my objections first as a response to the statement of reasons provided by Cambridgeshire County Council and second through my views on additional grounds to object to this proposal.</p> <p>Objections in response to reasons provided by Cambridgeshire County Council (CCC)</p> <p>1. CCC reason: For preserving or improving the amenities of the area through which the road runs.</p> <p>I cannot find any clear reasons showing how the amenities of the area are preserved or improved through the proposed restrictions on Mill Road Bridge. I assume these are improvements under the general text round health and safety. Firstly, I reject the argument that this proposal would help with high levels of traffic and congestion that cause pollution and a poor road safety record. I find this argument specious. Pollution is not something to be tackled by concentrating on a small area like a bridge. It is a city wide concern and needs to be tackled in this way. This is why I believe there is no specific evidence showing how the installation of a bus gate will improve pollution and congestion, particularly if traffic continues at the same levels on the road by using roundabout routes, just not crossing the bridge.</p> <p>Restricting traffic on Mill Road Bridge means that cars will travel on other roads raising pollution levels and harming road safety levels elsewhere and the concerns of Cambridgeshire County Council regarding pollution and road safety should be city wide. Further there is no data on how idling to get through a bus gate impacts on pollution.</p> <p>I strongly believe that the Council cannot restrict cars if there are no alternatives. There are many people, like me, who are unable to cycle for health and other physical reasons. Public transport just does not work. I used to use the *** bus but now that it is 20 minutes apart it is no longer a service I can rely on to use. Given traffic delays and the rather frequent cancellations it either means waiting longer (a hardship especially when its cold and/or raining) or walking. As an *** I find it extremely difficult to either wait a long time at a bus stop or walk a long distance and now rely on a car. Although I have a bus pass, I understand from people I know that cars are often a significantly cheaper form of transport than buses if there is more than one person travelling.</p> <p>Without cheap and efficient public transport there is no alternative to using cars, if cycling is not an option. I find it significant that the Council does not provide evidential data on road safety levels such as the number of accidents on Mill Road Bridge or the rising levels of pollution and congestion. In fact, I understand from the group opposing this change recent research has shown traffic and pollution levels falling. I fully agree with Councillor Katie Thornburrow when she asks for more hard evidence to back this proposal. There is currently none provided to add weight to the benefits, and none given</p> <p>which shows the evidence that the closure to private vehicles won't have a serious and detrimental impact.</p>
Traffic	WhollyObject	<p>Last time the bridge was shut to cars it caused a significant increase in traffic around the central Cambridge area. There are only 2 bridges crossing the railway in central Cambridge and getting rid of this one would mean the traffic is diverted to hills road bridge or further out into coldhams lane.</p> <p>It will also mean access to areas surrounding mill road is more difficult.</p>

Access	WhollyObject	<p>I strongly object to the proposed Mill Road bridge closure, there is simply no good reason for it.</p> <p>You cite "danger" - on the bridge itself? There are problems with cars parking/stopping/loading/unloading on Mill Road, but these are not on the bridge itself. This won't be prevented by closing the bridge. It's no different to any road in Cambridge where danger is an unfortunate reality of cars in a city.</p> <p>You cite "facilitating the passage on the road" - the traffic has to go somewhere. Reduce it on Mill Road, it piles up elsewhere. Hills Road is far worse for congestion, and this will make it worse.</p> <p>You cite "preserving or improving the amenities of the area through which the road runs." - Are you seriously arguing the amenities were "improved" when the bridge was previously closed?</p> <p>We've already seen the terrible results that previous temporary closures have caused. From our previous office on St Barnabas Road, to get to an architect office on Cromwell Road, it would take 3 minutes. When it was closed, if driving (as we would often have several meetings), the journey could take up to 15.</p> <p>More unnecessary meddling by people who pretend to care about the constituents. Seems like another vanity project dreamt up by some overpaid bureaucrat rather than something that benefits the people who are forced to pay taxes to the city.</p>
Traffic	WhollyObject	<p>All you are doing is forcing traffic around other areas, disrupting businesses and the ease we can get to them. The alternative routes are ridiculous ways to get the other side of Mill Road. Listen to the residents for a change. GCP and others are ruining my city..</p>
Traffic	WhollyObject	<p>I totally oppose this proposal. This is one of only three routes across the railway in central Cambridge and is an essential part of the road network. The network belongs to all of us and is not the special property of very local street residents. If the bridge is closed we will be forced to make longer detours around Cambridge imposing costs on us and extra pollution and congestion on residents of the alternative routes. Why should Mill Road residents get a windfall gain at the expense of everyone else? The arguments put forward apply to all roads in Cambridge. They are all congested at times. Do you want to close them all? This proposal is woke nonsense and should be dropped now. If pollution is a major concern then phase in a requirement for electric vehicles only. Mill Road has worked for a century. Change is not required.</p> <p>Sadly I have zero confidence that this is a genuine consultation and I think your minds are already made up.</p>
Environmental	WhollyObject	<p>There is no real reason to do it. That is a bridge made for cars, leave it be. It would create a lot more emission if the entire traffic has to go around, creating unnecessary congestion, as most of the changes and "modifications" already do, and the purpose is clear. However creating more emission with the sole purpose to create more profit in long term, is just evil, and people behind us should get charged for it.</p>
Traffic	WhollyObject	<p>This proposal is nonsense. The alternative routes are far too long which is bad for the environment and will just increase the traffic elsewhere in the city. The bridge closure will also be detrimental to local businesses and residents.</p> <p>I cycle whenever I can, but cannot support this in any form.</p>
Traffic	WhollyObject	<p>Congestion is caused by closing roads and eased by keeping them open (or expanding) for ALL users. Quite obvious and simple.</p>
Access	WhollyObject	<p>Caused abnormal traffic on other roads and extended journey times , made it very hard to get to doctor surgery</p>
Parking, Traffic, Safety, Access, Disturbance, Financial, Environmental	WhollyObject	<p>This will create congestion, divide communities, impact emergency services, it will have no impact on air quality, it will have no impact on general road safety, but it will disrupt and/or damage business.</p> <p>The scheme has been rejected at the highest level and in the courts, it should never be on the table for discussion ever again</p>

Traffic, Environmental	WhollyObject	<p>Closure of Mill Road Bridge promises to contribute to traffic gridlock on surrounding roads, negatively impacting those such as myself who would never consider driving along Mill Road, but do use other routes such as Newmarket Road and Barnwell Road for journeys that are not practical by other means of transport.</p> <p>I am disappointed that the council have not presented any data on the likely effect of the planned closure on surrounding roads. The data that does exist publicly - i.e., the “Mill Road Bridge Closure Sensor Trials Final Report” from 2019 concluded that the closure led to “Changes to route rather than mode”, and that “closure of the route caused an increase in the number of vehicles seen on alternative routes”.</p> <p>The TRO proposal also does not include any formal analysis of the collateral damage (in terms of traffic levels, and pollution generated from stationary vehicles) it will cause in the context of other projects such as the euphemistically named “Cambridge Eastern Access” scheme, which will itself lead to a substantial reduction in capacity on the already busy section of Newmarket Road between Elizabeth Way, and Barnwell Road - this being the obvious alternative to Mill Road for access between East Road and Brooks Road.</p> <p>Changes and restrictions to the road network should be made based on quantitative evidence, not in response to vocal pressure groups.</p>
Access	WhollyObject	This bridge closing will cause a massive issue for traffic and access into mill road. It is a vital access road for both mill road and the train station. Locals businesses will struggle due to this closure and it is not vital nor helpful for commuters or residents.
Other	WhollyObject	<p>I classed myself as 'Resident' for Type of responder since I live in ***, but not Mill Road - the feedback form does not provide clarity on this.</p> <p>Cambridge has had many side-roads closed to motor traffic over the years. Up until now, there have been few restrictions to private vehicles on a major thoroughfare in Cambridge. I class Mill Road as a major thoroughfare since it is one of only a few routes that connect the ring road more central areas of Cambridge. I do not see demands by so-called residents or friends of Mill Road as a valid justification. If all Cambridge residents made such a demand for their own roads, then all of Cambridge could potentially be closed down to private vehicles. There have already been rumours of further restrictions for the future and, indeed, proposals in the past for such action - Mitcham's Corner for example. It is shutting down Cambridge by stealth.</p> <p>It is easy to manipulate statistics to support any such move and I would be wary of relying on evidence supplied by individual pressure groups who pursue such matters to further their own interest at the expense of the wider community of all Cambridge residents. We need balanced decisions that work for the majority, not decisions that work in favour of the minority.</p>
Disturbance	WhollyObject	I object to you closing one of the 3 main crossing points of the railway in Cambridge, this will increase traffic on the other two roads. It will also increase emissions from people having to do a massive diversion especially getting shopping from Sainsbury's. This will also lead to less traffic in the area for the local traders, I can't see it being easy to pick up from the butchers now from *** where my friends live. We went out to the Prana restaurant the other week and parked in Gwydir Street Car park. If the bridge closed this would add another couple of unnecessary miles to the journey and probably mean we would go somewhere else.
Traffic	WhollyObject	It will cause unnecessary congestion! Why are does someone need to poke a perfectly working system!
Traffic	WhollyObject	I rarely use Mill Road by car mainly cycling. I do so if I need car and a direct pollution and fuel saving route. Also if other routes busy or blocked. Keep routes open so main favoured routes not overloaded.
Traffic	WhollyObject	Mill Road is one of the vital links from the north and east sides of the city to the central area for all forms of transportation. The installation of the restrictions will displace vehicles into coldhams lane and Cherryhinton Road and additionally into residential streets creating 'rat-runs'. The restrictions simply displace traffic, not remove it.
Traffic	WhollyObject	The closure of this road will lead to a considerable increase in congestion on the road that are alternative routes.
Other	WhollyObject	<p>I object to this. All this will do is to push traffic on to coldhams lane and/or hills rd.</p> <p>If you really want to cut car use start by massively improving bus services so people have an alternative option, then you can start closing roads to cars.</p>
Traffic	WhollyObject	<p>Closing this bridge to most vehicles will result in creating traffic congestion and thus more pollution on nearby roads, force longer journeys for those who have no realistic choice but to travel by private car which will also increase the amount of pollution within the city, and have an adverse effect on local businesses.</p> <p>At age *** I also consider that the council's many actions in favour of cyclists, of which this is yet another example, is discriminatory.</p>
Access	WhollyObject	It will cause massive congestion on other routes through the city (as has already been established by the former closure of the bridge) and there are even more residences that need access now on the new build at Eagle Street.

Other	WhollyObject	Disturbance with traffic jams, increased travel time leading to less family time, congestion causing bad mood and temperament of people, fuel wastage, bad for environment and unhealthy for all. Not good for a society in general.
Other	WhollyObject	This will create congestion in other main arteries of the city and to will affect negatively the Mill Road local business
Traffic	WhollyObject	It will increase traffic on Coldhams lane, it will ruin my weekly commute to this part of town, shops will suffer
Traffic	WhollyObject	Roads should remain for the use of motor vehicles/road fund payers. We do not need the burden of the increased traffic on surrounding roads.
Traffic	WhollyObject	Why should we the many drivers of Cambridge be continually forced to use lengthy detours because a few incoming residents of Mill Road want to close access to Mill Road Bridge We should have a choice to use a bike car or walk in ALL streets in this once great city being decimated by all the changes we are enduring It is a waste of our taxpayers resources and I thoroughly oppose this TRO! STOP RUINING OUR ONCE GREAT CITY
Access,Traffic	WhollyObject	Closing Mill Rd bridge to through traffic makes it even harder to cross the city by car and leads to traffic build up on other routes, notably Coldham's Lane and East Rd/Hills Rd/Cherry Hinton Rd; I visit *** with bulky donations for vulnerable families - not possible by bus or bike, and the *** I'm involved with delivers packs of *** around the area. This proposal ignores the fact that some journeys necessitate car use, and that adding lengthy diversions make it hard for charities/small businesses to reach the people they need to. On a more personal level, until an affordable and time-efficient public transport option exists, I will continue to use my car to travel through the city in which I live (often with*** I'm giving a lift to/my double bass!!)...schemes like this will increase my time on the road, will cause more traffic on other busy/bottleneck streets, and will mean a net increase in pollution. Yes, please do reduce traffic entering our city, but not at the cost of city residents.
Access	WhollyObject	Bad idea will only move the traffic to other roads, Very poorly thought out for the benefit of a few
	WhollyObject	I am writing to strongly object to the New Mill Road TRO Having lived in *** all my ***years I cannot comprehend the selfishness of wanting to close this crucial through road. The GCP and yourselves seem intent on creating chaos and congestion in our fabulous city with your tedious and ridiculous introduction on dangerous schemes to limit vehicular access and movement within Cambridge. You are destroying Cambridge If you are in any doubt I OBJECT TO THE MILL ROAD TRO ***
Environmental	WhollyObject	This will force vehicles to make longer journeys and increase pollution.
Other	WhollyObject	This plan is a complete waste of tax payers money and should not be taking place! Your plan will create congestion and danger on Mill Road. It will severely affect carers and others that need access quickly and urgently. It is a vanity project that has already been stopped because of public opinion and now it's been reintroduced by the GCP and councils to try to overturn the original decision. Those that support this plan are unprofessional and dictatorial trying to force their views on the public and not accepting that people do not want our city destroyed as it is being by the ruling elite. Shame on you all for reintroducing this!
Traffic	WhollyObject	Leave mill road alone. Restricting traffic across the bridge in any form will simply push traffic to other surrounding roads.
Traffic	WhollyObject	Total waste of time and money as with all the GCP Proposals. Traffic is just shifted elsewhere. Longer journeys and more pollution. Just scrap the whole GCP.
Traffic	WhollyObject	I strongly object to the proposal to close mill road bridge to traffic on themhrounds.that this is one of very few through routes through Cambridge and closure will cause interconnection elsewhere

Traffic	WhollyObject	<p>Closing Mill Road Bridge will just force more traffic to go through either Hills Road and possibly Coldham Lane creating more congestion in the two major roads. We need more roads/bridges to go over the rails, not less. And the increased congestion due to the detour actually creates more pollution. It is completely unrealistic and impractical to expect people who rely on cars to work/school will drive less due to the closure of the bridge.</p> <p>I am also a cyclist myself and it is quite easy to avoid cycling on Mill Road, e.g. use the Carter Bridge next to the train stations, which is much more pleasant path than Mill Road and take no more than a couple more minutes. This proposal of closing Mill Road Bridge is unbalanced, and only favours for cyclists, who already have alternatives.</p> <p>Closing Mill Road Bridge will adversely affect all the small local businesses on both sides of the bridge.</p> <p>The proposal completely ignore the need of other road users and local businesses.</p>
	WhollyObject	<p>Please register my adamant objection to the proposed closure of Mill Road Bridge, Cambridge.</p> <p>This proposal will create havoc, causing totally unnecessary buildup of traffic and pollution elsewhere. For residents like me, it would mean the need to take absurdly circuitous routes to the other side of town - to get to Addenbrooke's Hospital, for example, or Coleridge Community College, where I take adult education classes.</p> <p>Cyclists have the option to use a perfectly safe bridge nearby. Drivers have very few alternative routes.</p> <p>***</p> <p>PS – as a***, it is interesting to note the very complex email address which is being used for this 'consultation'. Call me a cynic, but it strikes me that it is a deliberate attempt to make it more difficult for people to register their objections.</p>
Access	WhollyObject	I wholly object to this as it will cause disruption for anyone travelling in and around Cambridge. Cause more congestion on top of what is already being created. Leave our roads and bridges alone to free traffic up not block roads for your own gain
Traffic	WhollyObject	I oppose the creation of a bus gate on the Mill Rd bridge because there appear to be no plans for how this will divert traffic through the neighborhood and make traffic problems on other routes through central Cambridge worse (including on Hills Rd, Coldham Lane, and through Romsey). It will also make it very difficult for residents of northern Cambridge to access Brookfields Hospital for appointments. In addition, there appears to be no plan for avoiding traffic that is unaware if the bus gate being diverted into the side streets of the Mill Rd neighborhood to avoid the bridge, then returning on Mill Rd. I think it might even make the Mill Rd traffic problems worse.
Environmental	WhollyObject	Why are you all hell bent on closing bridges/roads in this city? All this does is make other roads busier. Just leave our roads alone.
Traffic	WhollyObject	If Cambridge has a problem with congestion, which is far from clear, then reducing road capacity for motor vehicles at a critical crossing point across the railway will simply displace the problem onto other routes e.g. Coldhams Lane. Options should be explored for building a cycle bridge or similar to cross the railway at this location. Also it is claimed that the bridge, being narrower than ideal, is a cause of accidents, yet there is little evidence to support this. It seems that there is an agenda of a minority to close this crossing point at the expense of the rest of the population. It will increase rat running and car miles through residential streets for those who still need to drive to the other side of the bridge. Cambridgeshire should be prioritising repair of the many roads and paths that are in very poor condition before considering so-called "improvements" that will only benefit a minority.
Traffic,Safety,Access,Environmental,Other	WhollyObject	The TRO will increase congestion and pollution on mill road and the council should be ashamed for supporting such proposal. Mill road residents don't own the road. The road is funded with my taxes and I have not been given the opportunity to vote during the consultation. According to public data the area subject to TRO is the safest on mill road. The TRO still allows buses, blue badges and taxis over the bridge. This basically prevents any type of improvement to current situation. This TRO is based on lies. There are people who don't fall under TRO exception who are unable to walk or cycle across the bridge. This TRO benefits very few people and increase travel time for the majority.
Traffic,Environmental,Access,Financial	WhollyObject	<p>Mill road is one of main roads that leads in and out of Cambridge.</p> <p>It is also only road in Cambridge with independent local shops.</p> <p>Traffic would be diverted on other roads.</p>
Access	WhollyObject	Town Traffic is already heavily affected by all sorts of schemes slowing it down and causing further congestion. Mill road bridge is a crucial link between east and west Cambridge and should remain open to motor vehicles
Traffic	WhollyObject	Object to this closure due to adverse affect this will have on congestion on the surrounding routes.

Traffic	WhollyObject	<p>By closing the bridge the traffic will be made to go elsewhere causing unnecessary congestion, more fuel used so which is not good for the environment.</p> <p>You cannot dictate how people live their lives to please a very small minority of people.</p> <p>I use my car when I need to but also cycle to work, walk and use public transport to sort the task I am doing. Why should I be inconvenienced to please a few. And it is a few. I've seen the figures.</p> <p>Please to do reply to me or use my email address fir anything more than a general update to all.</p>
Traffic	WhollyObject	<p>As a resident and commuter I reject any further traffic restrictions on Mill Road. This will have a negative knock on effect on all the other, very few, remaining arteries for vehicles in Cambridge. It will not improve access for residents, local businesses and people having to move around Cambridge by necessity for a multiple of reasons.</p> <p>I use buses, I cycle as a preference, and, sometimes I need to drive around Cambridge. I see local businesses suffering from the restrictions imposed over the years which make them less accessible. Over priced schemes such as narrowing roads, closing off lanes (such as the bollards on East Road) have benefited no one, least of all emergency vehicles.</p> <p>Priority from the council budget should be given to improve road surfaces for cyclists; the state of these in this world famous, supposed 'leading', 'innovative' city would be a disgrace to a third world city.</p>
Financial	WhollyObject	<p>Due to the economic impact on traders and that traffic will be diverted onto other roads making them worse (deflecting the problem rather than solving it). I agree that cycling on mill road is poor but this is due to the road being narrow rather than volume of cars, yes fewer cars will help but fundamentally it will remain a poor cycling experience. Therefore the economic harm to traders is not justified by the limited benefit to cyclists. The only solution to genuinely improve cycling on mill road would be to make it one way for vehicles. This would create sufficient space for cycle lanes. In my view the bus gate is the wrong solution to the problem.</p>
Access	WhollyObject	<p>I am totally opposed to the plans to reduce speed limits in Cambridge (as well as the closure of the Mill Road bridge). I consider this action to be highly undesirable. It will cause more traffic jams, more fuel consumption, more fuel consumption. It will be a perfect excuse to introduce congestion charging. It all adds up to how the local government is acting against the people. The people of Cambridge will not allow such harmful actions - especially since they are being carried out at their expense. No I am saying huge NO! I will be strongly support any protest, and every activity against this harmful idea.</p>
Access	WhollyObject	<p>I am totally opposed to the plans to close the Mill Road bridge. I consider this action to be highly undesirable. It will cause more traffic jams, more fuel consumption, more fuel consumption. It will be a perfect excuse to introduce a congestion charge. It all adds up to how the local government is acting against the people. The residents of Cambridge will not allow such harmful actions - especially since they are being carried out with their money. The bridge is a public good, built with residents' taxes and we do not want it closed. A lot of businesses will lose out (similar to Milton Road, the scandal of taking away people's parking)! No, no and no again. I will actively work against these ideas because as a payer of huge taxes I do not want such solutions imposed on me and access to a public road - I repeat - built with my money, among others.</p>
Traffic	WhollyObject	<p>This proposal is a highly consequential change to traffic flow in Cambridge. Implemented in isolation, it will negatively impact other access routes into Cambridge solely to the benefit of a small number of residents in the Mill Road area.</p> <p>It cannot be deemed fair to ask residents and businesses in the proximity of other access routes to pick up the shifted burden. Magical thinking that the displaced traffic load will 'evaporate' doesn't help anyone and betrays the desperation of those trying to push this proposal through.</p> <p>If this proposal is to be seriously considered it should only be done as part of comprehensive review including other major access routes into Cambridge and the station area.</p> <p>Benefiting one area to the detriment of others is utterly undemocratic and smacks of perverse corruption. I trust this proposal will be rejected.</p>
Disturbance	WhollyObject	<p>Mill Road is very long road, how will you access anything without a car? If the bridge is closed you will need to make a long detour.</p>
Access	WhollyObject	<p>Cambridge roads cant function if a main road is closed off to traffic, itll cause additional traffic with no benefit to the city. Mill road is no more dangerous than any other road and the bus gate is utterly unfounded.</p>
Traffic	WhollyObject	<p>I object the the proposal because of the negative impact it will have on traffic in the surrounding roads. If cars cannot use Mill Road, they will have to use an alternative route. This will cause extra congestion and pollution. I cycle over Mill Road bridge multiple times per week, and feel perfectly safe doing so. The vast majority of cars are respectful of cyclists.</p>
Disturbance,Traffic, Parking,Safety,Acce ss,Environmental,Fi nancial	WhollyObject	<p>Keep the bridge open ! It helps with flow of the city and stops traffic all over the rest of city</p>

Traffic	WhollyObject	As someone that shops on mill road Weekly, I need the bridge open, a journey that would take 2 minutes and be only 0.3 miles, will be either 3 miles and 17 minutes over hills road bridge, or 3.4 miles and 19 minutes adding to the congestion that this closure will no doubt cause.
Traffic	WhollyObject	Closing the bridge will make even worst the traffic through other access roads to the city centre. Like new Market road that it is already collapsed
Traffic	WhollyObject	My main concern with closing the bridge is the increase in traffic we will see on other roads due to people trying to access the other side. We already see Cambridge road infrastructure doesn't cope very well when we have temporary road closures, the increase traffic and travel times due to the extra traffic is quite significant and closing of mill road will only contribute to this making Cambridge residents lives harder
Access	WhollyObject	I object on the grounds that it will increase traffic on neighbouring roads, such as Barnwell Road. It will increase time to get to the train station when travelling by car from the Abbey end of Mill Road.
Traffic	WhollyObject	The only way to reduce traffic and congestion for everyone is opening as many routes as possible and let the traffic redistribute. This goes in the opposite direction. Closing Mill Road bridge to private traffic will increase congestion and traffic (in particular at peak hours) on the ring roads, increasing noise and pollution levels there. Please remember that not all people with disabilities are entitled to have blue badges, and cycling is not for everyone.
Traffic	WhollyObject	I strongly object to the proposal as the closure will just increase the traffic in different already congested parts of town and roads
Traffic	WhollyObject	There should not be restrictions on traffic flowing through Mill Rd
Traffic	WhollyObject	Why should the people of Mill Road not have any traffic? All we hear is gridlock roads in Cambridge according to the council and Cambridgeshire Live yet in seeking to close Mill Road because the locals want peace and quiet and no pollution will only make the rest of Cambridge worse. As I live off *** perhaps I should start a petition to get that closed off then I can sit in the middle of the road with my coffee and bagel and glory at the silence? When ever I go down Mill Road which is quite frequently it's never that busy so what will this achieve. Just more traffic in other parts of Cambridge attempting to navigate the city. This is just about the council promoting the "Islington of Cambridge". With no consideration for anybody else or the local businesses (of which I happen to live next door to ***) who do NOT want the road closed this just serves to pacify the local tree huggers getting their way. By closing this road you will just be showing your utter contempt for the more deprived areas of the city (yes, I live in ***) , an area that is just disregarded, and no, your latest approved effort at improving our area is not popular. I'm sure you'll go ahead with Mill Road, regardless of public opinion so perhaps you'll do the residents of Abbey ward a favour and approve Cambridge United's plans for a redeveloped stadium? No, I doubt it!
Traffic	WhollyObject	By closing Mill Rd Bridge, you are just pushing traffic , congestion and pollution to other roads nearby. This causes more disruption, inconvenience and many other issues. Having spoken to a number of business owners, they have expressed their opinion in not wanting the Bridge to close due to a reduction in passing business and therefore losing trade. I totally disagree with this plan.
Environmental	WhollyObject	Closing the bridge just moves the problems onto other roads. It also makes it harder to use mill road to shop if you don't directly live on it.
Traffic	WhollyObject	There are not enough ways to get across the railway line. Closing the bridge would mean adding at least a mile on to my journey to the station area causing congestion and pollution. It would make the already bad traffic on Cherry Hinton Road and around Coleridge even worse. Possible alleviations include Running more buses to the station that don't do through town as the current routes take way too long Maybe putting one way traffic lights on the bridge to slow traffic without stopping it Running more direct to London trains from Cambridge North to reduce the need to go to the main station (instead of having to change) Improve cycle routes other than the bridge

		<p>I support the addition of active travel routes in Cambridge and can appreciate that the road it's dangerous for cyclists. However I think that removing existing infrastructure for drivers is just going to cause more traffic elsewhere which will delay cars and buses alike.</p> <p>Also the fact the taxis car clubs and other selected vehicles could use the bridge makes the proposal useless for the safety of cyclists. These categories of drivers are frequently the worst culprits of close passing cyclists, infrequent drivers and professional drivers who are in a rush. And what's the point of a traffic control measure that takes someone out of a private vehicle and into a taxi which contributes the same to congestion and emissions.</p> <p>Rather than punitive measures for drivers, I would support real usable active travel routes. I would live my wife to be able to commute year round to*** by bike, but the Chisholm trail is poorly lit and poorly policed. Frequently there are incidents with anti social behaviour, assaults and dangerous driving of motor vehicles.</p> <p>This seems like another half cooked measure like the one mentioned above, to justify removing access for cars, there must be a viable alternative offered. There is a significant amount of money available for these plans and additional infrastructure for cyclists should be prioritised rather then removing roads for drivers without considering the implications.</p> <p>I lived in *** last time the bridge was closed, and the additional traffic added up to 30 minutes to my commute. An hour I couldn't get back per day on a journey that I couldn't make in any other vehicle.</p>
Traffic	WhollyObject	Please reconsider before we end up with another Dutch roundabout situation.
Traffic,Access,Other	WhollyObject	Closing this route will simply lead to congestion on other routes in the area, with cars and vans sitting in stationary traffic with engines running on every nearby street.
Access	WhollyObject	<p>I feel strongly that this action is completely unnecessary and will make life much more difficult for a very large number of people just to meet the local desires of a few outspoken people. Specifically, relying solely on cycling and public transport is simply not practical for many (e.g. my wife has knee problems which prevent this) and there are already too few paths into Cambridge to visit doctors, gyms, shopping, rowing, etc. Especially from the East side of town (the traffic light sequencing on Newmarket Road makes that almost unusable in all but the lightest traffic). While this action my appeal to a small minority of local people, it will simply push the issue to other areas and people - making it incredibly selfish of the local people. I do not perceive a 'problem' as much as the 'desire' of a small group. We would all like less traffic on our local road... where does it stop?</p>
Access	WhollyObject	Closing the bridge will not only push traffic to other roads around the city causing CONgestion but have a negative effect on the business around the Mill rd area
		<p>The proposals do not seem to consider in any way the impact the closure would have on the wider community. Closure of Mill Road will lead to greater traffic on other roads leading to greater congestion, in a city that is already heavily congested. Mill road is a key thoroughfare for transport to the station and the centre of Cambridge more broadly. What other measures are the council taking alongside this change to limit the impact on other routes?</p> <p>There is also the impact on local businesses, both from fewer passing traffic as well as direct traffic to the area, since it will now be much more difficult to reach Mill Road by car. The proposal talks about promoting public transport, but you don't do that by making driving more difficult, you do it by making public transport better.</p> <p>Has the scheme considered the impacts on different demographics? I cannot see any information on this in the proposal documents. There is scope for deprived groups to be especially impacted by this scheme, given they are more likely to live outside the affluent centre, and so use Mill Road as a route into Cambridge.</p>
Traffic	WhollyObject	Given the above, I cannot support the scheme as currently proposed.
Traffic,Access,Safety	WhollyObject	The proposal is creating unnecessary traffic jam to the other road for accessing the area besides the proposal is break the community of mill road resident into 2, which is unfair to the resident on either side.
Access	WhollyObject	As a delivery driver I deliver to both sides of the bridge, by shutting off the bridge all you are doing is causing more congestion elsewhere. More congestion equals more pollution. A better idea allow delivery vehicles to cross, we're only there for work not pleasure
Access	WhollyObject	If this road can't be used by all types of traffic it will mean heavier usage on alternative routes
Traffic	WhollyObject	It's a really bad idea, not just traffic wise but will literally kill trade in Mill Road
Traffic	WhollyObject	I wholly object to this proposal, as this is a vital access road for visiting the area. By closing it drivers will have to spend more time on the road going longer journeys with both a negative financial impact on them as well as a negative environmental impact through them being in the car longer.

Access	WhollyObject	<p>This scheme has a flawed basis, it has already been trialled without success, the result was a completely clogged Hills Road and Coldhams Lane, Mill Road needs access to and from the City Centre., without the access, Business which are already struggling will fail, traffic will increase dealt on other routes and there is not actual benefit.</p>
		<p>I visit family & friends on a regular basis & used to work at ***</p> <p>By blocking off Mill Road Bridge it will cause more congestion & stress around the city in particular Perne Road, Coldham's Lane to Newmarket Road, Hills Road, Cherry Hinton Road. Side roads have already been blocked off.</p> <p>I feel this is just another way of causing congestion from Perne Road end to the city., the railway station , also in the opposite direction preventing traffic in tge reverse direction on the above roads plus roads around Parkers Piece. Deliveries will be restricted.</p> <p>Shops will be affected</p> <p>Emergency vehicles struggle at the moment getting through traffic in the mentioned roads by blocking Milk Road Bridge & causing more congestion will affect the speed emergency vehicles can get to their destination whether to an incident or getting people to the hospital.</p> <p>Road works delay ambulances getting through. The workmen could have assisted a blue light ambulance to get through by stopping traffic's at tge traffic lights to allow the emergency vehicle through. No they carried on working & traffic in the opposite direction continued to come through. It could be a matter of life & or death but people just don't think it's too much effort to stop for a few seconds. People are so selfish these days & can't wait.</p> <p>However, by blocking Mill Road Bridge more stress will be put on surrounding road infrastructure.</p> <p>Not everyone can walk or ride a bike.</p> <p>If you want people to use buses then that infrastructure needs to be in place with a more frequent service to outlying villages not cutting the services.</p> <p>There are plenty of good examples of better public transport in towns & cities in the UK such as Sheffield or look at Karlsruhe in Germany & other places. Rather than blocking off roads & causing more congestion.</p> <p>These systems are effective, reducing traffic congestion& fumes with a better environment for all.</p> <p>My friend in Germany gets free travel on public transport as he works for a public service. Hence leaving car at home.</p> <p>However, the infrastructure needs to be in place to entice people out of their cars not forcefully creating congestion & charges as this will only cause protests against what you are trying to do. By cutting villages off isn't helping the situation eithe. Smaller buses more frequently rather than double deckers less often.</p> <p>Beeching forced people into the car by closing down railway branch lines.</p> <p>Improvement of the local railway network will help not the ploughing through of new high speed train lines.</p> <p>Bottom up not top down is better.</p>
Other	WhollyObject	<p>Work with the people & residents in general not just specific groups to get people working together instead of against each other you might achieve a better outcome.</p>

Safety	WhollyObject	<p>I reject the proposals on the following grounds:</p> <p>Safety in surrounding roads due to traffic finding alternative routes.</p> <p>Traffic will find rat runs along the side roads off Mill Road to take short cuts, causing more danger to cyclists and pedestrians using these roads. Cars will speed along these roads to save time with little regard for oncoming cyclists etc.</p> <p>Traffic will be diverted to use other roads causing more unnecessary danger to school children, such as Coleridge School on Radegund Road.</p> <p>Closing the bridge will not make more people use cycles or walk. Majority of car users travelling along Mill Road don't stop on Mill Road. Local residents to Mill Road, currently walk or cycle already to use shops etc along Mill Road.</p> <p>Has a survey been carried out on the amount of different types of vehicles use Mill Road bridge?</p> <p>If taxis, buses etc. are still allowed to use the bridge, then I would suggest that reduction of traffic isn't greatly going to be reduced. Majority of vehicles using Mill Road are taxis and buses. During the off peak period, not many vehicles use Mill Road bridge. Most vehicles would be coming from Tenison Road or using Devonshire road from/towards the station or Hills Road.</p> <p>So has an actual visual survey been carried out on the types of vehicles (taxis, buses, lorries, private vehicles etc.) that actually go over the bridge, which will be different to the same vehicle using Mill Road at either end. If not , why not?</p> <p>Businesses will be impacted by any closure of Mill Road. With closure of many businesses due to rates or rents in other parts of the city, any forced closure due to changes in trade behaviour would be a loss for the city.</p> <p>Narrow footpaths have always been part of Mill Road. Danger to pedestrians is only going to happen , if a pedestrian steps off without looking. So whether a footpath is wide or narrow, if a pedestrian fails to look, the outcome is the same. There are more narrow footpaths along Regent Street, just before Downing Street, which I feel are more dangerous with heavier footfall and heavier traffic. So from a safety aspect, this argument falls down, due to more urgent need of Regent Street being more dangerous.</p> <p>Why not use speed cushions to reduce the amount of traffic and speed of vehicles along Mill Road?</p>
Traffic	WhollyObject	<p>This will just push traffic onto other roads.</p> <p>This ends up helping nobody.</p>
Traffic	WhollyObject	<p>As someone who often commutes to Cambridge for *** and for ***, I think the traffic in and around is DIABOLICAL and you turning the bridge into a bus gate is ridiculous. You are FUELLING the traffic everywhere else. You have put bollards on the residential streets to stop the rat runs, which is fair enough, but you cannot go closing all of the other roads for car access, which helps relieve the rat-run traffic. People complain enough and if you allow cars to sit and queue elsewhere you are only fuelling pollution and making Cambridge stationary with traffic on weekends and at rush hour. I have cycled down Mill Road many times and do not see any reason to have the bus gate installed. You are also cutting off Mill Road from visitors.</p>
Traffic	WhollyObject	<p>This is a vital artery for traffic with no viable alternative, also closure would destroy businesses on Mill Rd and change the character</p>
Other	WhollyObject	<p>Another damaging proposal from Cambridge, in the same line as the congestion charge. It seems like you are just causing more traffic and congestion so that you can come back either the congestion charge. Roads get closed again and again for supposed roadworks and multiple roads at the same time, so all the traffic is stuck on the same roads and you can claim the congestion charge is needed. Ridiculous.</p>
Traffic	WhollyObject	<p>I wholeheartedly oppose this idea of a bus gate. It will add so many additional miles to most of my journeys. Complete joke of an idea.</p>
	WhollyObject	<p>Dear Sirs</p> <p>I object strongly to the proposal yet again to close the railway bridge on Mill Road to traffic. This attempt failed 4 years ago due to local pressure and the traffic in the neighbouring routes is already congested please think again!</p> <p>***</p>
Traffic	WhollyObject	<p>This proposal would increase traffic elsewhere and make Cambridge less safe as a whole totally object the proposal.</p>
Traffic	WhollyObject	<p>Wholly object to this proposal . It will increase congestion elsewhere make Cambridge less safe as a whole.</p> <p>It is a waste of money keep having consultations.</p> <p>If you loose this one you will prob have another consultation for the same thing again and again this is not a good use of your funds.</p>
Access	WhollyObject	<p>Stupid to close the bridge and will add HOURS to the the time spent on. The road!</p>
Other	WhollyObject	<p>You need to stop closing roads, it worsens congestion and makes it far more difficult for people to visit the town.</p>

Traffic	WhollyObject	Restricting access on this route will do nothing to reduce traffic and instead push traffic from this straightforward route onto other, more residential streets. This increases the risk to pedestrians and will cause greater traffic frustration through the already busy city; especially at peak times.
Access	WhollyObject	This will only make Coldhams lane and Cherry Hinton road worse.
Access	WhollyObject	Closing this road will cause major congestion elsewhere in Cambridge
Other	WhollyObject	<p>Please do not shut the bridge it is a main road in Cambridge</p> <p>This will cause absolute destruction to the area and roads near by will be blocked</p> <p>Just because a few radicals want the bridge closed does not mean it's a good idea For once do what the people want</p> <p>DO NOT CLOSE THE BRIDGE</p>
Access	WhollyObject	This will increase traffic on other roads which are already congested and increase the pollution. Moving traffic to other roads also increases time. I have not heard of any accidents on this road. It is a vital artery for getting traffic moving through town & would cause considerable inconvenience for residents, Businesses & other roads if this bridge is closed.
Environmental	WhollyObject	Closing a major access route will only cause more traffic to be diverted down two already congested roads in coldhams lane and hills road. This will have a disastrous knock on effect, causing much worse congestion and much worse pollution/air quality.
Traffic	WhollyObject	The proposal will simply move traffic to other parts of Cambridge. My parents live on***which will become the next major route that traffic will travel. My Parents in law live on*** and will suffer increases as well. Both sets of elderly Patents will suffer the impacts of increased traffic. I'm already troubled by the traffic leaving the Mosque on Fridays which causes bottlenecks on Brooks Rd and all the side streets at that end of Mill Rd. Post prayers traffic will, if the bus gate implemented seek to exit via Brooks or Coleridge Rd to travel to the other side of the City simply pushing pollution into other potentially gridlocked streets. Secondly, I don't believe the closure will enhance Mill Rd's businesses; Cutlacks have already left, a store both my Parents used frequently. I believe Mill Rd will die if the Bus Gate is implemented and the road will simply become a cycle/pedestrian route into the City; Romsey's shopping zone will dwindle away into HMOs.
Traffic	WhollyObject	I think to close this bridge to cars is unnecessary and will cause many problems elsewhere to enter and exit Cambridge.
Traffic	WhollyObject	Damm stupid idea. Messes up surrounding roads
Access	WhollyObject	Access route too restricted
Access	WhollyObject	Mill Road is a major arterial route vital to residents, visitors and businesses. The surrounding roads have already been severely restricted. Traffic is funnelled into ever decreasing accessible roads and creates unnecessary congestion. Some residents seem to want the benefits of living in a small village in a city centre setting. Mill Road has always been busy and vibrant. It is not a country lane. I have a long association with Mill Road. I was***, I have relatives living in *** and ***. Closing Mill Road to through traffic would ultimately affect its character to the detriment of city. Mill Road is what it is, please leave it alone.
Access	WhollyObject	<p>The proposal to close the bridge is ludicrous. I visit *** by car *** times per week and this closure would result in me driving further and therefore have a worse environmental impact. I am unable to get to my work without my car when I do stay at *** therefore having to get a bus over the bridge would not help.</p> <p>There are many small independent businesses who operate over the bridge and for people to have to drive the whole way around to access them will significantly impact their sales in a time which is difficult for so many.</p> <p>The current set up with the bridge works fine, there isn't ever traffic on the bridge and it enables people the freedom to travel around this part of Cambridge freely where they are restricted with bus lanes in so many other parts of the city. If it's not broken, don't try to fix it.</p>
Traffic	WhollyObject	This proposal would be detrimental to the large amount of commercial activity that takes place in the area and would simply cause disruption and congestion in other areas . I see this proposal as being bad for the local environment as it'll cause more emissions from older vehicles.
Traffic	WhollyObject	I strongly object on the grounds it will cause far more traffic around the rest of the city as well as congestion. This will also impact air quality negatively
Environmental	WhollyObject	<p>I use the route on a regular bases when visiting. Closing the bridge to vehicles will cause me to have to travel further in Cambridge causing more congestion and damaging the environment further.</p> <p>I am a Blue Badge holder and public transport is not a realistic option for me.</p>

Access	WhollyObject	Stop wasting money on this scheme it doesnt need to change , but the council needs to change direction traffic fliws freely and if uou close mill rd bridge you move traffic elsewhere money would be better spent on fixing Cambridge s roads terrible state give up now
	WhollyObject	I object strongly to this proposed TRO. Having failed already to win the argument for closing Mill Road, it is incredible that this proposal is being pushed forward again. The closure of Mill Road would add further traffic to the already congested nearby roads and is completely unnecessary. ***
	WhollyObject	I am contacting you to object to the proposed TRO. If the proposal goes ahead it will force traffic down Coldhams Lane and Hills Road which are already very congested.
	WhollyObject	<p>Hello,</p> <p>I am.a resident in ***.</p> <p>As a resident of this area having the Mill road bridge closed would cause tremendous upset and upheavel for us residents</p> <p>1) detouring would result in extra time, extra traffic, extra pollution!!!</p> <p>2) the problem.is not the cars but the layout and design of the bridge. If a separate cycling route was created on one side of the bridge as well as a pedestrian route on the other side of the bridge, most of the trouble would be resomved as the traffic is constantly stopped by the cyclist on the road stopping the traffic as cars can't overtake. It would be safer for erybody and resolve jams.</p> <p>3) closings the bridge would simply be an absurd decidion for any resident! Not to mention it wod kill many local businesses.</p> <p>Thank you</p> <p>***</p>

		<p>Good Evening,</p> <p>The Mill Road Bridge, built in 1889, plays a crucial role in linking the Petersfield and Romsey communities. As the middle bridge of three road bridges over the railway line, it integrates the areas of Petersfield, Romsey, Abbey, and Coleridge.</p> <p>The stated reasons (PR1058-Statement-of-Reasons) for the new TRO include avoiding danger to road users, facilitating the passage of all traffic (including pedestrians), and preserving or improving the amenities of the area. It also mentions the positive environmental benefits, such as better air quality and reduced noise pollution. The statement highlights that Mill Road suffers from high levels of through traffic, which, combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, leading to an unpleasant environment. Air pollution and a poor road safety record are directly related to these issues.</p> <p>These reasons depend on whether the volume of motor vehicles is substantial enough to warrant such measures. If not, the TRO is unnecessary. If it is, the TRO's impact cannot be viewed in isolation from other areas of Cambridge, where motor traffic will be redirected. Why should residents of Coldhams Lane, Hills Road, or Cherry Hinton Road, which lead to the remaining road bridges over the railway, endure increased congestion, noise, and pollution? Why should residents of Devonshire Road endure the inevitable rat running? Additionally, the new TRO should be considered alongside other council plans that may exacerbate these issues, such as restricting turns at the Catholic Church.</p> <p>Cambridge City Conservatives believe that Mill Road Bridge should remain open to support freedom of movement, community connectivity, religious worship, and the thriving independent businesses on Mill Road.</p> <p>We note that no reference has been made in the statement of reasons to the supporting data for the listed reasons of road safety, congestion, noise pollution, and air pollution. We request that this data be provided, particularly air pollution data under 'The Environment and Information Regulations 2004' Part 2 section 5 (2), which states that information shall be made available as soon as possible and no later than 20 working days after the date of receipt of the request.</p> <p>We call on the County Council to conduct and publish a comprehensive study of the impact of all traffic restriction plans on the wider areas of Petersfield, Romsey, Abbey, Coleridge, and beyond. This study should provide positive proof of the need for the TRO based on the data requested above before making a decision on the new Mill Road Bridge TRO.</p> <p>Yours Sincerely,</p> <p>***</p>
	WhollyObject	

		<p>Dear Sirs,</p> <p>Further to the proposed bridge closure, I have stated the following on several occasions in public meetings and local discussions –</p> <p>A full report is required on the effect to other areas in Cambridge such as Coldham’s Lane, Cherry Hinton Road, and Hills Road.</p> <p>The damage to businesses and households that require lorry deliveries and their increase costs of supply.</p> <p>Increase travelling times from *** to the rest of the City.</p> <p>The bridge is a main transport route to the City Centre and can be made more convenient for walkers and cyclists without a full closure e.g traffic controls making the bridge single carriageway, with traffic lights at each end.</p> <p>Further, traffic calming built into Mill Road to reduce the traffic flow. This will allow access in a controlled way therefore, deterring the driver who is just driving through to access the City Centre.</p> <p>Instruct the sat nav companies to change the preferred route via Mill Road.</p>
	WhollyObject	Smart traffic lights should be introduced to the whole city, controlling the traffic flows, reducing travel time and pollution.

	WhollyObject	<p>Hello,</p> <p>My opinion on this is:</p> <ol style="list-style-type: none"> 1) The bridge should not be closed to ordinary motor traffic. 2) The council should restrict the number of parking spaces available in the city centre. <p>Closing the bridge will just move the problem elsewhere. You need to force people to use other methods than driving to get into the centre, and the only way to use this is either (1) close all the arterial roads (a silly idea) or (2) restrict the available parking.</p> <p>It's a supply-side problem!</p> <p>Kind Regards ***</p>
	WhollyObject	<p>To whom it may concern,</p> <p>I live a few hundred metres from the Mill Road Bridge *** and regularly use the bridge with my car for business and pleasure. I also cycle and use public transport when I can, but I rely on my vehicle for a lot of work travel. I'm writing to object to the proposed Mill Road bridge closure to traffic.</p> <p>If I'm heading to South Cambridge, the easiest route for me is over the Mill Road bridge, and down to ***. I also use this route to head to the Sainsbury's store on the corner of Coldhams Lane. This proposal would mean that my detour route will have to be down Mill Road towards ***, only adding to the already heavy traffic that builds up at the Parkside cross roads during busy periods. Businesses along Mill Road rely on this route for deliveries to their stores, meaning those deliveries on the city side of the bridge would also be joining the additional traffic around the Parkside cross roads. The idea of closing off arterial routes into and out of the city can only result in that traffic being diverted onto other heavily used arterial routes, or worse, residential side streets.</p> <p>I am yet to see a logical argument in response to this additional traffic issue. The fact is that people rely on vehicles; we don't want to be sitting in traffic at rush hour, but often that's what work entails. Your service to the residents should be to try and make living and commuting easier, not introducing ways to make traffic worse and adding frustration to residents commutes. It does appear that the group who has proposed this, has not thought through the consequences with these schemes.</p> <p>Please do not proceed with this proposal.</p> <p>Yours sincerely,</p> <p>***</p>

	WhollyObject	<p>To whom it may concern,</p> <p>I'm expressing my objection to the newly proposed traffic regulation order aimed at closing the Mill road bridge.</p> <p>My objection is based on evidence of the increased traffic on Cherry Hinton road when the bridge was temporarily closed during the Covid pandemic. In that case, despite lower overall levels of traffic as people moved to hybrid working and various restrictions in place, the increase in traffic on Cherry Hinton road , especially in the morning, was palpable. There were huge queues all the way from the junction with Hills road to the Perne road roundabout that I and other residents had not observed previously. When the bridge reopened, those queues dramatically and instantly reduced.</p> <p>I live on *** - if the Mill road bridge is closed I and other *** residents will have to suffer more congestion and pollution due to the traffic that will inevitably divert from Mill road (as evidenced from the previous closure). Are the residents of Mill road and surrounding streets more important than the residents of Cherry Hinton road and its surrounding streets? Is it ok for us to suffer for the benefit of Mill road residents.....? Is that how the council works...?</p> <p>Simply closing one road is a fool's errand. It will actually increase overall pollution as vehicles take longer journeys to reach their destination, and create misery and resentment for other residents of the city. What is required is a holistic approach that takes into account all Cambridge residents and does not overly benefit one set at the significant expense of the other.</p> <p>Regards</p> <p>***</p>
	WhollyObject	<p>To Whom it may concern,</p> <p>We object to the proposed TRO as the problem in closing Mill Road is that all the traffic which uses it will be forced onto Hills Road and Coldhams Lane, which are already severely congested. We feel this is totally unacceptable.</p> <p>Yours,</p> <p>***</p>

	WhollyObject	<p>Dear Sir/Madam,</p> <p>My name is *** and have done so for *** years. I am *** years old.</p> <p>I drive across Mill Road Bridge when I go to Sainsbury's Coldhams Lane for a weekly shop or go for a walk in the Newmarket/Bury StEdmunds direction with the Cambridge Rambling Club or u3a Cambridge. We try and car share for relatively distant walks. When Mill Road Bridge has been closed I have had to take a longer route, for Sainsbury's via Hills Road and Cherry Hinton Road, for those walks either that or via East Road and Newmarket Road.</p> <p>I believe it is both necessary and sensible to use a car for the purposes I have described and that closing one of the few railway crossings in Cambridge to cars will increase congestion on other routes and harm the environment.</p> <p>When I drive over Mill Road Bridge I am considerate of other road users notably cyclists as I believe are the overwhelming majority of Cambridge residents, the principal users of the bridge.</p> <p>I strongly object to PR1058.</p> <p>Yours sincerely ***</p>
	WhollyObject	<p>Dear council</p> <p>The mill road bridge must be kept open at all cost</p> <p>Closing the bridge will just cause absolute carnage to Newmarket Road Perne Road Hills Road Cherry Hinton You do realise that closing main roads In Cambridge just causes more congestion more pollution</p> <p>Until the planners stop building more houses without building roads you will continue to cog the roads up</p> <p>Mill Road bridge closing will cost local buisness thousands and cause grid lock to an already busy city that the council have contributed to with similar traffic policy's</p> <p>Most folk of Cambridge did not vote for this and do not want these schemes Please do what folk want for a change rather than what a few radical career politicians want</p> <p>Thank you</p>

		<p>Dear Councillors,</p> <p>I am writing in response to the proposed use of a TRO to close Mill Road Bridge to the majority of motor vehicles.</p> <p>I STRONGLY OPPOSE THE CLOSURE OF MILL ROAD BRIDGE.</p> <p>I live in ***, regularly walk along Mill Road and occasionally use the bus. I own a car but do not need to use it on a day to day basis.</p> <p>The TRO aims to reduce the environmental impact of the traffic on Mill Road but the vehicles will not magically disappear. Mill Road Bridge is one of three routes over the railway line in and out of the city and restricting access will simply add to congestion elsewhere.</p> <p>Vehicles that are no longer able to travel the length of Mill Road will add to the already considerable volumes of traffic on Cherry Hnton Road and Coldhams Lane instead.</p> <p>Vehicles with business on one or other side of Mill Road Bridge will be pushed onto adjacent streets, notably Devonshire Road, Tenison Road and Coleridge Road. This will inevitably lead to an increase of traffic on these roads.</p> <p>Vehicles with business on both sides of Mill Road Bridge will be forced to take a long detour contributing to the volume of traffic over an even wider area.</p> <p>In every case the environmental impact will simply be pushed onto the other roads that the traffic is forced to use instead.</p> <p>A second reason given for the TRO is the safety of pedestrians and cyclists and the difficulties they experience along Mill Road.</p> <p>I walk along Mill Road on most days and the only problem that I experience regularly is the number of cars and delivery vans parked on the pavements illegally. Mill Road has a diverse range of businesses and delivery vans are a fact of life. The TRO will not remove them from the road and the cyclists will still have to deal with them. However, the number of cars parked illegally on both sides of the bridge is significant and causes problems for cyclists and pedestrians alike.</p> <p>The Civil Enforcement Officers could be deployed to deal with this problem and the removal of these cars would significantly improve the journeys of both pedestrians and cyclists.</p> <p>I support Councillor Thornburrow's request that more specific data is needed in order to analyse the effects of the closure versus the current situation. More importantly, the council should agree to a trial period if they insist on proceeding with the TRO, as it will affect the lives of so many people in the area. Given the strength of feeling on both sides of the debate, this would be a reasonable approach.</p> <p>Yours faithfully, ***</p>
	WhollyObject	

		<p>17th August 2024</p> <p>Objection to the TRO proposed for Mill Road, Cambridge.</p> <p>Ref: PR1058</p> <p>I strongly oppose the installation of a bus gate on the length of Mill Road Bridge (PR1058).</p> <p>My background is that I've lived in *** for the last *** years. I walk, cycle, drive and ride a moped over the bridge for different reasons and sometimes multiple times a day. I never use a bus as they are too expensive and slow and never go directly where you want them to. Cycling is my preferred and quickest choice of transportation around Cambridge and I feel perfectly safe cycling along Mill Road.</p> <p>Reasons for objecting:</p> <p>1) Cambridgeshire County Council does not apply the rules of the restrictions for existing bus gates in Cambridge fairly and is biased towards one form of motor vehicle being penalised over another. As it cannot apply the rules consistently and fairly, it should not be installing new bus gates until it proves over the course of a year, that it can apply the rules consistently and fairly across all restricted vehicles, otherwise it should start removing existing bus gates altogether.</p> <p>For an illustrative example, if the rules were no pedestrians are allowed over the bridge without being fined and then men start walking across it without being penalised but women get fined, clearly there would be an outcry of unfairness and the proper restriction should be enforced or cease altogether. Yet today, we have regular drivers of motor cars fined, but Taxi drivers that aren't on duty not fined, electric delivery bikes that have been turned into motor vehicles by disabling the need to pedal, or having too powerful a motor not fined, illegal scooters passing by with impunity and motorcycles allowed to pass by without fines as well. I know this from my freedom of information request *** that I sent last year. Applying the fines in a biased way because the council find it difficult to trace the ownership of someone flouting bus gate rules is not an excuse. Producing a bus gate with restrictions that cannot be enforced shows incompetence.</p> <p>Either change the restrictions and signage to allow motorcycles (and therefore bicycles / scooters that exceed EAPC rules and fall into a motor vehicle category) to pass and allow taxis to pass even when on duty, or don't fine any vehicles at all i.e. remove the bus gate.</p>
	WhollyObject	

		<p>The statement of reasons:</p> <p>For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</p> <p>For facilitating the passage on the road or other road for any class of traffic (including pedestrians).</p> <p>For preserving or improving the amenities of the area through which the road runs.</p> <p>I strongly OBJECT to the proposed TRO to close Mill Road Bridge to all but a minority of residents and users for the following reasons.</p> <p>The reasons given equally apply to many other roads including, but not limited to, East Road, Hills Road, Cherry Hinton Road, Regent Street. It is illogical to transfer any perceived problem in Mill Road elsewhere causing increased danger to persons and other traffic in those areas.</p> <p>How can closing the bridge be justified when it will create worse problems for residents of the all streets off Mill Road, particularly Argyle Street, Stockwell Street, Coleridge Road, Devonshire Road, Tenison Road and further afield at Coldhams Lane, Hills Road? Residents and users of the areas which will be affected by the closure of the bridge also have a fundamental right to expect that their neighbourhood should also be preserved or the amenities of the area through which their road runs be improved not a deterioration of their neighbourhood. It is MORALLY WRONG to create a situation where they will be impacted in any way by the proposals to close the bridge.</p> <p>The Authority must justify why residents in these areas should suffer for a minority who think they own Mill Road. Insufficient data has been supplied to examine road safety, congestion, noise pollution, and air pollution in Mill Road and similar affects on routes which will suffer the detrimental impact of the TRO. Simply using data produced when the bridge was closed in 2019 is inadmissible since the data included 6 weeks of school holidays when traffic throughout the city is always lighter.</p>
	WhollyObject	

	WhollyObject	<p>I have been a resident of *** between 2006-2020, resident of *** since 2020.</p> <p>Keep the bridge open!</p> <p>It is a folly to believe that people drive around "just for fun".</p> <p>Some (very few) will switch to cycling or public transport. But, public transport is unreliable, cycling is not the answer for people who can't do it for health reasons or when they need to shop. Most will find alternative routes. During the previous closure (during the pandemic), the queue was tailing back daily onto the Elizabeth Way bridge. They were cars turning left to Newmarket Road, then right onto Coldhams lane.</p> <p>The detour will mean longer trips (more pollution), and more congestion on those routes (more pollution).</p> <p>Trucks delivering to the Mill Rd shops in Peterfield will have to turn before the bridge. Where? Kingston St, Devonshire Rd, St Barnabas Rd are out of question. They will turn into Gwydyr St and then turn around by the car park. Alternatively they will turn into Tenison Rd, which is already congested due to the taxis. Have you been on Tenison Rd when the rail replacement buses are running? t is not fun. Add the trucks, you get a new problem.</p> <p>The road to hell is paved with good intentions. Don't implement the gate. Keep the bridge open.</p> <p>You want to improve the traffic a bit? Enforce the no loading in front of the shops during peak hours.</p> <p>Kind regards, ***</p>
	WhollyObject	<p>To whom it may concern,</p> <p>We have lived in the *** area all our lives. How shocked and sad we were when we heard that people are trying to close our bridge. This is a bridge for the people it's been accessible for years.</p> <p>Where do you think the vehicles will go if the bridge is closed? There will be more pollution because people will have to travel further. What about all the retailers who have also petitioned to keep the bridge open? Please, please listen to the people who live here. We love our city so many roads have already been closed.</p> <p>Where is the data to support closing the bridge? We have travelled many times over Mill Road Bridge. We have never experienced any queues or congestion! Mill Road bridge should be kept open for everyone.</p> <p>Kind regards, ***</p>

		<p>Dear Sirs,</p> <p>I would like to object to the closure of Mill Road Bridge.</p> <ol style="list-style-type: none"> 1. When I walk to Mill Road to shop from my home in ***, I find that during the working day, there is little traffic going along Mill Road. Even at peak times there is not much build up other than near the traffic lights of Mill Road with Coleridge Road and Mill Road, Perne Road/ Brooks Road. At weekends the road can be busier but still free flowing as most of the weekend traffic goes along Coldhams Lane to the retail parks. 2. The cyclist's already have a cycle bridge near Mill Road so there should be more encouragement/signage for them to use it as most do over Coldhams Lane bridge. It would be safer for the cyclists to cycle down the side streets to the cycle bridge rather than use Argyle Street as a turnaround point for vehicles. The road isn't big enough. 3. Ross Street and Catherine Street and Cromwell Road are the main access roads into the housing estate and when there is a problem with Mill Road, Brookes Road or Coldhams Lane this housing estate becomes the go to route for people especially when trying to get home. 4. If traffic can't get over the bridge people will just go to along Coldhams Lane, Coleridge Road Brookes/Perne Road causing more pollution and congestion there along those roads which are lined by houses. All closing Mill Road will do is push the pollution onto already busy roads. 5. At the moment cyclists are encouraged to cycle along Cromwell Road from Coldhams Common to get to Mill Road as they can't cycle along the proposed bike trail that should have gone by the railway line. If traffic is stopped from going over the bridge and forced to go through the housing estates either side of Mill Road it could cause more problems for the cyclists. 6. For businesses relying on through traffic, if you deter people from driving along Mill Road, the traders will miss out. 7. I recently had a mobility issue and did not qualify for a blue badge. I needed to use my car even for short journeys so would have been disadvantaged if I couldn't drive over Mill Road Bridge. I am sure I am not the only person where that is the case. Would they be able to apply for permission to use the bridge? <p>I hope you will take my views into consideration. I have lived in Cambridge for over *** years and plans like this divide a thriving community.</p> <p>Regards ***</p>
	WhollyObject	

		<p>We want to object to the proposed closure of Mill Road bridge as set out in your consultation. We are principally concerned about the movement of traffic on the town side of the bridge. We have the following reasons</p> <p>1. Lack of evidence to support the proposed change and no impact assessment</p> <p>The statement of reasons cites no detailed evidence or hard data suggesting that the change is required, restricting itself simply to the generic benefits of reducing traffic volumes. If Mill Road is more congested than before, this is not explained or quantified. More importantly if this extra traffic is such a problem for Mill Road, surely it will be a problem wherever it goes.</p> <p>No evidence is supplied about the anticipated impact on adjacent streets. Very few side streets are accessible to traffic from Mill Road anyway. Closing the bridge will force more traffic onto Devonshire Road and Tenison Road. There is a risk here that over correcting a perceived problem will cause as many, if not more, problems than it solves. Yet the new Devonshire Gardens development aspires to being 'majority car-free'.</p> <p>2 Commercial vehicles and deliveries</p> <p>If the shops and restaurants on the City side of the bridge are to continue to trade they will need to receive deliveries etc. There is no provision in the plan for a turning area on the City side of the bridge so vans and lorries will have to use either Tenison Road or Devonshire Road for at least part of their journey. This will inevitably increase the traffic on these roads, which are already routinely busy with traffic going to the station. It is common for deliveries to be made at night, adding to potential for noise disruption and decline in air quality in these residential streets rather than in an established commercial area.</p> <p>3 Is there a better way?</p> <p>The proposal does not convince that the closure is necessary, and does not reassure that the consequences of any closure have been given much thought. Yet in other parts of Cambridge - the historic centre for example- more flexible traffic arrangements have been put in place which allow access for deliveries to shops and restaurants on a time restricted basis or specifically for residents. With a little imagination it must be possible to find a more nuanced solution to reducing traffic on Mill Road and all its surrounding streets, improving life for everyone.</p> <p>Thank you ***</p>
	WhollyObject	
		<p>I wish to state my strong opposition to the proposed closure of Mill Rd bridge. The closure would mean that any problems on Mill Rd would merely be transferred to other roads and make the traffic problems on these roads even worse. This is a 'not in my back yard' attitude. Many people would have much longer journeys if the bridge were closed, causing an increase in pollution and traffic elsewhere. I am mainly a cyclist and rarely use my car. Mill Road is NOT busy in the daytime. Problems are often caused by illegally parked vehicles whose owners pop into shops, but this problem would be alleviated if traffic wardens were much more vigilant on Mill Rd and issued parking tickets. Please DO NOT CLOSE THE BRIDGE to motorists.</p>
	WhollyObject	

	WhollyObject	<p>To whom it concerns,</p> <p>I wish to protest against the implementation of a bus gate on Mill Road Bridge as a nearby *** resident, committed cyclist, pedestrian & occasional motorist.</p> <p>Mill Road Bridge is part of a main arterial route over this railway bridge I have safely used over decades - much more frequently by bike, foot & car in that order. More often it is relatively quiet on the road itself & I've never known an accident on the bridge & there is a nearby Carter cycle-footbridge built at some expense many years back. More pollution & longer diversionary routes with added congestion would occur elsewhere, especially the Coldham's Lane & Hills' Road railway bridge crossings should this TRO be implemented. False statistics are being banded about by minority groups *** & *** seemingly in collusion with certain 'climate change activist councillors' determined to push such a policy that the majority of citizens have not asked for & in the light of a successful recent High Court action to quash it. Some of us are aware the desire for Govt funding has also driven this policy & certainly 'bias' has been seen to also be a motivator.</p> <p>The inconvenience to motorists is self evident & particularly more so to us city residents or others who need to take a direct route across expediently for whatever purpose. We do not need a long detour clamming up other road routes. Many controversial unwelcome changes are evident within the city environment that I do not subscribe to, including Dutch roundabouts, floating bus-stops, removal of parking bays & excessive over development.</p> <p>I hope some sincerity will be displayed in dealing with the objections raised against this TRO & avoidance of further impositions on the populace, adding further anxiety to an already global disturbance of human tragedies.</p>
	WhollyObject	<p>Please keep the bridge open!</p> <p>Closing it just pushes the cars elsewhere. A bigger plan for Cambridge traffic is necessary, not just a bandaid.</p> <p>Thank you.</p> <p>***</p>

		<p>Dear Sirs</p> <p>All these people advocating closing the Bridge need to remember it was there long before most of them moved into the area, and they had not done their homework beforehand, if they had they would not have moved there. I am the best part of being *** and have used Mill to go to 3 schools, the library and also work for *** years because it was the Main Road into the City Centre for most people living on the Eastern side of Cambridge.</p> <p>There is only one way of reducing congestion on Mill Road and that is to make ALL shop deliveries be between 7 pm and 7 am and strictly enforce it by fining shopkeepers if they will not comply. All closing the Bridge is going to do is cause more traffic jams and pollution on Brooks Rd, Coldhams Lane and Newmarket Rd one way and Cherry Hinton Rd and Hills Rd the other ways of getting into the city centre just to kowtow to a few cyclists and residents.</p> <p>If it aint broke dont fix it.</p> <p>***</p>
	WhollyObject	
		<p>I object to the proposed closure of mill road bridge.</p> <p>It will generate lots more traffic down ***, where I live , and coldhams lane.</p> <p>I work as a builder and do use Mill road if I'm working in that area, it is pointless to have to drive all the way round using other, more congested roads</p> <p>***</p>
	WhollyObject	
		<p>Dear Sir,Madam,</p> <p>I am writing with regards to the above TRO to say that I strongly object to it. It would result in huge extra traffic load on Hill Road and Coldhams Lane, both of which are already overloaded with traffic and bring the city to a standstill at rush hour.</p> <p>Best regards,</p> <p>***</p>
	WhollyObject	

		<p>To whom it may concern</p> <p>I totally OBJECT to this TRO for Mill Road Bridge closure.</p> <p>The council has not taken into account this will have on neighbouring roads such as –</p> <p>Coldhams Lane</p> <p>Coleridge Road</p> <p>Tenison Road</p> <p>Devonshire Road</p> <p>Hills Road</p> <p>Station Road</p> <p>East Road and Many Many More!</p> <p>Have the residents of these roads been asked or informed what you are doing to their health?</p> <p>The pollution and congestion that will be put onto residents that didn't have this before is SHOCKING.</p>
	WhollyObject	

	WhollyObject	<p>Dear Planners</p> <p>I am very unhappy to hear that this is being proposed again.</p> <p>I am a pedestrian and cyclist and occasional driver in Cambridge city. I think that closing any road pushes traffic onto other roads which then become busier and more polluted as well as more dangerous for all.</p> <p>If you are concerned about traffic on the bridge, perhaps a compromise would be to have traffic lights with 2 way traffic for pedestrians and cyclists and one direction at a time for motor vehicles.</p> <p>I object to closure of Mill Road bridge and would like you to add my name to the list of objections.</p> <p>***</p>
	WhollyObject	<p>I object to this proposal. It is a major route along the North/South and if other routes were closed by traffic works/accident then excessive traffic would be put on alternatives, such as Hills Rd and Coldhams Lane.</p> <p>For the older and less mobile who needs to use cars for local shopping, this would create extra difficulty and loss of trade in Mill Rd.</p> <p>I believe that decisions such as this need to be made by local people and not at county level.</p> <p>***</p>
	WhollyObject	<p>With regard to this plan re Mill Rd Bridge</p> <p>This is an expensive continuation of the piecemeal and ideological response to Cambridge problems. Closing off the very few railway crossing areas to the general public simply funnels traffic flow into even more confined areas and causes more stress in the remaining crossing places and areas where traffic has been displaced. This affects the entire city not just Mill Rd. The approach is inconsistent and protects certain areas and transport at the expense of others, creating more congestion elsewhere. There are areas at greater risk of accident and pollution eg the Canyon Street area in Victoria Rd yet these do not even figure in GCP plans. Extra large heavy buses irresponsible cyclists and electric scooters are not held to account for complying with road safety rules make walking hazardous for pedestrians and other users.</p> <p>GCP should be taking a wider view of the city and the needs of its residents. This is not a solution and will only displace the problem more intensely elsewhere and please stop pretending that these consultations are anything but PR. Putting forward the fact that 72% of Cambridge want this closure is totally disingenuous ... 72% of less than 2000 responses does not represent the residents of Cambridge.</p> <p>Regards</p> <p>***</p>

	WhollyObject	<p>To whom it may concern.</p> <p>I wish to object to the proposed TRO on the Mill Rd bridge. As a resident of Romsey and a trader on ***, I find closing the bridge to through traffic unacceptable. It will double our travel time and distance to make deliveries, making it more difficult for people traveling from outside Cambridge to get to us. It will also direct traffic to side roads and other main roads causing more congestion and pollution in those areas.</p> <p>Yours sincerely ***</p>
	WhollyObject	<p>Reference your 9 August email: I object to this proposal to effectively close the bridge to traffic.</p> <p>It is beyond cynical for you to use our money to repeat your attempts to close Mill Road bridge - and cause even more traffic chaos than your other schemes are already doing.</p> <p>Yours ***</p>
	WhollyObject	<p>Vehicle crossings over the railway are already very limited in the city. Forcing more people onto the Ring Road is just plain daft and only benefits a handful of people living on Mill Road. It is not just a local issue for local residents and here lies th</p>
	WhollyObject	<p>I would like to express my concern about your decision to close Mill Road bridge to cars.</p> <p>I would like to understand the reasoning behind this decision</p> <p>I live locally off Mill Road and use my car several times a week - using the Mill Road bridge route</p> <p>If you close this route, it just means that I will be forced to use other roads / routes around this area - as I am sure hundreds of other people will have to do - in order to get to my destination which will inevitably clog up other roads even more than they are now and cause even more environmental issues.</p> <p>Is the hope that we stop using our cars because of this road closure? Well it won't because the journeys we make are a necessity - we will just be adding to the congestion nightmare on other roads around the City</p> <p>And what about the poor businesses along Mill Road - have you considered the impact it will have on them?</p> <p>I look forward to your reply and am interested to hear the reasons why you are proceeding with this decision</p>
	WhollyObject	<p>To whom it may concern,</p> <p>I am sending this email to register my objections to the proposed Traffic Regulation Order Ref. PR1058 - the closure of Mill Road Railway Bridge. This is likely to cause more congestion, and by consequence, more pollution in other areas of Cambridge.</p> <p>With kind regards ***</p>

	WhollyObject	<p>I am writing to object to the proposal to alter access over Mill Rd bridge with a bus gate.</p> <p>I do not think it is necessary; it will just push traffic around side streets and increase congestion in other areas.</p> <p>Businesses and carers need to be able to access the whole road in their day to day deliveries/work not have to be forced to have a long, circuitous route.</p> <p>I am a cyclist most of the time but can understand the inconvenience, stress and problems this would cause to many sections of the community.</p> <p>If some people are not happy cycling over the bridge the Carter cycle bridge is very close by.</p> <p>BTW I tried to respond via the consultation app online but there was no feedback button to use - it is not a user friendly method of consulting on important decisions such as this.</p> <p>***</p>
	WhollyObject	<p>Good evening,</p> <p>I wish to raise my concerns about the potential mill Road bridge closure. I am understand the want to improve the traffic however what will the impact of this closure have on Cherry Hinton/hills Road and Coldhams lane which are true only other ways over the bridge next to mill road. Living on ***, we have already had to reroute because of the vinery road closure but this will again cause issues with joining yet more traffic on other routes.</p> <p>Kind regards</p> <p>***</p>
	WhollyObject	<p>To Whom it may concern,</p> <p>The bridge should continue to remain open to all. Closing it just forces the traffic into the surrounding roads, which will create additional pollution. Many shops and businesses will close/leave Mill Road resulting in a depressed/boarded up state and locals having to travel out of the area to shop. This is a key road in and out of the city of Cambridge and needs to remain open to enable traffic to flow as freely as possible. Much of the 'evidence' supplied by those who wish to close the bridge is deeply flawed, if not completely misleading.</p> <p>Those running this consultation should honour the views of the many. The previous consultation no longer stands in law and has no bearing on the current one.</p> <p>Regards</p> <p>***</p>

		<p>Dear Sir/Madam</p> <p>I am writing to object to the proposed Traffic Regulation Order as referenced above on the following grounds:</p> <ul style="list-style-type: none"> • Whilst one of the requirements of Section 122 of the Road Traffic Regulation Act 1984 and The Traffic Management Act 2004 (TMA) requires local authorities to ensure the expeditious movement of traffic on their roads/highway as their Network Management Duty, our highways authority (Cambridgeshire County Council) is working very hard, and has been for years, on a different agenda to create exactly what they are claiming to resolve; significant congestion and air pollution. The plan is to bring the road network in Cambridge to a complete gridlock in order to justify and achieve its long fought for objective namely the CONgestion charge which they have been working on for years. • The Authority's statement of reasons for proposing to make the above Order is false and misleading. The claim that closing the bridge will reduce congestion and associated air and noise pollution, whilst this might be true for Mill Road it would be achieved at the expense of all other alternative routes and for Cambridge overall. It's merely shifting the problem to cause greater problems elsewhere. • Cambridgeshire County Council is abusing its power by hijacking the Active and sustainable travel vision launched by the Department for Transport (DfT). The provision of walking and cycling infrastructure and encouraging active travel should not happen at the expense of other road users by making rules to prohibit driving and by forcibly milking the populous by penalising any one who drives over the bridge. The Authority is actively searching for ways to print money and found this vision as an opportunity to be banked upon. • Divide and conquer. Whilst bridges are traditionally built to bring separated entities together Cambridgeshire County Council is absurdly chopping and cutting an existing bridge to separate a close community by physically dividing them. • Cambridgeshire County Council is abusing its power by hijacking the bridge usage to its own exclusive "Permitted Vehicles List" which they can manipulate as they wish, creating multiple tier classes, which opens the door for corruption and abuse. • Closing Mill Road bridge will lead to the displacement of traffic to other already congested roads in Cambridge e.g. what would have been a 2 minute journey across the bridge will force traffic to take far longer routes of on average 30 minutes, causing catastrophic pollution through the burning of enormous amounts of fossil fuel by sending traffic across town significantly increasing congestion elsewhere; an impending environmental disaster. <p>P.S. please ensure that the grounds for my objections are not filtered out/toned down on the report you produce for your committee members.</p> <p>Yours sincerely</p> <p>***</p>
	WhollyObject	
	WhollyObject	It will cause to much congestion around other roads ,they want to stop plution it takes me 10 minutes Mill road close it will take me 30 minutes gust to get the other side

		<p>I object to the closing of Mill Road Bridge, Cambridge.</p> <p>Closing the Bridge:</p> <ul style="list-style-type: none"> ■ close one of the major arterial roads into Cambridge ■ force even more traffic into the neighbouring arterial routes (Hills Road/ Coldhams Lane) ■ force people to drive further ■ increase vehicle emissions/pollution in other areas of Cambridge ■ increase vehicle emissions/pollution in residential areas of Cambridge rather than the non residential bridge ■ force more vehicles into side streets in the Mill Road area ■ increase vehicle emissions/pollution in the Mill Road area ■ increase the possibility of Road Traffic Incidences in residential areas ■ increase the possibility of Road Traffic Incidences involving children in residential areas ■ divide the Mill Road Community especially those who use there vehicle to visit someone on the other side of the bridge ■ decrease the footfall in the shops in Mill Road ■ decrease the footfall in the restaurants in Mill Road ■ decrease the footfall in the businesses in Mill Road ■ the Mill Road Traders' Association are fully against the closure ■ previous bridge closures have shown a much lower footfall in one particular outlet, had the period been extended the outlet would have closed ■ businesses have closed during previous closures of the bridge ■ cause discrimination amongst Blue Badge (BB) holders: <ul style="list-style-type: none"> ■ a BB is allocated to a specific person, not vehicle, for a reason ■ the BB ensures that a person can use any number of vehicles to enable them to have an improved lifestyle ■ Restricting the BB to two vehicles means that a BB holder currently using three or more vehicles to travel over Mill Road Bridge will be discriminated against. <ul style="list-style-type: none"> ■ increase the abuse of the BB scheme as the BB will be linked to the registration plate rather than the BB holder <p>What needs to happen in Mill Road is far more parking management:</p> <ul style="list-style-type: none"> ■ bollards along the kerb so pavements do not get damaged ■ specified loading bays ■ parking fines ■ disabled parking spaces ■ in addition more frequent, reliable buses would help reduce more local traffic ■ if parking was managed correctly then there would be a reduction in Road Traffic Incidences involving pedestrians, cyclists and drivers
	WhollyObject	

Environmental, Financial, Disturbance, Safety, Traffic, Parking, Access	WhollySupport	<p>I wholly object to the proposal to close Mill Road bridge. I am a resident on *** with a young family. I use Mill Road daily by bicycle to take my children to school, I walk along it as a pedestrian with my family at weekends, my children walk home across Mill Road after school with relatives and I use it to drive out of the city in the mornings. In addition, I have elderly relatives who use the bridge to drive into the city to visit us, one of whom is a blue badge holder who, like other visiting non-local non-residents, may find the method of exempting their vehicles challenging.</p> <p>My objections are on the following grounds:</p> <p>Traffic levels and road safety are not currently an issue; I cycle along here at school hours which could be considered a morning "peak." Issues are infrequent and generally caused by poorly planned and traffic-controlled roadworks, buses stopped temporarily at their stop causing a junction blockage or delivery vehicles again causing a temporary obstruction. None of these would be resolved by the bridge closure. The bridge closure would limit resident access to amenities for example visiting supermarkets by car, forcing more traffic around East Road and Coldham's Lane to access Sainsbury's or to leave the city (these trips cannot be accomplished by bus or bicycle for example when buying groceries for a large family, including heavy or bulky items such as nappies, pet food and so on).</p> <p>The last closure pushed more traffic onto Devonshire Road and Tenison Road with measured and reported increases in pollution levels. Traffic on Hills Road was substantially increased, and any accident on that road caused severe delays and prevented emergency vehicles from being able to travel quickly from Addenbrooke's into the city, with obvious safety implications. Mill Road is one of a limited number of road crossing across the railway line - when emergency road works were required on East road, the last bridge closure compounded the impact and created a 4 mile detour, further increasing traffic and pollution across the south of the city.</p> <p>The last consultation intentionally used ambiguous language in questions and the results were willfully misinterpreted and used to drive an existing agenda. No breakdown of responses per question was ever given. If this data will not be shared, the previous consultation should be fully disregarded and not used in any way as "evidence" that people want this closure.</p> <p>The last closure had a measured and clearly reported impact on revenue of stores on both sides of Mill Road bridge. This closure would significantly negatively impact such a diverse range of shops and restaurants and lead to more closures, harming the local community.</p> <p>There is no provision for access by residents on the city-side of the bridge, again meaning longer drives and more environmental impact where journeys by cars are required or when driving out of the city (which should not be restricted if traffic levels entering the city are used as a justification for this closure).</p> <p>There has been no safety data presented to show that this closure would increase safety of cyclists or pedestrians. Again, I use Mill Road (both sides of the bridge) as a pedestrian, cyclist and driver.</p>
Traffic	WhollySupport	<p>I support the closure of the bridge. Currently when I decide to visit any shop or restaurant on Mill Road I never consider driving there as the parking options are very limited. I would walk or cycle.</p> <p>However, I am concerned about traffic displacement especially at the Parker's Piece end of the road.</p>
Traffic	PartlySupport	<p>This would disrupt EV owners in Romsey from crossing the bridge to use the Gwydir Street Car park to charge up. Is there adequate charging provision on the Romsey side of the bridge?</p> <p>One of the main traffic issues is the amount of traffic to the Mosque, particularly on Fridays. Tackling this should be an equal priority to reduce pollution from congestion.</p>
Access	PartlyObject	<p>The bridge should still allow access for district nurses/medical professionals/carers and blue badge holders. These groups were going to be exempt from the congestion charge and similarly they need access to the bridge. Medical professionals and carers cover areas and whether in Great Northern Street or Gwydir Street clientele would be the same. If a carer/medical professional would have to go from one to the other without using the bridge it would take an extra 30 minutes. These workers do not have that time in their day as they may travel back within their areas several times each shift, especially in emergency. Blue badge holders often can only travel in the vehicle they own, they have limited times with their carers and there are social facilities such as Lifecraft, Salvation Army, drugs rehabilitation clinic, Broadway church, either side of the bridge which local disabled people need. If the bridge is closed then you basically separate the community. I believe a disabled person would win a court case under the equalities act if the bridge is closed and blue badge holders cannot access it as they can the historic centre and other places.</p>

Access	PartlySupport	I support this proposal but I think there should be an exemption for more than just doctors but also medical personal and medical home carers such as nurses or mid-wives who do house calls. I would also like this order to be tied with other improvements along mill road because just closing the bridge to common through traffic will not magically widen the pavements or make other intersections safer along the length of Mill Rd. And finally, taxis caught speeding along any other parts of the adjacent residential streets like the rest of Mill Rd, Tenison Rd or Coleridge Rd should get a number of warnings and then see their bridge crossing exemption revoked to help enforce speed limits in the neighbourhood.
Safety, Environmental, Parking, Disturbance, Traffic	PartlySupport	I support the bus gate, but I would like the council to take into consideration those who may need to use the bridge like carers. Thank you
Other	PartlySupport	I live alone, not allowed to drive and am physically challenged. The restrictions of only allowing 2 cars to be registered and I HAVE to be in the vehicle makes life very difficult for my family and friends to pick me up. How can I possibly be in the car when a registered vehicle crosses the bridge in order to collect me? Also, I don't believe that the volume of traffic along Mill Road merits such draconian measures. If it is because of pollution, closing the bridge to private vehicles merely transfers the pollution to other areas. One of the many causes of slowed vehicular traffic is the cyclists crossing the Bridge. Many struggle to manage the uphill slog, whilst others ride 2 by 2! Further, delays on Mill Road are also caused by private vehicles and delivery vans illegally parked. This problem can be alleviated by more policing. I appreciate that the Council wants to force people not to drive, but to use public transport. But first of all, improve the reliability and scope of the current public transport!

	PartlySupport	<p>Dear Sir,</p> <p>Representations made by *** to the Cambridgeshire County Council – Mill Road Bridge Traffic Regulation Order (TRO)</p> <p>This lettered representation is made by *** to the Cambridgeshire County Council – Mill Road Bridge Traffic Regulation Order (TRO).</p> <p>***</p> <p>***</p> <p>*** to a shortage of affordable housing in the area and significant transport congestion as people are having to travel longer distances to access jobs and services. These negative consequences are being acutely felt by *** staff and visitors. Working in partnership, the *** is determined to lessen these impacts and is therefore pleased to provide our response to the Cambridgeshire County Council – Mill Road Bridge Traffic Regulation Order.</p> <p>Our Understanding of the Project:</p> <p>The proposal for the TRO is to close Mill Road bridge to all vehicles, with some exemptions (including buses, bicycles, emergency services, taxis, and blue badge holders). The scheme includes:</p> <ul style="list-style-type: none"> • Bus Gate markings on red tarmac at either end of the bridge • Bus Gate signage in the enforcement area and wider area • Install a build out on the south side of the bridge to slow vehicles coming from the bridge • Install “other traffic” markings to divert general traffic along Argyle Street • Adjust cycle parking on Argyle Street to increase carriageway width • Install ANPR cameras to enforce any restriction under the TRO. <p>The Council’s reasons for proposing to make the Order are that a Bus Gate on Mill Road Bridge would reduce congestion and associated air and noise pollution, improve road safety, and encourage active travel. Further to this, the proposals seek to:</p> <ul style="list-style-type: none"> • “For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising. • For facilitating the passage on the road or other road for any class of traffic (including pedestrians). • For preserving or improving the amenities of the area through which the road runs.” <p>***</p> <p>The extents of the draft order are along Mill Road from the junction of Mill Road / Hazell Street to the west of the bridge and the junction between Mill Road / Great Eastern Street / Argyle Street to the east of the bridge with a total length of approx. 165m.</p> <p>In addition, the council is planning to improve the public realm, walking, and cycling provision along Mill Road. This will include general improvements not included in the consultation such as, additional cycle parking, signage and</p>
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	WhollyObject	<p>I am writing to object to the proposed closure of Mill Road bridge to most motor vehicle traffic. I object for two reasons:</p> <ol style="list-style-type: none"> 1. It will cut off one of the two main routes by which residents of side roads on the Petersfield side can easily access Addenbrookes. Given the current crisis in the NHS, including ambulance services, people often need to get to the hospital urgently by having someone drive them there. Hills Road is very often heavily congested (and will be more so thanks to the proposed bus gate) and having an alternative route via Coleridge Road is important. I speak from personal experience. Cutting off access to this second route over the bridge is dangerous. 2. It will push even more traffic into the surrounding streets, including all those residential streets that are already used as rat runs by cars. Low traffic neighbourhood schemes are, in every other case, developed with the purpose of reducing traffic on residential streets; this scheme will increase it. <p>Nobody likes the volume of car traffic on Mill Road, but this scheme is not the solution - it will do nothing to reduce traffic in the area, and will make life more dangerous for the area's residents.</p> <p>***</p>
Access	WhollyObject	<p>Cambridge council is already taking things too far with endless speed restrictions, bike lanes, ridiculous roundabouts and endless construction. My partner and I live in CB1. As a *** and *** we provide a service for our community. We both drive to and from work, my wife completes home visits all over Cambridge to ***. We need to commute freely. Our contribution to the environment is We both drive full electric vehicles. Yet we are negatively impacted by all of these so called improvements. There are so many areas the council can be focusing their efforts on improving the city. Enough already.</p>
Access	WhollyObject	<p>I am a elderly lady who needs to go to my GP surgery and I simply can't afford taxis to get there or even to go to do my shopping in the city. Mill rd bridge is vital to me to be left open. As it has been for years, surely the cyclists can use the Carter cycle bridge.</p>
Access	WhollyObject	<p>I oppose this consultation. I am in a neighbouring ward, no impact assessment has been conducted. I am a carer and travel from multiple locations daily, I am only given a very narrow window to move from client to client. Sometimes only 5 to 10 minutes, in between. The backlog of traffic in all other areas will be affected. This will cause huge delays for hundreds and hundreds of carers. This will have an incredibly negative impact on our communities.</p>
Traffic	WhollyObject	<p>This proposal will cause extra traffic on Hills Road & Coldhams Lane to name 2, my GP surgery is at the bottom of Mill Road, to get there I'd have to go all the way round using Hills Rd or Coldhams Lane. My *** has regular appointments as *** is suffering from cancer and this will cause *** and others great inconvenience, as a Cambridge person born and bred off Mill Rd, this will rip the heart out of the area and should not be allowed to happen.</p>
Access	WhollyObject	<p>Sometimes as a matter of urgency for patients etc, it is quicker to follow mill road than the longer alternative route.</p>
Other	WhollyObject	<ol style="list-style-type: none"> 1. No provision for carers getting to and from disabled persons (carers are not allowed to use the bridge to get to and return from assisting the disabled person). 2. No provision for neurotypical persons (e.g. children going to school) who do not qualify for disabled badge but cannot cycle (e.g. due to spatial or attention issues, e.g. dyspraxia) and for whom there is no appropriate bus service. 3. no provision for those with mobility issues but who do not qualify for a blue badge 4. No exemption for those living on the side streets of Mill Road meaning that they are disproportionately affected 5. Apart from the weekends, Mill Road does not have that much car traffic even during rush hour. The bridge closure will therefore push traffic onto other roads which are already busier (e.g. Cherry Hinton Road and hills Road). 6. The closure could also make Mill Road busier either side of the bridge as cars needing to get to places such as Brookfields Hospital will have to do two journeys along that portion of the road (one there and one back) rather than simply continuing their journey over Mill Road Bridge 5. If there is an accident or roadworks on e.g. nearby main roads such as Cherry Hinton Road then there is no alternative route without literally driving for miles. 6. The bridge closure will therefore worsen traffic and does not fully take into account 7. many nearby residents (e.g. on Barnabas Road and Barnabas Court) will now be forced onto Tennison Road which is already incredibly busy due to the misguided decision to divert traffic from Station Road along Tennison Road. This will make a very busy residential road even busier.
Access	WhollyObject	<p>My GP is in Petersfield</p> <p>You will be causing more congestion on other routes</p>

Access	WhollyObject	My main objection is that if cars not able to go over mill road bridge they will have to find alternative routes this will then cause congestion on other roads , seems ridiculous, just causing more trouble and more accidents, Mill road is quite safe for pedestrians people just need to take care and use the pedestrian crossings , I have lived in Romsey all my life, and can't understand why people need to use this road to socialise and drink coffee have they no homes or work ? My Doctors surgery is over the Bridge so will make this more of a problem as over *** family or friends often take me in car ,this will mean a longer round route.
Access	WhollyObject	I am a health care worker, working in *** and ***. I do home visits for patients who live on both sides of the bridge. When I'm not working I usually run or bike in the area and I've never felt unsafe!
Access	WhollyObject	To drive to the dentist or Brookfields Hospital it is essential and necessary to drive across Mill Road Bridge. If not a long and more costly alternative is to drive along Newmarket Road, Coldhams Lane, Brooks Road and then Mill Road. This option causes huge traffic jams and more pollution. More stress fir the patients etc. I was born in Cambridge and have always lived here. I cannot see a problem with the Bridge. It has always been there. Shops had to close when it was closed before. Businesses will suffer. PLEASE DO NOT CLOSE MILL ROAD BRIDGE
Other	WhollyObject	<p>Mill road is one of a number of vital routes in/out of the centre of Cambridge. It is one of a limited number of railway crossing points. The previous ETRO, undertaken during COVID, provided a biased dataset given the lower levels of general traffic. Also a number of the monitoring camera installed were not functional, so the data produced is largely incorrect.</p> <p>Whilst Blue Badge holders can register two vehicles, they must be in the vehicle. This is, essentially, un-enforceable and open to abuse. Retrospectively requesting blue badge holders to prove they were in the vehicle for any given journey would be distressing and time consuming and impossible to effectively police.</p> <p>Carers who visit patients within the affected area will be negatively impacted, with increased travel times presenting taking up precious time available for care.</p> <p>In general, traffic levels in Cambridge have been reducing since 2019, according to the councils own data. Air quality is also reducing, with much generated by diesel buses, again from the councils own data.</p> <p>Recent government guidance is to permit motorcycles to use bus lanes/gates. Given a modern motorcycle is a similar footprint to a cargo bike, there is no reason not to permit them.</p> <p>If mitigating the width of the of the bridge, there are various alternatives that would produce the same result as the bus gate. None of these have been explored, or even discussed, as potential options.</p> <p>Unfortunately, a small but vocal minority, seem intent on forcing this TRO without thought to the consequences to local residents and those of the rest of Cambridge. All the shops require deliveries, so large delivery vehicles will be required to turn around, which in itself will increase the danger to other road users.</p>
Access	WhollyObject	<p>I commute to work supporting older vulnerable people I belive that the bridge should allow access to front line workers</p> <p>Closing the bridge will have an impact on responding and dealing with any identified care and support related including premises issues for us to be able to respond accordingly if the bridge is closed adding extra time on our journey having to re route..</p>
	WhollyObject	<p>Dear Sir/ Madam</p> <p>I am writing to object to the closure of Mill Rd bridge. I am concerned that this will adversely affect many carers (paid and unpaid) that need to travel through this area many times each day. Having worked as a paid and unpaid carer I am well aware that time of visits to clients and vulnerable people is imperative. I often had to travel to both sides of the bridge to visit clients many times per day for personal care. Closing the bridge would add huge amounts of time to journeys and would mean that vulnerable people would be less able to access the swift care that they need. Secondly I am concerned that it will add traffic to surrounding roads and add pollution to these roads as traffic may be slower in those areas.</p> <p>For these reasons I feel that I have to object to this closure.</p> <p>***</p>
Access	Neutral	<p>This is a very important route when accessing Cambridge Railway Station from the Cherry Hinton end of Coldhams Lane; other routes are too circuitous and fuel consuming.</p> <p>However, beyond this inconvenience I have no other objection and think the closure will improve the general environment of Mill Road.</p>

	Neutral	<p>Hello again,</p> <p>Not to worry re my previous email: I did manage to find the previous draft order myself, so I have now been able to compare that with your current proposal.</p> <p>I am slightly disappointed that my previous comments regarding there being no mention either way of horse-riders and carriage drivers do not seem to have elicited any changes in that regard. However, having studied the draft Order again, I note that neither ridden nor driven horses would fit into your definition of "Vehicle", and therefore there is no effect on them of any restriction as a result of this Order. This is a relief.</p> <p>All the best,</p> <p>***</p>
Access	PartlyObject	I travel over the bridge every day to get to work bd between sites as a member of staff for the ***
Access	PartlyObject	<p>Not all people with disabilities can get a disability badge. I have ***, on a good day I can walk from the Beehive to Mill Road unaided, on a bad day I struggle to get from Parkside to Mill Road with a stick.</p> <p>Spend the legal fund on cameras to enforce 20mph on Mill Road. It would be a good source of revenue from idiots with no sense of collective responsibility. Slower traffic would achieve the goal of making Mill Road safer and more pedestrian friendly.</p>
	PartlyObject	<p>Hi there,</p> <p>I hope this email finds you well. Having looked at the proposal to close Mill Road bridge to all vehicles except buses, bikes, emergency vehicles, taxis and blue badge holders, I am writing to express my concerns regarding the proposal. This is speaking as someone living on *** (on the Mill road side of its barrier ie Mill Road is a major route for me as a driver). I appreciate that the bridge is a cause for accidents and congestion. I witnessed the result of a horrible accident several months ago, with a cyclist unconscious at the bottom of the bridge. I assume this was from someone driving too fast over the bridge, and so I am grateful something is being proposed to try and address this. Nevertheless, I have two main concerns.</p> <p>Firstly, although I am glad to see there are some exceptions to the rule, I believe these do not go far enough. There are groups of people who will be significantly impacted by this closure, who appear not to have been considered. Older people living in the area, who are not so mobile but do not qualify for a blue badge will find themselves having to take longer routes to avoid the bridge. Tradespeople who need to use vehicles to transport materials and tools and are accessing the local area will also have to take a much longer route. I am speaking as a local self-employed ***. I need to drive for work to transport *** to people's *** but I will now need to travel further to do so to avoid the bridge. Local people living in the area who need to drive for whatever reason are going to find this policy very frustrating, and I believe they have not been considered fully. Would it be possible to widen the group of people who can apply for exceptions to those living very close to the bridge in the surrounding roads, the elderly, and tradespeople? There may be others I have not thought of who will be negatively impacted, who hopefully will write to you.</p> <p>Secondly, this closure will not solve the problem of congestion in East Cambridge. Rather, it will put more pressure on already congested routes such as East Road, Brooks Road and Coldhams Lane, as people will need to drive down those roads to avoid the bridge. Has this been considered at all? If so, I would like to know what would be done to mitigate this issue if the bridge closure were to go through.</p> <p>Lastly, I would like to reiterate that I am grateful something is being done to reduce congestion on Mill Road and reduce accidents. I just do not feel that this proposal is nuanced enough!</p> <p>Thank you for your time.</p> <p>Many thanks,</p> <p>***</p>
Access	PartlySupport	Please consider allowing residents to pass over the bridge. I agree that mill road through traffic should be limited but do not believe this should include members of the mill road community

Access	WhollyObject	<p>Proposal severely limits car access/exit from the area, and will result in resident having to drive around on already congested routes to acces North-East of Cambridge, resulting in more polution and congestion. Proposal does not address effectively large proportion of traffic on Mill Road, which is to access the train station or avoid congestion on the Hills Road as all vehicles will still be able to drive on the section between Parkers Piece and the bridge. In anything, the traffic on this section of Mill road might increase as all vehicles from the train station to North-East will be forced to go around.</p> <p>It also fails to address environment concerns and road safety of pedestrians because:</p> <p>1/ it does not make the entire area pedestrian</p> <p>2/ it does not widen the pedestrian pavement</p> <p>3/ it does not stop delivery vans drop-offs which are currently the main reason for congestion and lack of road safety.</p> <p>If the council wants the area to be pleasing, safe and a booming local community with thriving shops, it should make the whole Mill Road pedestrian zone (except for very early morning delivery vehicles and emergency vehicles), with no access for busses or cyclists. The zone would need to be re-developed so that the entire Mill Road is pedestrianised, potentially with benches, trees and ability for restaurants to licence outside space and no cyclists or busses.</p> <p>Current proposals are half measures which achieve nothing and simply divert traffic down one section of Mill Road.</p>
Access	WhollyObject	Use bridge every day to access work
Access	WhollyObject	<p>As a local resident, this bridge closure would negatively affect me and my family. Our ability to go shopping, visit family and other things would become more difficult.</p> <p>As a business owner, this would add a considerable time to my morning drive, I would use more fuel and waste time.</p>
Access	WhollyObject	The impact on access and knock on impact to traffic on surrounding roads will be damaging to businesses and those who live in the area.
Access	WhollyObject	<p>I strongly OBJECT to this proposal & have major concerns that this is an unfettered consultation due to the constant repetition of the '72% in favour' from a previous, heavily criticised , 'consultation'. There are far too many single issue & single site consultations in Cambridge without any consideration of the CUMULATIVE IMPACT eg suggestions to close Coldham's Lane, the development of Newmarket Rd and Elizabeth Rd Bridge; the Beehive Site etc etc. It will make access & quality of life much poorer for inner city residents.</p> <p>Access to Brookfields Hospital is needed from the west. Diversion along Argyle St is ridiculous- the map doesn't address egress (cul-de-sac). Have the residents of Argyle St been consulted as they seem to take the whole burden of diverted traffic for the rest of Romsey Town. Where will traffic be diverted on the west side of the bridge? Where will traffic , especially lorries, turn around ? How long will it take for sat navs to catch up with the blockage and how will the chaos in the interim be managed safely ?</p> <p>Where is the evidence of injuries and accidents on the bridge? The temporary TRO coincided with Covid restrictions, when the majority of people were working from home or isolating so is not a sound baseline for the DISPLACEMENT OF TRAFFIC , disruption, traffic jams , pollution and accidents relocated to other routes. Where is the assessment of the impact and opportunity cost of this displacement ? Have those most impacted been explicitly advised of this and invited to the consultation ? Not everyone can cycle or replace most of their journeys with public transport. We have an ageing population with mobility and balance problems and we should be encouraging their social and mental wellbeing - not increasing their isolation.</p> <p>There is no logic in excluding disabled badge holders from the TRO as they will be in a car- and not be inconvenienced more than any other drivers. Nor is there any logic in allowing them to register two cars if they have to be in the car going through the bus gate (they can only be in one!). How will presence of the disabled badge holder in the car be verified as they cross the bridge?</p> <p>As a cyclist, my greatest fears relate to buses and taxis trying to overtake me on Mill Rd bridge, yet I would still be sharing the road with them -so see no advantage.</p> <p>There is no mention of the new scourge of electric scooters . Are they allowed to use the bus gate or not? The speed, use of pavement and in pedestrianised areas is a major public safety issue , especially for the less nimble and older pedestrian and for both cyclists and drivers as they do not obey the Highway code , it can be difficult to assess their speed and they weave in and out of people and traffic.</p> <p>You state that 'the council considers the pavements to be too narrow on Mill Rd' but this does nothing to address this and you allow the proliferation of street furniture, on pavement parking and seating on the pavements!</p>
Access	WhollyObject	You are removing residents access to the rest of the city.
Access	WhollyObject	Access and financial.

		<p>I am very strongly opposed to cutting traffic in Mill Rd Bridge. This blocks one of the main arteries of Cambridge and will make traffic and overall access worse than it is now (which is worse than it was some time ago thanks to some seemilgnly arbitrary bike lanes in relatively safe areas but close to key roundabouts).</p> <p>Anyhow, I would be very much in favour of closing Mill Rd every Sunday for example, as it is done in other cities in the world, which would bring some of the festive element of the Mill Rd fair every week. This incentivates community life, but does not make things difficult during working days. In addition, such partial initiatives start to develop new habits with people, that start looking for alternative routes and eventually settle with those and free up traffic as a result. Perhaps the frequency of the full cut could be increased during the summer once children are off school, for example, as overall traffic goes down considerably.</p> <p>I personally commute to work by bike every day, but I think that this measure goes very strongly against resident families with either young children (that need to be driven around to after school activities) or with elderly relatives that need to be taken to places (not necessarily hospitals). Non-resident families that need to come to the area will too be severely affected, this is why I very strongly oppose the permanent cut and support exploring part-time options.</p> <p>In addition, the measure will benefit the private transport sector, especially taxis and I think that this is genuinely unfair to all.</p>
Traffic	WhollyObject	I fully agree that Mill Rd needs more investment and help in many ways, but I do not think that cutting the bridge is the solution to either Mill Rd itself or Cambridge's traffic problems.
Access	WhollyObject	I strongly oppose this proposal as a resident near Mill Road Bridge. I live on ***, and require my vehicle to get to work outside of Cambridge (in a little village called ***). To put it bluntly it's the quickest way to get to my work, the environmental impact of me having to take a longer route to work would simply increase. I fully believe there will be several hundred residents, businesses and tourists who would suffer through this change, while those positively affected would be a far lesser number. I understand why the proposal has been put forward, but I believe it's been put forward for the wrong reasons. In my opinion the council has certain government "tick lists" to achieve, and the council are trying to achieve this at the expense of the people.
Access	WhollyObject	I disagree with limiting cars to access the bridge. If the bridge is unsafe for cyclists, traffic rules should be properly enforced, with cars who overtake on uphill sections ticketed and points applied to their license. Preventing safe drivers (such as those in my household) from accessing the bridge will severely impact our commutes, will add to driving time (less fuel efficient) and will impact businesses on the road.

		<p>As a resident of Cambridge, living in the Mill Rd area, I am directly affected by this proposal and am writing to implore the Council not to close the Mill Rd bridge to normal through-traffic. My objections are based on personal, environmental and equity grounds.</p> <p>I understand that some of the reasons for the closure proposal include the following:</p> <p>1) There is pollution on Mill Rd due to vehicle emissions. This relates to my main objection to the closure. First, it is pure fantasy to imagine that closing the bridge will reduce the number of vehicles attempting to enter or cross the city from this end of town. For the most part, people don't drive over the bridge and down Mill Rd for fun (it's not). Instead, they are accessing their workplaces, family or other necessary services. While people who live on the city side of the bridge may be able quite easily to walk and/or cycle to and across the city, unfortunately not everybody is wealthy enough to live in those areas. Also, there is a significant number of people living on the 'other' side of the bridge who have disabilities of one kind or another which prevent them from walking, cycling or even taking a bus. Thus, the same number of cars will be driving in that direction. If the bridge is closed, they will have no option other than to take one of the other routes (e.g. Coldhams Lane, Hills Rd), significantly increasing congestion on those routes. Increased congestion leads to longer periods of time sitting in slow moving traffic with engines running, hence increased emissions. At the very least, there should be a public, objective report on the impact on traffic and emissions of the proposed closure. Speaking from a personal point of view, many more vehicles from this side of the bridge will have to use my road (***) to access Coldhams Lane. As you should be aware, *** is narrow and the fronts of our houses are very close to the roadway. Hence, noise and pollution currently mostly affecting shopfronts on Mill Rd will directly impact us in our homes.</p> <p>2) Pavements on Mill Rd are too narrow. I'm sorry, but this really isn't the case. On both sides of Mill Rd bridge, most pavements are in fact quite wide compared to the rest of the city. Any difficulties with this could be quite easily ameliorated by more consistent policing of illegal parking on pavements (which would also help raise funds for Council).</p> <p>3) Cyclists are annoyed by cars on the bridge. Vice versa very much applies of course. However, note that cyclists have ample space crossing the railway line via the footbridge at the railway station or at Coldhams Lane. It may be inconvenient to do so, but it is a choice they make. The increased emissions caused by diverting cars should be an environmental argument in favour of diverting bicycles instead.</p> <p>4) There is a petition on which 'the majority' are in favour of closure. I would very much like to see an analysis of who has signed this petition, with the following questions particularly in mind:</p> <ul style="list-style-type: none"> - Are they permanent residents and/or shopkeepers (i.e. not temporary residents or students) who live in or near Mill Rd? - Do they live on the city side of the Mill Rd bridge? - Do they work on the opposite side of the bridge from where they live? <p>My hypothesis is that of the residents signing the petition, the majority will be those who are lucky (and rich) enough to live on or close to the city side of Mill Rd bridge; in other words, people who will be least affected by the closure. The people who will be most affected are those who live in the less expensive, more distant parts of the city, who are therefore less able to walk/cycle to their preferred destinations.</p> <p>Let's not further damage the environment through increased congestion and emissions, and let's not sacrifice the interests of less well-off residents just so that the better-off can feel even more comfy.</p> <p>***</p>
Access	WhollyObject	I object as a resident due to access throughout the city.
Access	WhollyObject	There is absolutely no need for this. All it will do is reduce access to these businesses and Cambridge city centre itself, and will displace the traffic to other already congested roads, further increasing traffic and pollution on other roads. It will provide no benefit for residents, small business owners, pedestrians/other road users, nor the environment. It is pointless window dressing to make it look like progress is being made.
Access	WhollyObject	<p>I am a resident and a business owner on ***. My family also owns a business on ***. I am Cambridge born and have lived in Cambridge for the majority of my life.</p> <p>I have grown up to see mass changes of Cambridge City and welcome changes that make sense and help the city to grow. Not impacting wildlife and the environment. To which I am seriously passionate about. Closing the bridge to cars would impact all of the above. Access for residents of Mill Road, and for people who use the road to business/access to families. I don't see how this 'change' would benefit anyone. The road is mainly quiet especially the Romsey side. I would like to see other ways of promoting change, such as someone suggesting lights. Simply just preventing people from driving there would cause congestion elsewhere. And impact others. My concern would be, where would it end?!</p>

Access	WhollyObject	<p>Greetings,</p> <p>I object to the closure of the Mill Road Bridge. I am concerned for my own access to the city centre, delivery access to my home, and financial implicataions for local business.</p> <p>Sincerely</p> <p>***</p>
Access	WhollyObject	The closure would mean a long detour for me going about a my daily business there is already provisions for cyclists that avoids the need for them to use the bridge
Access	WhollyObject	This is very inconsiderate to many factors, including access to business over the bridge, traffic which will occur around cambridge, environment as drivers will need to take a longer route to get in or out of town for simple living at one of the sides of the bridges. This bridge should be open to all as it has been. It will affect the livelihoods of business on mill road and residents. I strongly object.
Traffic	WhollyObject	<p>I object to the bridge being closed to only some modes of traffic. This will reduce access and therefore increase traffic on alternative routes. Since some vehicles (notably buses) will still be using the bridge, there will be no opportunity to pedestrianize stretches of Mill Road, and therefore very little or no benefit from this proposal.</p> <p>In addition, I have almost no faith in the competence of the GCP with regard to traffic planning, following multiple changes at junctions around the city that have generally made both traffic and safety at those junctions worse than before. I would prefer the GCP to cease operation entirely, rather than to continue its current trend of making life worse for everyone in the city. Please stop.</p>
Access	WhollyObject	<p>One of the reasons we chose the location of our house was easy access to the central station and Mill Road by car. Closing the bridge prevents this without viable alternatives. This closure will force cars to drive on the only other route available which is likely to lead in heavier congestion on already heavy traffic routes.</p> <p>Furthermore there is no data/simulations provided to show how the proposed change will impact all the reasons outlined in th3 'Statement of Reasons'. The 1986 signatures mentioned in the FAQ is only a tiny fraction of the city's population and should not be considered as an extensive public consultation.</p>

Traffic	WhollyObject	<p>Here are several reasons why I am wholly objecting to this:</p> <p>Accessibility Concerns: Although the TRO includes exemptions for blue badge holders and taxis, other essential services and individuals who rely on vehicle access may be negatively impacted. The closure could create challenges for residents with mobility issues who do not qualify for blue badge status.</p> <p>Displacement of Traffic: Closing the bridge to most vehicles may lead to the displacement of traffic onto surrounding roads, increasing congestion and pollution in those areas. This could negatively affect residents and businesses in the vicinity, as well as cause longer travel times.</p> <p>Insufficient Public Transport Alternatives: The success of the bridge closure depends on the availability and reliability of public transport options. If these alternatives are not sufficiently robust or convenient, the closure could lead to significant inconvenience for commuters and residents.</p> <p>Inadequate Consultation and Stakeholder Engagement: While the GCP consultation in 2022 involved focus groups and public workshops, some community members and stakeholders may feel that their concerns were not adequately addressed. A decision of this magnitude should involve comprehensive and inclusive consultation.</p> <p>Impact on Emergency Services: Although emergency vehicles are exempt from the closure, the reduction in general traffic routes could lead to delays in response times, particularly if surrounding roads become more congested as a result of the closure.</p> <p>Limited Evidence of Long-term Benefits: The initial ETRO was implemented during an extraordinary period (the COVID-19 pandemic) with specific objectives. The long-term benefits of reinstating the closure outside of this context are not well-established, and the evidence supporting its effectiveness in achieving current goals (such as reducing congestion and improving air quality) may be inconclusive.</p> <p>Social Equity: The closure could disproportionately affect lower-income residents who may not have access to alternative transportation options, such as cycling or electric vehicles. This could exacerbate social inequalities in the area.</p> <p>Lack of Flexibility for Future Needs: Traffic patterns and community needs may change over time, and a rigid closure of the Mill Road bridge could limit the flexibility needed to adapt to these changes. A more dynamic and adaptive approach might be preferable to address future transportation and environmental challenges.</p>
Access	WhollyObject	<p>I wholly reject to this proposal primarily on the grounds of reduced access. I disagree with the suggestion that Mill Road is a residential road and not a through road, it is one of the roads providing access to Cambridge city centre over the railway line. How is Mill Road any different from Coldham's Lane? Furthermore, as a resident of the Mill Road area, I will not be able to drive from my house on the South side of the bridge to the Northern side of the city and the A14 by the most economical route. Those living on the town side of the bridge will be forced to either use side roads or drive into the centre if they need to drive out of the City to the South.</p> <p>I am entirely unconvinced by the justifications made to close the bridge. "Pavements that the Council considers are too narrow to accommodate the amount of footfall to shops, restaurants and businesses." Closure of the bridge will not result in pedestrianisation of Mill Road, the road has to remain open for residents and the bridge itself will remain open to buses and other permitted vehicles. "Mill Road suffers from high levels of through traffic... causes significant congestion, particularly at peak times, and an unpleasant environment." Mill Road is an important road in a City so of course is suffers from congestion, closing this road can only lead to increased congestion on other roads. The phrasing "unpleasant environment" is entirely subjective, we live in a city not a leafy village, part of the appeal of this part of Cambridge is the hustle and bustle. "Air pollution and a poor road safety record are directly related to these issues." Closing Mill Road bridge will increase traffic down the narrow side streets, especially Tenison Road and Argyle Street, reducing the air quality. With regards to poor road safety, closing a road seems a pretty extreme solution. Build outs with priority given to traffic leaving Mill Road, zebra crossings, etc could surely be evaluated first. There are many complaints about parking on the pavements of Mill Road. I am surprised to read claims that this will be solved by closing the bridge. I recall this becoming a lot worse during the previous closure as traffic was reduced, and so less concern about blocking the road. A lot of energy and money has gone into attempts to close the bridge and yet no one enforces the double yellow line parking restrictions, cars routinely park on the road without penalty, and on surrounding roads. Why has there not been any attempt for more creative solutions? The proposed closure of Mill Road bridge has created a very negative atmosphere is an increasing polarised world.</p>
Parking,Traffic,Access,Safety,Disturbance,Environmental	WhollyObject	<p>I travel to a sports club once a week and Mill Road comes on my route. I also eat at the restaurants while in the city. It will add time to my journey, and it will stop me from being able to visit the same restaurants. I have to carry all of my cricket gear so I cannot take the bus.</p>
Access	WhollyObject	<p>Please have the mill road / bridge open for access to public and cars .it would cause enormous inconvenience to commuters if the bridge is closed for public car access</p>

		<p>To Whom It May Concern</p> <p>I'm totally against the proposed closure of Mill Road Bridge. I've lived in Cambridge all my life (I'm ***). Mill Road is an important through route for so many people. This idea is complete madness.</p> <p>***</p>
	WhollyObject	
Disturbance	WhollyObject	<p>I strongly object to this.</p> <ol style="list-style-type: none"> 1. Mill Road is an artery to the city and station for many people from east Cambridge 2 closure will force traffic onto overcrowded Newmarket road and hills road 3 it will significantly affect businesses - we occasionally drive to shops and pubs and cafes and hairdressers as we have limited time, 80 year old parents visiting and a small child. There's no bus from cherry Hinton - yet mill road is our nearest busy active street . We just won't go. 3. It will mean we rarely use the station- I occasionally do long days in London (6 am to 9) I'm sorry I'm not cycling and especially not when my bike will be stolen. 4. There doesn't seem to be a need. Mill road is rarely busy! 5. Have you considered the traffic and pollution impact on neighbouring streets like coldhams lane ? 6. It will force friends already on low income to lose work - dog walkers , cleaners, hairdressers will all look for alternatives as they can't drive to the city . 7. It smacks of “ let's sort out the areas councillors and wealthy middle class live” and forget other families in neighbouring areas . 8. It's a phenomenal waste of money. 9. You are causing access issues to the mosque so is there a racial element? Have you done an independent access and equality audit? It seems not as the most impacted are low income, older folk, children and caters (often women). How about fixing a real issue in the city ?
Access	WhollyObject	The. Proposed closure will affect my access with car and restrict my daily activities
Access	WhollyObject	Hello, it'd be really difficult for a lot of people who travel for work, groceries because that side of the mill road have lot of stores when compared to the other side.
Access	WhollyObject	Mill Road has been a thriving access road to centre Cambridge for the *** years i have lived here. It support countless businesses as well as residents from students to pensioners. Please understand to leave things alone that work.
Financial	WhollyObject	<p>This bridge is essential to my life in Cambridge. Be it access to the shops local to the bridge, to the station and contributing to the Cambridge economy, this bridge is the heart of it.</p> <p>It would be far too difficult to access this area via car and it will directly impact those around the area.</p> <p>This is unfair on the working class people of this town</p>
Access	WhollyObject	I strongly object to closure of Mill Road bridge to traffic for reasons of access, impact on local businesses and increased traffic pressure on other local routes over the railway line.
Access	WhollyObject	I believe that the road network is the heart and lungs of a city for access, mobility, connectivity for all modes of transportation. They should not be shut off and create congestion in other areas.
Access	WhollyObject	<p>All private vehicles should have access to cross Mill Road Bridge. Businesses will suffer by being cut off and traffic will be displaced onto other smaller roads and cause further conjection.</p> <p>This is a shopping area and a connecting route from one part of the city to another. It should remain so.</p>
Access	WhollyObject	I prefer mill road to remain accessible, improving traffic
Access	WhollyObject	<p>To close Mill Road bridge will make it very difficult for residents to access other areas of Cambrige. It will also exacerbate the already very heavy traffic in other main roads. It will also increase traffic in some residential roads currently with tolerable traffic flow.</p> <p>For these reason above, I strongly object the proposal.</p>
Access	WhollyObject	Without the Mill Road bridge access, the top of Mill road will become an isolated pocket when it is a natural place to get to by car. Forcing traffic to go around via the already busy traffic lights at the English Martyrs and the Cattle Market will just put that traffic on different small roads in Coleridge and make them travel three times as far, or more.
Access	WhollyObject	Please don't cut off my access to family

Access	WhollyObject	This is my main route of getting to work
Access	WhollyObject	I object to the establishment of a gate or any other permanent restriction to access across Mill Road bridge. Mill Road is a vital road for access for local people. Closing the bridge will reduce access and push traffic on to other roads that are already difficult or congested. Mill Road is only congested at peak times when used by commuting traffic. Traffic congestion and safety would be significantly improved by removing parking on the road and controlling loading and unloading - this should be implemented before closure of the bridge. It is commuter traffic to both the city centre and the schools that is the issue for traffic and closing the bridge will not solve this. It is naive to think that these people will stop travelling, move to a bike or our appalling public transport. Stop punishing local residents and deal with the bigger issues in a way that respects the ordinary people of the city.
Access	WhollyObject	Mill Road bridge access should not be restricted to only e.g. buses, taxis, disabled vehicles etc. Of course it is narrow, and has to be negotiated carefully, and generally this is done. However, this is the consequence of cars and modern technology existing in a historic city. Mill Road provides significant access into and out of Cambridge and all you will do if you close this off to the general public is force the traffic into and congest other routes. I do what I can to use my bicycle (that is my own way of reducing congestion) but at times I need to be able to access Mill Road and cross the bridge. Please do not allow this scheme to proceed.
Traffic	WhollyObject	It's one of only three ways to cross Cambridge. It is a ROAD not a cafe forecourt. Where will all the traffic go? And you're trying to close Coldhams Lane *#*????!! Labour government now going to move Silly Con valley investment to the North and Birmingham. Offshore greedy developers take note. Please listen to COMMON SENSE for a change. WE DONT WANT THIS! ! How many times !
Access	WhollyObject	My ex wife lives in *** and i visit her regularly using this route
Traffic	WhollyObject	This is a main road that crosses from one side of Cambridge to the other. I feel you are just trying to divide the city and all for the sake of *** and the odd councillor. Once you do this I imagine other main roads will close too. This city does not just consist of cyclists, I used to cycle, did so for more years than a lot of the councillors have lived in Cambridge or were born! I don't feel the traffic is anywhere near as bad as what you say, I can say that having lived here all my life. The worst time is the schools traffic, and that is obvious now. If you close mill road and all the other roads you want to close I and many others will be stuck in our little area t where we live, and this is after working and paying our taxes for all our working years. I guess you just want to divide Cambridge, no other reason to do it, you obviously are not bothered about the majority of us as you pander to the minority.
Access	WhollyObject	My commute to work is nightmare enough as it is during term time, without the bridge being closed. I have no other choice than using my car to commute as buses are so unreliable. The idiots that have campaigned for the closure should move to the country side if they want peace and quiet.
Access	WhollyObject	With the closing of mill road bridge to private own motor vehicles I would, it would affect my commute to Cambridge city centre where my child goes to nursery. Meaning that I would have to take a longer way which is also most of the times congested. The closing of the mill road bridge would also mean that all the motor vehicles drivers would only have access to the other two available bridges. I believe this would result in higher traffic congestions around the city.
Traffic	WhollyObject	Thank you for making this matter available for the public to share their thoughts.
Disturbance,Access	WhollyObject	I object the proposal for the restricted access of the bridge on mill road The closure of Mill Road to traffic is a complete disruption to Cambridge and any young family - like myself - who lives there and would like to access its local restaurants and businesses. When the bridge was previously closed, I did not pass by Mill Road even ONCE! Why would I! As a single mum with mobility problems, I am bound to use my car with my *** year old and even though I work close to Mill Road, closing the bridge makes me avoid the whole street completely. This has detrimental impacts not only on us as young families but also on the local businesses who suffer. It is also not clear to me why Mill Road is any different than ANY other road in Cambridge - where there is traffic, narrow road and people who need to respect the speed limits and pedestrians! Mill Road is by now means a 'special' road in Cambridge for its residents to request 'special treatment' and make it only accessible to busses and taxis - preventing access to all other families and affecting local businesses. I am glad that this consultation is taking place, to let our voices be heard - as the rationale behind this whole closure is absolutely unacceptable and unclear to me.
Disturbance,Access	WhollyObject	This proposal is totally rejected. thanks.

Traffic	WhollyObject	<p>Mill Rd Bridge, Cambridge needs to remain open to all traffic, NOT just buses and taxis! The number 2 bus is completely unreliable and the only bus that goes down mill Rd, and taxis are expensive! By closing the bridge you are putting an additional expense and pressure on disabled people, not all of whom are in receipt of benefits so therefore not entitled to reduced taxi fares! Not all disabled are blue badge holders! All that will happen if the bridge is closed, that traffic will increase on Hills Rd, Herne Rd, and Coldhams lane, causing gridlock during rush hours, and increasing pollution with traffic standing at a Stand still for long periods of time, and causing access problems for those living on Hills Rd, Perne Rd , and Coldhams lane! STOP wasting councils money on another consultatio, accept the decision already made KEEP MILL RD BRIDGE PERMANENTLY OPEN!</p>
Access	WhollyObject	Why should we the motorist be penalised for using this road. The shops in the road are vital for our living in the city and we need to access them .. no time to use bus to go there .. strongly oppose
Access	WhollyObject	access for everyone for the NHS and mosque one end and the railway station via Devonshire road, Gydin street car park for St Barnadas church and antique shops. Access for tradesmen and workers (for these businesses and carers and people over 50 not fit enough to walk or cycle but can't get a blue badge. Pavement cafes do not work in the long winter months. Keep the road viable all year round and other roads will be less jammed.
Access	WhollyObject	Will reduce access and divide a community, causing significant traffic in other parts of the city
Access	WhollyObject	Easier access to Devonshire Road mosque and Halaal meat shops.
Traffic	WhollyObject	<p>I wholly object to closing Mill Road bridge. I have *** children, and often need to take them in the car to church in the centre of town, or to swimming, or to other activities. It's not possible to cycle from Cherry Hinton in the winter, in the dark, in the rain with *** children. Driving via Coldham's Lane or Hills Road is much longer. Closing Mill Road Bridge will add to congestion at these places.</p> <p>I appreciate people living near Mill Road don't like traffic, but it is a through-road, and they have a choice to live elsewhere if they don't want to live there. It's ultimately selfish to close roads, as they displace traffic to other roads. Are the people of Mill Road more important than those living on Hills Road or Coldham's Lane?</p> <p>Closing the bridge will result in increased traffic elsewhere.</p>
Access	WhollyObject	Preventing access for the elderly and free movement along Mill Road is totally unacceptable . The view of the few overriding the view and livelihoods of the many !
Access	WhollyObject	I fully object the proposal as the mill road bridge is an important part of lot of people journeys. Restricting access will have a negative effect on the local business, residents, visitors, travellers etc. people using cars to cross will have to take a big diversion which will add to journey times and increase pollution.
Access	WhollyObject	<p>It's our bridge and we should all be allowed to drive over it.</p> <p>Previous attempts to close or restrict the bridge have failed.</p> <p>It is an important road for going to or from the railway station from the south of the city avoiding other more congested roads.</p> <p>Closing the bridge will increase congestion on the alternative routes.</p> <p>Large goods vehicles/articulated vehicles making deliveries to Mill Road have nowhere to turn to avoid going over the bridge.</p> <p>Consultation will be skewed by *** members commenting in favour in disproportionate numbers.</p> <p>The footpaths and pedestrian facilities could be improved without closing the bridge.</p> <p>The reasons given for closing the bridge are weak -</p> <p>For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</p> <p>Large vehicles trying to turn around in the road to avoid driving over the bridge is likely to increase danger, not avoid it.</p> <p>For facilitating the passage on the road or other road for any class of traffic (including pedestrians)</p> <p>Every class of traffic can use the bridge now, it won't be able to if you close it.</p> <p>For preserving or improving the amenities of the area through which the road runs.</p> <p>Preserving is keeping the road and bridge as it is. Many improvements can be made without closing the bridge.</p>
Access	WhollyObject	We use the bridge often to go to the big Sainsbury's supermarket and other areas on Cherry Hinton road.
Access	WhollyObject	I live on *** and I use the bridge everyday also last time the bridge was shut it caused chaos in the town

Other	WhollyObject	<p>I strongly oppose due to the following:</p> <ol style="list-style-type: none"> 1. This proposal will split a very diverse community. 2. Blue badge holders having two registered vehicles - how is this going to be policed considering the holder of the blue badge must be in the vehicle traversing Mill Road Bridge and your proposal only details ANPR cameras as the means of determining who can use the bridge. 3. Residents/people who are elderly or have disabilities who do not possess a blue badge and are not able to easily cycle or walk will be put at a distinct disadvantage. 4. Lorries serving the Parade of shops on the Romsey side will have great difficulty entering and exiting Mill Road. They will have nowhere to exit without doing a U-turn causing a danger to pedestrians and other road users. 5. The traffic that is stopped from using Mill Road Bridge will be displaced onto side roads ie: Tenison Road, Coleridge road etc exposing residents of those side streets to increased traffic and the issues that can cause.
Traffic,Access	WhollyObject	<p>Cambridge is a city with a historic centre that is largely closed to traffic, making the peripheral traffic routes, or radial "arteries", particularly crucial. Any closure of a key route connecting the centre to the outskirts inevitably leads to significant traffic disruptions. The specific road in question, Mill Road, is of personal importance to me, as it provides essential access to my child's school and my daily commute to work—neither of which can be easily replaced by bus or bicycle. Additionally, as a resident of ***, any closures of nearby bridges significantly increase through traffic on our street, resulting in congestion, noise, and safety concerns. Moreover the impact to the shops and to our local community would be extremely detrimental to our quality of life. The inconvenience and disruption that the closure of Mill Road Bridge would cause to my family and me would be immense.</p> <p>Furthermore, bridges are constructed for a purpose, and the purpose of Mill Road Bridge is precisely to allow traffic to pass through. There is also a nearby pedestrian bridge that caters to cyclists, which I regularly use as a cyclist myself. I often avoid Mill Road and manage my commute without relying on it. Therefore, I believe the proposal to close the bridge is made in bad faith and is based on poor, uninformed planning. There are existing alternatives for cyclists, and the funds allocated for this unnecessary measure would be better spent on widening the bridge, making it safer and more accessible for all traffic, including cars and bicycles. For cyclist safety, I would strongly recommend banning bicycles from the remainder of Mill Road and directing them to the bypass routes that are closed to cars and offer a much safer alternative.</p> <p>Finally, the fact that this project was previously rejected through legal action, only to be immediately re-proposed, raises serious concerns. This situation warrants a thorough investigation into the use of public funds, as it appears to serve the interests of a select group pursuing a personal agenda rather than the public good.</p>
Disturbance	WhollyObject	<p>Firstly closing the bridge would directly impact my ability to commute and travel from my residence, not just down mill road but also from the trial period coldham lane saw a significant increase in traffic to what is already a busy road. Forcing traffic to divert from Mill road to other methods across the rail tracks would significantly impact those living along the other roads as well as likely actually to cause an increase in emissions throughout cambridge due to more overall traffic and idling vehicles.</p> <p>As someone who walks over the bridge and down mill road multiple times a day my bigger concern for safety would be preventing cars parking on the pavement or stopping along the road and to address dangerous driving of delivery bikes as well as the handful of cyclists that do not look out for pedestrians.</p> <p>I would not be opposed to other traffic calming measures or a single lane traffic light system over the bridge that would allow locals to still use the bridge but would allow for further space to be given to bikes and pedestrians. Or a restriction on size of vehicles allowed over the bridge to prevent delivery lorries using it.</p> <p>If this were to go ahead I would have to consider moving out of Romsey.</p> <p>Kind Regards, ***</p>

Financial,Access	WhollyObject	We need the bridge to be open for all so Cambridge traffic has flows and smooth working order.
Traffic,Safety,Access,Environmental	WhollyObject	<p>Dear committee,</p> <p>I have been a resident of *** (Off Mill Road) for 20 years. I never got involved in local decisions as I don't usually have strong opinions on local decisions. However, in this case, I strongly oppose the closure of Mill Road for the following reasons.</p> <p>1)We have 3 children that we drop by car to the nursery and school which are across the bridge. A trip for example to the nursery would take one mile and 5 minutes. Otherwise (through Hill Road or Coldham Lane), it would take 3 miles and 20 minutes. Not all children are in an age to cycle, so cycling is not an option. Similarly, I often have to pick-up friends, family with luggage from the train station. The round trip would be 40m instead of 10m. Having a car for 30m more on the roads will increase traffic, pollution and risks of accidents. I suspect I am not the only one in this situation.</p> <p>2)Mill Road is popular due to the diversity of the shops. Many of the restaurants, coffee shops and other business make business with drivers passing by (picking up food, dropping dry cleaning, etc.). If the drivers -similar to me- have to drive an additional 20m to get to either part of the bridge, I would suspect many will stop coming. This loss of business is not negligible as there are many people living on the outskirts of Cambridge. This loss of driver customers could destroy some of these local, diverse and colourful businesses.</p> <p>This diversity is a big part of what makes Mill Road attractive. And perhaps one of the key aspects to preserve about Mill Road.</p> <p>Sincerely,</p> <p>***</p>
Access	WhollyObject	Mill Road bridge is an important cross over from left side of the railway to the right side and vice versa. Restricting the access will just increase the traffic at Hill Road or coldham lane and increase the overall traffic around the city.
Access	WhollyObject	Stupid idea, as mill Road is one of the primary access routes to the centre of Cambridge, it will cause more congestion in other already congested parts of Cambridge (like the vinery Road closure) and will therefore pollute the more smaller roads that have more residents on. Closing the bridge won't stop people parking on the sides of the street so if that's the major issue here, tackle it a different way.
Traffic	WhollyObject	<p>As I resident of ***, I am strongly opposed to the closure in any way of Mill Road Bridge. I am concerned that this measure will cut residents of Coleridge Ward and neighbouring wards from access to the city centre and to the impact on local businesses. Damaging the local economy by closing this crucial thoroughfare will lead to closed shopfronts on Mill Road, the general deterioration of the locality and more crime.</p> <p>I am also deeply concerned that closure will, conversely, increase traffic on Coleridge Road, attempting to bypass increased traffic on the main through fare Perne Road. In the mornings, especially, there are already traffic pile-ups, and I think it would be highly inadvisable to add to congestion and pollution in what is a residential road with many children.</p> <p>For all these reasons I think Mill Road Bridge should be kept open to traffic.</p>
Traffic	WhollyObject	Mill Road is safe enough, stop this madness before it's too late. We need to be able to access by car, this town is congested because you've blocked all the alternative roads. You are creating problems to implement your ideology that will destroy freedom in this country. Stop targeting drivers with additional charges (congestion, ULEZ etc) it's madness. Time are already difficult for everyone,
Access	WhollyObject	Closing this bridge restricts members of Cherry Hinton and Romsey (parts of Cambridge with greater diversity) from accessing parts of the city. Driving through Coldham's Lane is not a viable solution. We need more enabling measures not restrictive ones, especially when there is a proposal which will disproportionately affect ethnic minorities and people of lower socio economic backgrounds.
Access	WhollyObject	It is unworkable for anyone living in the area affected by this change... as a council you need to dramatically improve the frequency of public transport into and out of the city before doing anything like this. Manchester have done so why can't Cambridge?

		<p>I wholeheartedly object to the proposal of closing Mill Road Bridge for the following reasons:</p> <p>Access and Inclusivity: Mill Road is a vital route for many, including those with disabilities, the elderly, and families with children. Closing the bridge could make it harder for these groups to access essential services, shops, and social activities. For some, alternative routes may be longer, less convenient, or less safe.</p> <p>Impact on Local Businesses: Mill Road is known for its diverse range of independent shops, cafes, and restaurants. Closing the bridge could significantly reduce foot traffic and accessibility, potentially harming these businesses. Many rely on passing trade, and reduced access could lead to a downturn in their revenues, possibly even forcing some to close. Closure would also negatively impact access to suppliers of these businesses.</p> <p>Traffic Displacement: Closing the bridge might not eliminate traffic but push it onto already heavily congested surrounding roads, eg. East Road, Hills Road, Perne Road, leading to further congestion and increased journey times within the city (more pollution). This could negatively impact air quality and noise levels in neighbouring streets and inconvenience residents and commuters who would have to use alternative routes.</p> <p>Cultural and Social Impact: Mill Road is a culturally vibrant area with a strong sense of community. The bridge serves as a link that unites different parts of the community. Closing it could fragment the area, reducing social cohesion and altering the character of the neighbourhood. Altering access to this area could impact its historical value, affecting the identity and heritage of the local community.</p> <p>Limited Environmental Benefits: While reducing traffic on Mill Road might lower emissions in that immediate area, the broader environmental benefits could be limited if traffic is merely redirected rather than reduced overall. A more holistic approach might be necessary to truly address environmental concerns.</p>
Access	WhollyObject	I also believe residents in Cambridge will be more affected than the other 'responder' groups.
Traffic	WhollyObject	As long as the bus timetables and frequency do not accommodate all residents, access to the town centre should not be made harder. Disabled and older residents cannot make use of cycles.
Access	WhollyObject	I commute to city centre by economical motorcycle
Traffic	WhollyObject	I wholly disapprove of this measure and refuse to support any aspect. The ability to drive over the bridge is critical for people who are traveling to and from places in Cambridge and there are not enough roads that allow access over the rail line. The traffic is already critical but the bridge is a route that opens up other roads for emergency services and many other people who have a right to drive their vehicle in, out and around Cambridge. Not everyone can manage a cycle or public transport. Vehicles are much cleaner than they ever were and there is no reason to disrupt the commercial and private driving situation over this bridge.
Access	WhollyObject	This proposal would limit access to mill road and lead to less customers for the businesses on mill road
Access	WhollyObject	I am a resident of a Cambridge village with no public transport provision and Cambridge is my county town which houses businesses and shops which I need access to . It has been our county town for a thousand years and we have had free access to the town . Mill Road is an arterial road and a place of unique commerces in Cambridge. You cannot simply shut an important road to follow a policy which is not backed up with a larger & supportive public transport structure to aid it's implementation.
Access	WhollyObject	This will destroy access between the two sides of the bridge leading to increased convoluted traffic flow elsewhere in the area. This area does not have adequate access as it is and the proposed work will only make this worse.
Access	WhollyObject	Mill road bridge is an important access point to east Cambridge so every driver should be allowed to drive through it
Traffic	WhollyObject	I visit Mill Road often to do shopping, usually in the evening or Sunday to avoid the parking restrictions. With the bridge closure it's going to make driving harder, and I'll have to consider going elsewhere, or using online retailers instead.
Access	WhollyObject	I frequently visit Mill Rd to use the shops. I have bought bikes for friends on at least two occasions, kitchen goods, etc. Obviously I have used my car, as it isn't really practical to carry such things on a bus! Mill Rd, to me, is a vital through road and I simply wouldn't be shopping there should the proposed restrictions be imposed. The loss of trade to the businesses would be considerable, if others feel the same way.
Access	WhollyObject	This is a vital access route through the heart of the city.

		<p>1. **Convenience**: Closing a road could disrupt my daily commute, causing inconvenience and potentially longer travel times.</p> <p>2. **Access**: The road closure might limit access to important places such as workplaces, or essential services like grocery stores.</p> <p>3. **Business Impact**: closure could negatively affect operations, customer access, and revenue.</p> <p>4. **Alternative Routes**: suitable alternative routes, forcing longer detours or congesting nearby roads.</p>
Access	WhollyObject	5. **Community Concerns** : Road closures can impact the local community, affecting residents' daily routines, emergency response time.
Access	WhollyObject	To continue to access and support the local businesses who already have been struggling to survive in recent years, I strongly oppose the proposed very restricted use of the Bus Gate on Mill Road bridge to vehicular traffic as set out in this proposal.
Access	WhollyObject	More restrictions as we try to navigate the city. The old charm of this area with its cafe culture & individual shops will become inaccessible for so many of us who aren't able to walk far enough to enjoy the experience
Access	WhollyObject	I use this bridge to visit friends that live off mill road, and also use it to frequent the many shops and restaurants that are on Mill Road. If you cut off access, the very customers of the many shops and restaurants on Mill Road will no longer be able to easily access, and go elsewhere. This will mean that the very footfall that makes mill road so vibrant and unique will fall dramatically, with unintended consequences. Do not cut off access to this road.
Access	WhollyObject	I do not agree with this proposal. If you keep closing all the roads where the residents don't like vehicle access you will be unable to travel in or around the city. You keep closing roads and lanes creating more and more congestion and pollution. Closing whole lanes for bikes is ridiculous especially when they are not contributing to the cost of road maintenance. My husband is disabled and we need access to the city as the public transportation in and around Cambridge from our village is a disgrace.
Other	WhollyObject	<p>What a crazy idea to close such a vital route into the centre of the city.</p> <p>Closing the bridge would cause massive inconvenience for tradesman, businesses and the general public.</p> <p>I suggest you should build a foot/cycle bridge alongside the bridge as has been done on Coldhams lane bridge.</p>
Other	WhollyObject	<p>I objected to this closure on two counts. Firstly, this is a main route for people moving through and crossing the city. It is completely undemocratic to take a small "local" sample and apply this as a representative survey and then skew the percentages in the decision's favour without representatively canvassing the opinion of other regular users. Secondly, if you speak to the business owners, many of whom whose livelihoods are on the line, they can describe their experiences of the temporary closure of the bridge and the impact on their business and of course Covid too. You will find almost 100% have been noticeably impacted – affecting their businesses, their livelihoods, and their families.</p> <p>Their turnover and profitability will be real time – not hypothetical and in my opinion absolutely must be taken into consideration in any decision. This impact should not simply be paid lip service to or responded to with "its worked really well in towns abroad".</p>
Access	WhollyObject	I work for *** in a building at ***. I work in the community, often driving around the city & further afield to do home visits . Not being able to use the bridge adds journey time and makes getting out to the M11 & A10 much more time consuming for me as well as affecting families travelling to my office to see me for appointments.
Access	WhollyObject	<p>I have been visiting mill road for 20 years because it is one of the last easily accessible places in the city to drive/park/shop/go out. Cutting it off to traffic will stop the thousands of visitors using the local businesses weekly and drive even more of them out of business. Look at the big picture transport plan for Cambridge and deal with the causes of the issues. Stop closing and narrowing roads.</p> <p>Make a one way traffic system for the whole city that works. Come on, it's not difficult.</p>
Access	WhollyObject	Mill Road is a main access from the ring road into town and closure of the bridge would prevent this. If the idea is to create a 'shopping street' this won't work because of lack of easy parking. People are going to stop coming into town completely if you make it too difficult.
Access	WhollyObject	I believe that the Mill road bridge should be kept open to all traffic. My reasons are 1) traffic access to the city 2) Blocking Mil Rd would have a drastic impact on all commercial life both sides of the bridge
Access	WhollyObject	I need to commute to train station from Bottisham. The bus from Bottisham to train station takes an hour with 1 change, and only runs once in an hour. So driving is my only option. And I believe during office hours, the traffic to newmarket road will be horrendous if we close the mill road, so I am opposed to closing it.

Traffic	WhollyObject	As someone who crosses the bridge to access the station this is the least congested route for my journey and anyone else travelling in down Newmarket Road. To access the station by public transport would take me at least an hour and a half. For a large proportion of people driving to the station there will not be a sustainable alternative given that people either need to complete a journey in a day or have luggage that is unmanageable. So they will be forced to use other routes. Rather than reducing congestion and emissions closing the bridge will just move the problem to other roads so that it affects different people who will then have to manage higher levels of pollution for the sake of Mill Road residents. Until there are quick and reliable public transport options that mean people from both within and outside the city can access essential services such as the railway this type of scheme will only make the problem worse.
Access	WhollyObject	Crossing this bridge is vital in the route of many of the residents and commuters. It is also terribly important for all the businesses in Mill road. This project will be very negative
Access	WhollyObject	We need bridge open to access from one side to another using car.
Access	WhollyObject	I have to object to this access restriction to a vibrant and unique part of Cambridge as it will lead to the desertification of the area as businesses, shops, cafés and restaurants will eventually have to close due to lack of customers, especially those who come from other local areas in the city but who may not be able to walk or cycle there. I am older and have reduced mobility, if I cannot access the area then I will no longer be able to come here. I suspect this may well be the case for many people.
Access	WhollyObject	We have previously responded to object to this awful scheme. Mill Road is a major access road to and from the centre of Cambridge and the presence of many businesses lining it is no accident. They are there precisely as they are easily accessible by motorists, both as customers and also as deliverers and suppliers. The bridge must remain open.
Other	WhollyObject	This TRO proposes a significant reduction in the ability for residents of the city to be able to access various areas. The accident statistics do not support the proposal. Neither do the councils own air quality published data. With the legal move to greater EV use this will only improve over time. It should be noted that the motorcycles are set to become legally permitted to use bus lanes from guidance published in early 2024. The additional travel time carers to disabled people will be significantly disenfranchised by this proposal. Impacting their ability to deliver care and to those who they provide care for. Mill Road has been an important route in Cambridge since the 1860's, and remains so today. A dedicated cycle bridge was built across the railway some 150m away, but its use does not seem to be promoted. This proposal has partly been pushed based on a limited consultation now several years out of date. With the change in government many references government initiatives are also moot and pending update.
Access	WhollyObject	The closure of the bridge will reduce access of cars to mill road, and divert traffic to other roads. This will reduce the customer base for the business.
Access	WhollyObject	I think it's a terrible idea to close Mill Rd bridge to non-public transport traffic. This is like cutting arteries of a body. Businesses and everybody will suffer except small minority of people. It will put unfair load on other roads such as Coldham Lane and Hills Rd/Cherry Hinton Rd. It's a violation of people's right to free movement.
Access	WhollyObject	I think it's absolutely disgusting how the unelected GCP have ruined our city. The roads are a complete disgrace and are a hazard for anyone. We are a disabled family. Access for those with limited physical ability is getting more difficult and congestion worse because of your stupid road closures, your stupid traffic lights. Wasting tax payers money on dangerous Dutch roundabouts and dangerous floating bus stops. You need to resurface all roads, open up access, open the closed roads and remove the traffic lights from roundabouts. Mill road bridge must stay open. You need to be disbanded immediately
Access	WhollyObject	Restricts freedom of movement and creates traffic and congestion in other areas
Other	WhollyObject	I object to the closing of the bridge, although not disabled walking is difficult for me. I regularly shop on Mill Road, it would be a great loss of business to the businesses if the bridge was closed to original private vehicles.
Traffic	WhollyObject	I regularly visit my Aunt and Uncle who live off mill road. Closing the bridge Will mean driving a long way around to get to their house. Meaning I will be adding to congestion on the other roads surrounding cambridge. What absolute madness to make things worse in Cambridge and affect the local businesses already struggling.
Other	WhollyObject	I object to the bridge being closed as I do a lot of work around the Mill Road area & I visit my elderly parents & it makes it difficult getting there if it's shut
Access	WhollyObject	The roads around Cambridge are slowly being made inaccessible to users. I have two disable parents, I am limited in where I can take them and park. The council are making life very difficult.
Access	WhollyObject	I have family connections in *** and Romsey and this would seriously compromise my access to my vulnerable relatives.

Access	WhollyObject	<p>I totally refute the argument put forward by you. Categorically this road should remain open for access to cars.</p> <p>To close this road would cause long and expensive detours for anyone in north of city who needs to visit Brookfields.</p> <p>It will have a huge impact on the shops in the area.</p> <p>It is a road that has to be accessed if there are roads blocked by accidents.</p> <p>Closing it will cause rat runs impacting on local residents.</p> <p>Mill Road is a major arterial road into the city and needs to remain open to cars. Closing it will cause more congestion on other roads.</p> <p>Figures council using are from a minority of carefully selected individuals many with their own agenda. Majority want it to remain open.</p> <p>If you want this to be fair really advertise this to the whole of the county and use a totally unbiased agency to collate results and ask more relevant questions such as what type of transport do you use.</p> <p>You need to be totally transparent with this and not hide behind closed doors.</p>
Other	WhollyObject	I use the bridge to travel to my work
Access	WhollyObject	<p>I live and work in Cambridge. It makes absolutely no sense to close down a perfectly good road that is useful for getting from one end of the city to the other, or from one end of Mill Road to the other.</p> <p>If the unwanted closure does go ahead, then motorcycles should be allowed through and not discriminated against.</p>
Access	WhollyObject	I believe that not only will the proposal make access to visiting friends, family & relatives more difficult but that it will have a detrimental effect to local businesses. Also the alternative route to get to Brooks Road end of Mill Road (via Coldhams Lane) will become even more congested than it already is putting immense pressure on local traffic!
Traffic	WhollyObject	This proposal is asinine. It will ruin commuting in Cambridge. It will add to the overall embarrassment of the road conditions in Cambridge. It's almost 3rd World sidewalks and road quality.
Traffic	WhollyObject	I strongly disagree with the proposed TRO put forward by a non-elected group of people without the support of the majority of people living in Cambridge and the surrounding villages. I will soon be *** years old and need my car to travel. The proposed TRO encroaches my freedom of movement.
Access	WhollyObject	I wholly object to this proposal as I use this route to regularly go to the train station by car and the alternative roads are big detours. There is no direct public transport from where I live to the train station and it's unrealistic to assume that people are able to cycle. This needs to be reconsidered and CGP need to understand that motorists have rights too.
Access, Environmental	WhollyObject	I appreciate the village charm of Mill Road and can understand why residents would prefer not to have traffic to Cambridge Station driving through it. However if you live to the north-east of the city, Mill Road and then the narrow left turn at the bottom of the Mill Rd bridge is the most direct route to the station. I cannot see that the much longer drive around, either by East Road or by Cherry Hinton Road, provides any environmental advantage for the city. Could we not have alternative access, with a lay-by, footbridge and lifts, from the back of the station? I have tried the cycle bridge, but it is too long, and in summer too hot, for anyone carrying a suitcase.
Access	WhollyObject	I need access for work
Access	WhollyObject	I use that bridge every day to get to school and having a bus gate on it will make me late to school and the council values our education
Traffic	WhollyObject	I believe that no change should be made, as this part is key for entering Cambridge for business/shopping/other activities.
Access	WhollyObject	I have to drive to Cambridge for work, I'm a *** at Cambridge station and need to be at work before the first trains and buses are running, how will I get to work if you keep closing Mill road and other main access routes?
Access	WhollyObject	Employee of the Railway so need 24hr access to the Station to ensure reliable train services
Traffic	WhollyObject	I commute to work daily using this route
Traffic	WhollyObject	Cambridge businesses are bringing in thousands of new workers each year, and it is unreasonable and unrealistic to expect us to ride our bikes or use public transportation to get to work, do the school runs when trains and busses are unable to keep up, and go into central Cambridge. Already the routes into and around Cambridge are at a breaking point. By removing access into Cambridge via Mill Road, you will be adding an additional 20+ minutes to every journey. Cambridge claims to be environmentally conscious, but 20+ minutes of additional driving time for thousands of cars a day is most certainly not ecologically conscious.
Access	WhollyObject	I grew up in the Queen Edith's area and my mother in her *** still lives there. There are few accessible routes into and out of Cambridge that allow me to drive her in and out of town for a short period of time. Closure of Mill Road would be detrimental to the well being of older and less able residents like my mother.
Traffic	WhollyObject	I disagree with this proposal as would affect me when I want to come to Cambridge to visit my son who lives near Mill Road. This change would bring more traffic elsewhere
Access	WhollyObject	I'm originally from Cambridge and all of my family are based here, so I visit often. When the road has been closed in the past, congestion around the rest of the city clearly increases, which makes access difficult. I find that without being able to cross from one end of town to the centre, places such as Barnwell Road, Newmarket Road, Hills Road and Regent Street build up rapidly. This therefore has an impact on the junctions out of the city, so not only will inhibit travel within Cambridge, but also in and out of Cambridge.

Financial	WhollyObject	I reject the proposal as this will cause me stress getting to and from work.
Access	WhollyObject	Please stop making commuting difficult for people who use the road not for fun but out of necessity
Access	WhollyObject	Main route to get to my daughters who lives in ***
Access	WhollyObject	This denies right of way if you live outside Cambridge this is a vital route
Traffic	WhollyObject	I have lived in Cambridge and know that this bridge has always been a great help in driving through the area of Mill Road and it's tributaries. It's appalling that this masterpiece is being closed permanently and I strongly object
Access	WhollyObject	<p>*** Closing the bridge limits my route into work, and avoiding the traffic in the city. Which is manufactured by all the roads you and the GCP insist on closing or limiting use of. I already leave plenty of time to get to work, in case of hold ups. But, taking the option of a route to the station away makes it more difficult to plan.</p> <p>The constant poor road management, by the council, the GCP and *** is pushing people out of the city. The recent modification to Milton Road is a diabolical waste of money. The roundabout with dozens of traffic lights on is lethal. As ***, the floating bus stops are dangerous to pedestrians.</p> <p>Mill road bridge is important to many people, I know you think it'll improve the road. It won't, businesses will suffer, delivering down there will be difficult, and dangerous. Trucks will be unable to drop off goods and drive out. Instead, they'll have to turn around. Won't be too long before a cyclist is run over, darting behind a truck reversing into a side street.</p>
Access	WhollyObject	<p>I would be against this bus gate as a commuter to a business based on ***.</p> <p>The closure of the bridge would cause me to have to drive either a longer way around or via residential streets. As i'm sure I would not bethe only person that this would effect I would expect a lot more traffic on either Coldhams Lane and Brooks Road, or the residentai streets of Cromwell Road, Catherine Street and Sedgewick Steet. These roads despite some of them already being one way to cars are crowded and busy due to street parking.</p> <p>Alongside these concerns I also have concerns as the manager of a local business on ***. Currently we have many customers who visit us from all over Cambridge and the local area. We are still asked weekly whether the bridge is open from people who have been avoiding the area. As a buisness that trades on great customer service rather than being cheap, it is always a concern to us that customers are able to purchase some of our stock items from larger national chains. Currently we are fortunate that people are happy to drive to us, knowing that we have the knowledge to help them out. However in previous times when the bridge has been closed for railway works or through Covid, we were told by customers that the extra mileage and traffic to get to us had put them off visiting.</p> <p>I fully understand concerns that the bridge dangerous for cyclists and pedestrians, and as somoene who has cycled over the bridge regularly and currently drives over it daily I belive the issue is with users and the design on the bridge. It has a very steep peak, and therefore makes it impossible to what is coming from the otherside. Both cyclists and drivers regualry overtake near the blind spot at the top of the bridge. A possible solution may be to implement a one way traffic light system on the bridge to improve safety.</p>
Traffic	WhollyObject	Would make commuting to my work in Addenbrooke's daily so much more difficult. It's impossible to use public transport due to shift times
Traffic	WhollyObject	My son and his family live *** beyond the bridge and I visit them frequently. My mobility is not what it was and any restriction on my access by a powered vehicle infringes my freedoms and social life.

	WhollyObject	<p>To whom it May Concern,</p> <p>I am writing to express the legal reasons against the implementation of a bus gate on Mill Road, Cambridge. Blocking Mill Road with a bus gate could potentially violate several legal principles and regulations, which are outlined below:</p> <p>Right of Access: Blocking Mill Road with a bus gate may infringe upon the public's right of access to a public highway. According to the Highways Act 1980, the public has the right to pass and repass along a public highway without obstruction. Implementing a bus gate could be seen as an obstruction, thereby violating this right.</p> <p>Impact on Local Businesses: The implementation of a bus gate could have a detrimental impact on local businesses by restricting access for customers, suppliers, and delivery vehicles. This could lead to potential legal challenges from business owners who may argue that their right to conduct business is being unlawfully impeded.</p> <p>Equality Act 2010: The implementation of a bus gate could disproportionately affect individuals with disabilities, who may rely on private vehicles for transportation. This could be seen as a violation of the Equality Act 2010, which requires public authorities to consider the impact of their decisions on individuals with protected characteristics.</p> <p>Environmental Concerns: Blocking Mill Road with a bus gate could lead to increased traffic congestion on alternative routes, resulting in higher emissions and environmental pollution. This could undermine efforts to reduce the carbon footprint and improve air quality in the area. Additionally, the disruption caused by the bus gate could negatively impact the local ecosystem and wildlife, further exacerbating environmental concerns.</p> <p>Potential Economic Impact: The implementation of a bus gate on Mill Road could have significant economic repercussions. Local businesses might experience a decline in foot traffic, leading to reduced sales and potential closures. The restricted access could also deter new businesses from setting up in the area, stifling economic growth and development. Furthermore, property values in the vicinity could decrease due to the perceived inconvenience and reduced accessibility, impacting the overall economic health of the community.</p> <p>In addition, in your document statement of reasons you mention: "Mill Road suffers from high levels of through traffic, which combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, and an unpleasant environment. Air pollution and a poor road safety record are directly related to these issues." Your "facts" are vague . The root cause of the traffic is down to poor implementation of traffic regulations like parking on pavement by local businesses and failure of the local law enforcement teams issuing fixed penalty charge notices to offenders. If Mill Road had double red lines and cameras to enforce the red route, then traffic would flow more freely.</p> <p>In light of these legal, environmental, and economic considerations, it is recommended that alternative measures be explored to address traffic and congestion issues on Mill Road without resorting to the implementation of a bus gate.</p> <p>Sincerely,</p>
	WhollyObject	<p>Good Morning</p> <p>I am writing in to object to the closing (or gate) of Mill Road Bridge.</p> <p>This is a main road getting from one side to the other side of town.</p> <p>By closing it, will force the traffic onto other roads, adding extra time to journeys and causing additional back log of traffic, which is now sometimes horrendous, when road works are in operation and not forgetting all the side roads that have been closed off to traffic .</p> <p>In my opinion local businesses will suffer as people will not want to make a detour.</p> <p>Just leave the bridge as it is OPEN FOR ALL.</p> <p>Yours sincerely</p> <p>***</p>

	WhollyObject	<p>I use the Mill Road Bridge regularly to visit my daughter and object to its closure.</p> <p>***</p>
	WhollyObject	<p>We live at *** Cambridge and have *** disabled relatives that live over the bridge. It is already hard enough to support them and we are older ourselves. If you close the bridge and we have to drive the long way round it becomes even harder to support them, and more fumes and more expense as we often have to take a taxi. Please Please don't closed the bridge. ***</p>
	WhollyObject	<p>We live in Great Shelford and Mill road closure would impact our daily lives as our children have activities around Mill road as well as nursery. I myself need to then go to work and one of the main routes into town is via Mill road bridge. This also gives us the opportunity to frequently shop at the mill road shops or have dinner at one of the outlets.</p> <p>When one road in closed the entire traffic systems falls apart. We saw cars queuing on Cambridge road in Great Shelford when Cherry Hill ton road was closed or when temporary traffic lights were on Coldham's lane!</p> <p>Closing motorised traffic on Mill road has Knick on effects all the way to Great Shelford and beyond as there are only a few routes into the historic town centre.</p> <p>Having lived off Mill road (***) for 12 years previously and walked and cycled into the centre, I never saw the need for the bridge to be closed to cars, almost all drivers were considerate to bikes, I always cycled over the bridge, sometimes using the alternative cycle bridge over the station. There's no need to close the bridge, it would segregate vast parts of the city and this would have a negative impact on people living and working within Cambridgeshire.</p> <p>Regards, ***</p>
Traffic	PartlyObject	<p>I'm concerned that the restrictions may not increase safety for cyclists. The temporary measures introduced during Covid greatly increased the risk to cyclists as motorists, especially bus drivers, gave no consideration for cyclists.</p>
Safety,Traffic,Environmental	PartlyObject	<p>I note that the current proposal includes the dangerous build-out on the south side of the bridge, mentioned in bullet point iii on page 2 of PR 1058 Statement of Reasons, even though this is deceptively not clearly marked on the map. Mill Road bridge is steep and only has sufficient width for one lane of traffic in each direction, with inadequate space for any motor vehicle to overtake another while remaining in the correct lane, northbound or southbound. Any substantial build-out (such as the one that was in place last time) forces southbound buses and other vehicles to intrude into the single northbound lane in order to avoid the build out, potentially endangering cyclists already using that single northbound carriageway as intended. The width of the carriageway is not sufficient to ensure that this intrusion of southbound motor vehicles into the northbound carriageway also provides the 1.5 metre clearance required by Rule 163 of the Highway Code when overtaking or passing any cyclists correctly using the northbound lane. As such, any build-out which forces motor vehicles to intrude into the opposite lane should be deemed unlawful and must be opposed by anyone who is concerned with public safety. Mill Road has steep approaches on both sides and there is not sufficient time for any vulnerable cyclists to dismount onto the pavement when a bus or taxi suddenly appears at the top of the bridge and is about to swerve into their path.</p>
Safety,Traffic	PartlyObject	<p>I cross Mill Road Bridge and cross the road as a pedestrian every day. While the road can be busy, given the number of exemptions I don't believe that a bus gate would resolve the safety/amenity problems highlighted. A large proportion of vehicles I encounter at peak morning/evening times appear to be taxis/PHVs, buses, and cyclists. Although Mill Road can be busy, it's no worse than any other road of its type and character. I would dispute the idea it's an unpleasant place to be. Indeed, unlike other similar roads I've regularly used in other cities, the pavements are relatively wide so it's only when trying to cross the road that I have any issues. An additional pedestrian crossing in closer proximity to the bridge, or the proposed build out to slow traffic, would seem a much more targeted and relevant response to road safety issues in this area. This would especially be the case if it makes it easier for cyclists and pedestrians to cross at the Devonshire Road/Kingston Street junction, where cyclists often stack up waiting to cross. There are already a number of more appropriately located one way systems and fire gates in the surrounding residential streets to prevent rat running and a limited number of railway bridges.</p>
Safety,Traffic,Environmental,Disturbance,Parking	PartlySupport	<p>I am broadly in favour of a bus gate but I am concerned that reduced normal traffic means that delivery drivers and taxis will now drive extremely recklessly over the bridge and make it much more dangerous. I have a long standing dislike of the dangerous and careless driving of taxis anyway and am also very unhappy that they could use bus lanes. Surely a taxi is a private car, it just happens that someone has hired it rather than owns it? I don't understand why they get special treatment when it's no different to me giving a friend a lift. Anyway, pedestrians will assume the bridge is safe and be less careful. Delivery scooters and taxis will take the opportunity to really floor it and I expect some dramatic accidents.</p>

Traffic	WhollyObject	I strongly object to this proposal on multiple grounds (traffic, safety, access, pollution and environmental). The proposal does not take into account the bigger picture and if all the council's traffic calming proposals continue to go ahead the city will become a hideous gridlocked no go zone except for those rich enough to be able to afford to live in it.
Parking,Traffic,Safety,Access,Financial,Environmental	WhollyObject	<p>As a local resident, I would like to strongly argue against the proposed closure of Mill Road Bridge.</p> <p>Not so long ago, a huge amount of government funds were spent on updating and strengthening the bridge, it seems a complete waste of money to now close this vital artery in and out of the city.</p> <p>Most importantly, when the bridge was last closed, there was no improvement on the blight of cars parking on pavements and making life difficult for those in wheelchairs or partially sighted. Cars will still be able to drive from Brookside up to the bridge and park on any pavement and similarly from Parkside to the bridge.</p> <p>Traffic will simply divert to Coldhams Lane and Hills Road making an already overloaded system strain even more, this seems absurd and unfair on residents of those areas.</p>
	WhollyObject	<p>Dear whoever</p> <p>I would like to wholeheartedly object to the closure of Mill Road Bridge to ordinary traffic. As many people say it is not needed and it is not wanted. Anyone who actually lives here and uses Mill Road daily, by bike, on foot, or by car will have noticed that there is far less traffic than prior to Covid and that such traffic as remains is more respectful of other road users. Some people argue that Mill Road would be safer with the bridge closed but this is not true as all the unsafe elements of traffic (the buses, the taxis, the electric scooters, the delivery vans, the pavement parking, the bicycles without lights and the bikes jumping traffic lights) will still be there but without the moderation of ordinary traffic which keeps their worst habits in check.</p> <p>I have lived off Mill Road for nearly *** years and its busyness is one of its main attractions. Closing the bridge will damage community cohesion as well as threatening the viability of many businesses.</p> <p>Personally for me, closing the bridge will damage my quality of life and increase my social isolation. I mostly cycle and walk over the bridge but I am in my *** now and shall not be able to ride a bike for ever. I do have a car which I use when absolutely necessary and most every journey I take is over the bridge, either to ferry stuff to and from my Romsey *** or to transport my grandchildren who live and attend school in Romsey. I live in one of the *** streets to the north of Mill Road so Mill Road is my only option. Ironically if the bridge is closed I have to drive further along Mill Road than before, but in completely the wrong direction, or make a 2-mile detour via Hills Road (and add to existing congestion elsewhere whichever route I have to take). No provision has been made for local residents to drive over the bridge (this could be easily implemented as the County Council already has our car registration details for residents' parking schemes). How can closing the bridge reduce pollution if every journey I take in my car is suddenly 5 times as far and takes 10 times as long? And closing the bridge will divide my family and make it extremely difficult to pick my grandchildren up from school on the days when their parents both work.</p> <p>I attended a 5 hour long Zoom consultation a few years ago and the overwhelming impression was that people wanted existing regulations enforced and more investment in the local environment rather than closing the bridge. Meanwhile nothing has been done to take simple steps to improve street furniture or even deter pavement parking. It is my understanding that little or no attempt has been made to carry out impact assessments. No proposals have been made for alternative schemes yet I have seen nothing that justifies closing the bridge 24/7.</p> <p>In short, I object in all categories.</p> <p>Yours faithfully</p> <p>***</p>

		<p>From: ***</p> <p>I have lived in *** since *** and have observed changes on Mill Road as a pedestrian, cyclist and car driver.</p> <p>I feel that any problems on Mill Road will only be made worse by closure of the bridge. My husband's *** for his business is in ***. A couple of hundred meter trip would be replaced by a 3 mile one.</p> <p>Hardly helping fossil fuel reduction, congestion and air pollution. I have noticed the following:</p> <p>Pavement parking.</p> <p>Cars not keeping to 20mph speed limit.</p> <p>Road rage - my husband (aged ***) was punched to the ground from his bike and beaten up (resulting in concussion) by an aggressive 4B4 driver in Devonshire Road for insisting he slow down and give our bikes room. Not all of us cyclists have got the nerve to stand up to them.</p> <p>Rat running down Tenison and Devonshire roads. This would only get worse if the bridge were closed.</p> <p>Drivers ignoring rights of pedestrians crossing the Tenison /Mill Road junction.</p> <p>White lines and 20mph signs worn out so drivers ignore them.</p> <p>Junction into Ironworks not marked and dangerous for pedestrians</p>
	WhollyObject	

		<p>I would like to object to the closure of Mill Road Bridge. I have several reasons for my objection, as detailed below.</p> <p>Reduction in traffic on Mill Road</p> <p>There has already been a considerable reduction in the number of vehicles driving cars and other vehicles down Mill Road*, using it to reach the ring road. This has happened over the past couple of years. This can be partly attributed to an increase in home working and also to the introduction of residents' parking. However the opening of the Cambridge North Railway Station has had a major impact on this too – with many drivers taking the train from there rather than driving down Mill Road to reach Cambridge station. When Cambridge South Station opens next year, it is likely that this will cause a further drop in numbers of vehicles using Mill Road.</p> <p>*Cyclist friends, who use Mill Road regularly but live outside of Cambridge, have commented to me on how much the traffic has reduced down Mill Road. As a result of this they also believe the bridge closure to be unnecessary.</p> <p>Pavement Parking</p> <p>When the bridge was closed during Covid, the parking on Mill Road increased hugely. Cars were parked both (i) completely on the road, reducing the road width to one lane, and (ii) partly on the pavement and partially on the road – causing damage to the pavements as well as blocking both the road and the pavement. There was no policing to stop this happening. Mill Road was becoming a parking lot. To an extent this parking is still happening. If the bridge is closed, it is likely that this will increase again, making it difficult for all Mill Road users (pedestrians, cyclists and drivers).</p> <p>Lorries and other large vehicles: Maneuvering and Safety</p> <p>Most of the commercial premises on Mill Road need to have deliveries made to them, often in quite large vehicles. Also any building works (commercial or residential) are likely to require large vehicles (eg delivery of scaffolding, etc). At present these vehicles can deliver on Mill Road and then drive straight down the road without having to maneuver. If the bridge is closed, these vehicles will have to do three point turns on Mill Road or reverse into the narrow side streets to change direction to leave Mill Road. They cannot easily use the side streets to change direction as these are narrow, with parking on both sides of the roads, traffic reduction schemes and there are complex one way systems designed to stop through traffic. The lorries would get stuck on many of the side streets.</p>
	WhollyObject	

Traffic, Parking, Access	WhollyObject	<p>I object to the bus gate for several reasons:</p> <p>1)</p> <p>The council's statement of reason states: "Mill Road suffers from high levels of through traffic, which combined with local traffic and the high number of pedestrians and cyclists, causes significant congestion, particularly at peak times, and an unpleasant environment" This is very subjective, with no evidence to back this up. Where is the data showing the congestion? Is this an issue 24 hours or only during peak times, i.e. 8-10am and 4-6pm? There has not been a recent study of the movement of traffic. Covid has dramatically changed the ways of working, with more people working remotely. I have lived on *** for 10 years, working in Addenbrookes, I have noticed that post-Covid Mill Road is much quieter than pre-Covid times. Thus measuring the types of movement across the bridge would help inform on the issues with the bridge. The claims of the 'horrendous' traffic don't seem to be as dramatic as pre-Covid. Gathering this information would also be informative as to if/when there needs to be alterations to public transportation timetables. I have taken the Citi 2 to Addenbrookes, Mill road, and ergo the bridge is not an issue with the slowness of this bus. I have not seen any documentation stating of the traffic movement, or evidence/data from the council which means that as a resident it is difficult to see the value of the closure of the bridge.</p> <p>2) 24 hour bus gate - This makes no logical reason why a bus gate should be active for 24 hours, when the bus timetable does not run for this. Looking at the bus time table from ***. Between 10.30 pm and 6am there are no active buses. The streets are very quiet at this time, why not have a timed bus gate, between 7am and 7/8pm.</p> <p>3) Creating an unpleasant and unsafe environment as witnessed during the Bridge closure in 2020. The Romsey end of the Bridge turned into an illegal car park. I witnessed this time and time again during the bridge closure, and observed buses and cyclists have to take evasive action to avoid collisions. I attached an image I took mid-Aug 2020 when the bridge was closed as an example. As can be seen in this example several cars were parked illegally causing 1 lane on Mill Road to be congested with cyclists having to cycle on the wrong side of the road. I also observed at times, buses having to drive very cautiously down the road to avoid. This behaviour was observed on both sides of the road in the late evenings.</p>
Access	WhollyObject	<p>Mill Road is a vibrant main road providing access into the centre of town. Last time the road was closed for 'covid safety' reasons I noticed an increase in speeding traffic, often taxis, because the road was fairly clear. This was far more dangerous than heavier slower moving traffic. Because this road is such a vital access route closure will increase the traffic using side roads. This is a serious consequence which has safety implications. In addition Coldhams lane and Coleridge Road will see a large increase in through traffic. Both these roads are residential. Increased traffic will also have safety implications. Please do not turn Mill Road into a no through road.</p>

Safety	WhollyObject	<p>I strongly object to the proposed TRO for Mill Road bridge on so many levels including.</p> <p>As a resident of *** for over 30 years I have never felt unsafe cycling over the bridge & I cycle daily during 'rush' hour. There has been no data provided to substantiate that the bridge is unsafe for cyclists, or that it is an accident black spot. Any cyclist not wanting to use Mill Road bridge has the option of using the purpose built Carter cycle bridge.</p> <p>Delivery vans will need to turn around in narrow side streets, a practice far more dangerous to pedestrians and cyclists than proceeding over the bridge. There will be an increase in traffic along Devonshire Road and nearby roads as vehicles seek to access Hills Road or Coldham's Lane.</p> <p>Mill Road is an access route into the city centre and should be left as such. I don't feel safe at night due to antisocial behaviour of some individuals and poor street lighting so do use my car to access the Lion Yard car park at night.</p> <p>Low paid carers who don't get paid travel costs between clients will really suffer with extended journey times, this will also apply to community nurses.</p> <p>Closing the bridge will create longer journeys and push traffic elsewhere. It is most unfair to add traffic onto other roads especially with so few crossing points over the railway for cars. Why are Mill Road residents so special that cars must be banned?</p> <p>There will be a marked impact on businesses, especially in Romsey. The LTN in Vinery Road clearly demonstrates how the lack of through access is detrimental, with the Post Office on Vinery Road losing a considerable amount of custom since it was introduced. We have already lost a valuable store in Cutlacks which served customers both sides of the bridge. Where is the impact assessment for the TRO on local businesses? Businesses in Petersfield will be less negatively impacted as access from the city will remain the same, but as seen with the Mill Road Winter Fair fewer people venture over the bridge to Romsey.</p> <p>The TRO will negatively impact the unique character of Mill Road by in effect being split into two roads.</p> <p>This TRO should not be taken in independently of other proposed schemes around the city, an impact assessment of the combined schemes is a necessity. Also a previous survey to the last had a majority in favour of keeping the bridge open, it seems that surveys are repeated until there is fatigue by the respondents and a result that suits you is reached.</p> <p>I believe instead of throwing money at schemes such as this that it would be better to improve safety for all by:</p> <p>Maintaining the roads e.g. there are 2 pot holes in the cycle lane on Mowbray Road which are probably three inches deep and encroach a third of the way into the cycle lane from the kerb that urgently need fixing.</p> <p>Better lighting in side roads for pedestrians and better pavements.</p> <p>All the roundabouts have vegetation that is too high which impairs visibility, making them especially hard for cyclists to pull out on to. Low levels planting options would greatly improve safety at roundabouts (without the need for Dutch style ones).</p> <p>Footpaths suffer from overgrown weeds making it difficult for those with poor eyesight to traverse, often there are overhanging branches or briars that could cause serious damage to someone with impaired vision - spend money on ensuring footpaths are accessible for all.</p> <p>The Dutch near Addenbrooke's is a nightmare for cyclists and car drivers (who can't see the cyclists due to sharp corners and overgrown vegetation). As a cyclist I regularly have to urgently brake or risk being struck by a car or van. During the recent road works when the cycle lanes were suspended it was much safer to navigate. I think the pedestrian crossing points are a good idea, but the roundabout was much safer for cyclists before it became Dutch style, we take our lives in our hands daily here now.</p> <p>I don't believe any responses objecting to the Mill Road TRO will be taken into account, you have made your minds up that you'll impose this on us and although I feel I have to object I do feel I have completely wasted my time.</p>
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		<p>FROM:</p> <p>***</p> <p>To whom it may concern.</p> <p>I have lived in Cambridge for over 40 years and no longer own a car.</p> <p>However, I cycle everywhere and would hate to have the bridge close yet again.</p> <p>It felt far less safe going over the bridge when it was closed. I am now well over *** years old and would prefer the bridge to remain open.</p> <p>Traffic in Mill Road is always very careful and this would add to congestion in all the surrounding roads, making access increasingly difficult.</p> <p>Any accidents would completely shut down travel for a very long time, especially in the winter months.</p> <p>Yours sincerely</p>
	WhollyObject	<p>***</p>
Safety	WhollyObject	<p>The proposal unfortunately</p> <ul style="list-style-type: none"> a. does NOT identify the safety issue properly , and the solution does NOT viably improve overall safety as claimed; and b. does NOT take consideration of the necessary safe and direct traffic of road users, esp. groups related to elderly or needing accessibility support. <p>The true safety trouble makers / road blockers should be identified and tackled, even possible with with existing setup of rules and laws, such as inconsiderate huge truck delivery for shop stocks at peak hours / double yellow line illegal parking along Mill Road, that render traffic more dangerous that extends to the while Mill Road including the Bridge.</p> <p>In fact, this solution totally defeat the original purpose of having a bridge for bikes, cars and pedestrians as one of the safe direct route to center of city for the needed, and unfairly penalize users who rely on driving through the bridge for safe direct passage to center to city.</p> <p>Moreover the closure of Mill Road Bridge will inevitably worsen traffic to Hills Road to the west, and Coldhams Lane to the East, and ripple traffic problem further along A1307 and A1134, and therefore creating yet worsen traffic problem that leads to additioanl overall safety concerns of the city .</p>

Safety	WhollyObject	<p>Aimed at controlling the traffic safety which could be a valid concern for all, the proposal unfortunately</p> <p>a. does NOT identify the issue properly , and the solution does NOT viably improve overall safety as claimed; and</p> <p>b. does NOT take consideration of the necessary safe and direct traffic of road users, esp. by residents along Mill Road, and also groups related to elderly or needing accessibility support.</p> <p>The true safety trouble makers / road blockers should be identified and tackled, even possible with with existing setup of rules and laws, such as inconsiderate huge truck delivery for shop stocks at peak hours / double yellow line illegal parking along Mill Road, that render traffic more dangerous that extends to the while Mill Road including the Bridge.</p> <p>In fact, this solution totally defeat the original purpose of having a bridge for bikes, cars and pedestrians as one of the safe direct route to center of city for the needed, and unfairly penalize users, esp. Mill Road residents, who rely on driving through the bridge for safe direct passage to center to city.</p> <p>Moreover the closure of Mill Road Bridge will inevitably worsen traffic to Hills Road to the west, and Coldhams Lane to the East, and ripple traffic problem further along A1307 and A1134, and therefore creating yet worse traffic problem that leads to additioanl safety concerns of the city .</p>
Safety	WhollyObject	<p>The experimental bus gate made mill rd more dangerous for cyclists at the crest of the bridge where buses and inconsiderate taxi drivers changed lanes. It made surrounding roads more congested.</p> <p>Our family has ill health issues that don't qualify for a blue badge . This extends car journey. It will be a disaster for local small businesses</p>
Traffic	WhollyObject	<p>The scheme will cause an increase in vehicles stopping and turning at the bus gate- likely to conflict with vehicles and cycles descending from the bridge- detrimental to safety and liable to cause congestion, particularly since larger vehicles will need to "u-turn" due to limited width side roads. The exemption for taxis is unfair to those who have paid fixed costs for their vehicles and are unable to afford the much higher marginal costs of taxi-use on top of those fixed costs: taxis will contribute to congestion in the same way as private motor vehicles. The concession to blue-badge holders is not justified and liable to mis-use since the scheme provides no means of verifying that permitted vehicles are in fact being used by or for the blue-badge holder.</p>
Access	WhollyObject	<p>Unnecessary closing of bridge will not make mill road any better for the few bikes that use it ,the chaos it causes as cars/lorries try to turnaround before the bridge.</p>
Safety	WhollyObject	<p>When the bridge was closed Mi Road became less safe. The reduction in both traffic and footfall emptied the road. It also made the area much less easy to move around as a car owner woth significant detours to reach eg gp surgery. This increased pollution.</p>

Other	WhollyObject	<p>I strongly object to the proposed TRO regarding the Mill Road Bridge. I have selected 'other' in the drop down option above as there are many reasons for my objection.</p> <p>A Points on your purposes:</p> <p>1a Purpose 1 is not proven. "For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising". It needs evidence.</p> <p>1b No mention is made of the number of accidents that occur on the bridge that would have been prevented by the reduction in motor vehicle traffic.</p> <p>1c I did not feel any safer going over the bridge during the trial periods whether on foot or on a bicycle. Reduced traffic encourages cyclists and motorised bicycles to drive faster and more recklessly, which is terrifying for pedestrians, and buses go faster without much other traffic to slow them down which is also terrifying. Taxis do not always drive with care and attention these days.</p> <p>2 Purpose 2 is not as it says "For facilitating the passage on the road or other road for any class of traffic (including pedestrians)". It does not facilitate the passage of private vehicles nor is 'other road' explained. A large fine is an obstruction, not a facilitation.</p> <p>3a Purpose 3 is not proven, "For preserving or improving the amenities of the area through which the road runs". This statement needs evidence and the scope of the area needs definition. I see myself as living in the area in question and common sense tells me my amenities will not improve.</p> <p>3b I live just off Hills Road and use the streets between Glisson Road and Mill Road often, mostly on foot, sometimes on bicycle and only when necessary by car. Already in term time, especially during the winter months Hills Road is at near or actual grid lock between about 3.30 and 6.30 pm, sometimes longer before and after. Unless I am prepared to spend up to an hour getting home during the afternoon, I cannot move by car.</p> <p>3c If I walk in Hills Road the air is often so polluted it is hard to breathe. More traffic using side streets will cause more pollution there too. I walk a lot in the area.</p> <p>B Other points</p> <p>1 Increase of carbon emissions and consequent reduction in the achievement of national targets</p> <p>This bus gate would mean people having to make a long detour to get from one side of the bridge to an address the other side..</p> <p>2 Increased costs to tradesmen and businesses, negative effect on boosting the economy, a key plank of the new government's policy.</p> <p>The detours the bus gate would cause would increase the costs in terms of fuel and time of those who need to use the bridge, which would inevitably be passed on to local residents.</p> <p>Already it is very difficult to get tradesmen to work in Cambridge, the concentration of traffic in Hills Road, Lensfield Road and East Road, Perne Road and side roads will only make the situation worse.</p> <p>3 Social consequences</p> <p>Many of us help each other out, if we live one side of the bridge and are called by a friend to an emergency on the other side or are taking them to hospital or to visit a family we may not have time to make the long detour. Not everyone can afford to pay the fine which effectively is a charge for using the bridge.</p> <p>4 Vehicle turning</p> <p>Delivery and tradesmen's vehicles to businesses and homes on one or other side of the bridge could not do a three point turn to avoid the penalty charge by driving more safely over it.</p> <p>5 Access route over railway</p> <p>Mill Road is one of three access routes across town over the railway. If Hills Road is jammed with traffic due to roadworks, which it often is, there is would be no alternative route to spread out the jammed traffic.</p>
Disturbance	WhollyObject	How do you expect trucks to do a U-turn at the bottom of Argyle Street? Have you even asked the residents down there? Or are none of them members of ***.
Access	WhollyObject	Lived off Mill Road most of my life. Its a lovely area of thd city. Cycled over the bridge thousands of times. Never felt unsafe. How safe will it be if large delivery vans are made to turn round either end of the bridge. Utter madness
Access	WhollyObject	As someone that's been involved in road safety, training and driver risk assessor. This proposal will cause additional safety issues and congestion. I'm available to write a report if necessary.
Safety	WhollyObject	I think by closing this section it will just cause further issues on other roads. These will often be more residential streets as well. If this was part of a larger and clearer travel infrastructure plan then I would be open to it but the solution can't be to make one off whim decisions.

		<p>Dear Cambridgeshire County Council,</p> <p>I am writing to object in full to the proposed TRO regarding the Mill Road Bridge. I live in Romsey, *** from Mill Road, and I use the bridge often.</p> <p>First, let me express my objections to your stated purposes:</p> <p>Purpose 1 is not proven. "For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising" needs evidence. How many accidents occur on the bridge that would have been prevented by the reduction in motor vehicle traffic? And what about other types of safety concerns? I have read accounts of women feeling unsafe when walking across the bridge at night during previous closures, saying that the lack of passing road traffic caused them to feel more vulnerable to attack from other pedestrians; and one of those women even said that another pedestrian seemed about to approach her.</p> <p>Purpose 2 is false and misleading. "For facilitating the passage on the road or other road for any class of traffic (including pedestrians)" is not credible on the face of it, as the TRO is clearly not for facilitating the passage of private vehicles. By no conceivable stretch of the imagination does a £70 fine constitute facilitation.</p> <p>Purpose 3 is not proven, "For preserving or improving the amenities of the area through which the road runs" needs evidence. I can't speak for the Petersfield side, but I absolutely disagree that it would improve the amenities on the Romsey side (where I live). The two times when the bridge has been closed in recent years (in 2019 and 2020), the amenities in Romsey were not improved in any way; and the place felt dead. Some proponents of the TRO talk about how pleasant it was to sit on the pavements and have a coffee or a meal without being disturbed by passing traffic, and I grant that that might be justifiable. HOWEVER, we who live here do not need more cafes; we have plenty of those already. We need shops. And isn't preserving amenities a City Council responsibility anyway? What on Earth are you doing claiming this reimit? (If you really wanted to preserve the amenities, you would have objected to the City Council's approval of the new MRI centre in the former Tesco Express location.)</p> <p>Now I'd like to offer some comments about four of the specific proposals:</p> <p>ii. Bus Gate signage in the enforcement area and wider area — Where and what, exactly? Please be specific. The current signs for "no right turn" into Devonshire Road are highly inadequate, and we would not want a far larger impediment such as the bus gate to be similarly easily overlooked.</p> <p>iii. Install a build out on the south side of the bridge to slow vehicles coming from the bridge — Where, exactly? What does this mean? This needs more detail.</p> <p>v. Adjust cycle parking on Argyle Street to increase carriageway width — Where, exactly?</p> <p>vi. Install ANPR cameras to enforce any restriction under the TRO. — Why not use them to enforce the speed limit instead? I was once in a taxi that was going 35mph over the bridge, and I'm positive that that was not an isolated incident.</p> <p>A bus gate would not just be inconvenient for drivers of private vehicles; it would seriously impede business and would, in my opinion, seriously damage the character of the Mill Road community. It would make it more difficult to find tradespeople and contractors to work on our homes, and it would make it more difficult and expensive for them to do the work even when we can find them. (I can attest personally to the latter difficulty, as I was renovating my home during the closure of 2020.) It would make it more difficult to receive deliveries of goods and services. It would negatively affect carers and others who have clients on both sides of the bridge and have tight schedules for getting from one to another.</p>
	WhollyObject	

		<p>Turning to the Statement of Reasons section of the Order, three reasons are listed and they are as follows:</p> <ol style="list-style-type: none"> 1. 'For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.' 2. 'For facilitating the passage on the road or other road for any class of traffic (including pedestrians).' 3. 'For preserving or improving the amenities of the area through which the road runs.' <p>With regards to the first reason given:</p> <p>'...avoiding danger to persons or other traffic using the road or any road...'</p> <p>Mixed access (vehicular, pedestrian, horseback, bicycle etc.) across the current incarnation of the Mill Road Bridge has been possible since the day that it was opened (which was in 1980 or thereabouts). Previous incarnations of the bridge also provided mixed access. No specific danger had previously been identified that necessitated the closure of the bridge to motor vehicles in all of that time. The notion that there now exists a specific 'danger' associated with motor vehicles using the bridge or the road in general appeared at first glance to be a spurious argument. Indeed, when I examined the available 2005-2017 accidents data (Department for Transport and Police data) on a per-meter of road basis (a recognised approach that is used to account for obvious road length differences that would otherwise skew the data), and then cross-referenced that data with available motor traffic data, it is not a statistical outlier in terms of safety. As a regular user of the bridge for many years, I can anecdotally attest that it is used safely by many motorists, cyclists and pedestrians on a daily basis and those observations are what the (publicly available) data confirms. On that basis, I wholeheartedly refute the casual suggestion that there is an anomalous danger associated with motor vehicles using that particular stretch of road – a logical interpretation of available data simply does not support a suggestion of that nature; the 'danger' suggestion is irrational with no basis in fact.</p> <p>Further, on the subject of 'danger to persons or other traffic,' it is a known fact, wholly substantiated by statistical evidence e.g. insurance claims, fatalities data etc., that some of the most dangerous traffic conditions arise when vehicles are manoeuvring. By placing a modal filter on the Bridge (which is actually located on a main arterial route into the heart of the City, so let us not lose sight of that), it may reasonably be expected to result in increased levels of manoeuvring at either end of the bridge due to unsuspecting vehicles (many of which may originate in other UK towns and cities or abroad, given the relative proximity of Cambridge to Felixstowe/Harwich out of town) being forced into manoeuvring in order to abide by the filter. Some of those vehicles may be large, which further increases the hazard. Those hazardous conditions bring about the exact opposite of what you state that you are trying to achieve: avoiding danger. Do please note that the last time a modal filter was in place on the Bridge (via an ETRO in relation to social distancing for pedestrians), those precise conditions (manoeuvring vehicles at either end of the bridge) did arise and I witnessed several hazardous conditions arising specifically due to the presence of the modal filter. Public records corroborate my observations: I note that the local police recorded (27/07/20 at 09:38) an incident on the corner of Sedgwick Street and Mill Road involving a collision between a lorry that was reversing in order to avoid the modal filter, and an emerging car – the car became trapped under the lorry. Friday 31/07/20 saw another incident – a reversing lorry in collision with bollards on corner of Mill Road and Tenison Road, again manoeuvring in order to avoid the modal filter. The proposal to route traffic via Argyle Street is a poor solution: for long vehicles, the turn into Stockwell Street is either very tight or simply impossible and the vehicle will be forced to reverse all the way back up Argyle Street (without a guide) which is even more dangerous. Further complicating matters, is the presence of the existing bike gate at the junction of Argyle Street and Stockwell Street, with the bike gate itself being located on a blind bend leading to the cycle bridge on Charles Street – cyclists can appear behind or in front of a very large manoeuvring vehicle with almost no warning. Your proposal is mind numbingly dangerous. For the avoidance of any doubt: there is no need to guess about the potential danger of this situation, the ETRO clearly showed those very</p>
	WhollyObject	

		<p>***</p> <p>To: Policy and Regulations 13 September 2024 Cambridgeshire County Council</p> <p>From: ***</p> <p>TRO: Mill Road Bus Gate Order 20</p> <p>*** (***) objects to the TRO in its currently proposed form. We want urgent action on improving the safety of Mill Road for people walking and cycling, and enhancing its attractiveness as a destination. However, we are unpersuaded that a bus gate on Mill Road bridge will achieve this, especially for the part of Mill Road in Petersfield (west of the bridge).</p> <p>TRO Statement of Reasons</p> <p>The TRO will not deliver the objectives set out in the Statement of Reasons:</p> <p>For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</p> <p>The Council has presented no data to evidence this first aim. Having less traffic on the Mill Road is likely to mean more instances of speeding. Speeding traffic is a greater danger to people walking and cycling than the volume of traffic. There will still be a large number of taxis travelling along Mill Road and over the bridge. There will still be a significant volume of through-traffic on the Petersfield part of Mill Road and Tenison Road, since this is a main route between the station and East Road. It is probable that traffic, in particular taxis, already use South Petersfield roads as a 'rat run' between Hills Road and East Road, avoiding traffic lights on Hills Road, the Catholic Church junction and Gonville Place. It is therefore unclear how much safer roads in South Petersfield will become, if at all.</p> <p>For facilitating the passage on the road or other road for any class of traffic (including pedestrians)</p> <p>It is self-evident that a bus gate on the bridge will not achieve this second aim for motor vehicles that are not permitted to travel over the bridge. Even if we accept that the aim was incorrectly stated, there is also unclear how a bus gate on the bridge will facilitate the passage of pedestrians along Mill Road and adjoining roads.</p> <p>For preserving or improving the amenities of the area through which the road runs.</p> <p>Nothing about the bus gate improves the amenities of the area. On the contrary, some traders on Mill Road have stated that their costs of doing business will increase significantly, potentially threatening their viability. The Council has presented no counterevidence, nor has it engaged with Mill Road traders to assist them in adapting to the proposed changes.</p> <p>The report to the Highways & Transport Committee on 7 March 2023 stated (emphasis added):</p> <p>2.8 Funding is being sought for work to develop and implement public realm improvements on Mill Road. This work would initially consider what changes might be made to improve the environment for those who live on and around Mill Road and for those that visit to access shops and services, and to support those shops and services on Mill Road. Possible measures to be investigated could include (but are not exclusive to):</p> <ul style="list-style-type: none"> •Measures to declutter areas, for example by widening pavements or relocating street furniture, allowing for more space to be given to pedestrian and amenity use. •Renewal of street furniture and pavement surfacing. •Work with businesses on Mill Road to consider whether their servicing needs can be better addressed, and reduce conflict of servicing activities with other users of Mill Road. •A more comprehensive consideration of how space on the bridge is used with the bus gate in place; by buses, permitted vehicle users, pedestrians and cyclists. <p>2.9 This work would be undertaken in discussion with the local community and local stakeholders. Timescales depend on the availability of funding, but it is anticipated that scoping, design and engagement / consultation could be undertaken in 2023/24.</p> <p>To our knowledge, there has been no engagement with local residents or businesses on any of these measures. No designs have been shared publicly. Yet, it is these measures which have the potential to achieve, for the most part, the aims stated for the TRO.</p>
Safety	WhollySupport	<p>I think that this is a massively important decision and fully support it. My only real comments are that from a safety point of view I do not think that it goes far enough. I believe that the road should be made one way or that there should also be a set of traffic lights on either end of the bridge and that the traffic should be directed down the middle or to one side of the bridge, allowing the rest for cyclists. This will create a wonderful environment on the bridge; increase separation of traffic and cyclists; and would further discourage traffic travelling over the bridge. I appreciate that this can only be done after a usage survey as the lights themselves might cause idling traffic.</p> <p>If this is not possible can enforcement cameras be placed on the bridge itself as the speed of cars passing cyclists is causing real problems. Cars do not adhere to the road markings and often break the solid white line to overtake cyclists endangering all road users but particularly the most vulnerable.</p> <p>Best, ***</p>

Traffic	WhollyObject	<p>I object to this proposal due to the lack of infrastructure elsewhere to support the traffic that would otherwise go through Mill Road. As a result of this closure, now that we are no longer in a pandemic with many WFH, it means that you are likely to overflow the other main roads into town, including Hills Road (which is already very busy and disastrously full of potholes). Please help smoothen the flow of traffic, not just add blockers.</p>
Traffic	WhollyObject	<p>The only aspect of this proposal I support is the idea that we need improved cyclist and pedestrian crossings over the railroad tracks. However, I very strongly oppose an approach that involves further restricting the already dramatically insufficient crossings for vehicular traffic. Closing the bridge to private vehicles while leaving it open to buses and emergency vehicles will continue to put pedestrians at risk as they will still be in close quarters with vehicles on the bridge. The situation will get very slightly better for pedestrians and cyclists while making the situation much much worse for drivers. I demand that the local government suspend its war on drivers and find ways to make the road network better for all risk users (including pedestrians, cyclists, pubic transport, and private drivers). Private drivers are investing in emission free electric vehicles and the argument around air quality is rapidly disappearing. Many of us live in Cambridge but commute via vehicle to workplaces that are not reasonably accessible by public transport and are too far to cycle daily. I actually do support improving both public transport and cycling infrastructure but we can and should do this by additional investment - for example by building additional bridges over the rail line - and not by taking away infrastructure that is heavily used.</p> <p>It also seems nonsensical to close Mill Road bridge to cars in the interest of giving it over to cyclists and pedestrians when there is already a fully dedicated pedestrian and cycle bridge only one bridge over, and that bridge never seems to be close to capacity.</p> <p>If having better pedestrian and cycle access to the local Mill Road area is the main goal here, then close the current bridge to pedestrians and cyclists and build a new pedestrian and cyclist only bridge right next to it (i.e. to the north). While you are at it, you should also build a pedestrian and cycle bridge next to the Coldhams Lane road bridge and close the road bridge to pedestrians (as it is also too narrow). All of the arguments made for the Mill Road bridge also apply to the Coldhams Lane bridge. Perhaps you can include additional bridge capacity in the development plans for the Beehive centre site.</p> <p>Better infrastructure requires investment. You should increase our taxes to pay for this if necessary, but please stop fooling yourselves and deceiving the public by pretending that it is possible to make the road network better without substantial investment.</p> <p>Probably the single biggest issue with the Cambridge road network is not in Cambridge itself but rather the lack of a properly connected orbital motorway. We have the M11, A11, and A14 that together essentially form an orbital ring around Cambridge but for some unknown (but undoubtedly incredibly stupid and misguided) reason when they built the interchanges between these roads they did not fully connect them so it cannot be used to efficiently transit Cambridge (e.g. from Northeast to Southeast and vice versa). If connectivity of these roads were improved, then some traffic could be moved out of the city rail and river crossings and onto the motorway/A-road crossings.</p> <p>Please take a holistic look at the road network and consider options that require significant investment and would make the network better for all road users.</p>
Traffic	WhollyObject	<p>I will not vote for any council member who supports the current misguided proposal and would be likely to hold it against the national parties as well.</p>

Other,Environmental, Traffic, Safety, Disturbance	Neutral	<p>Intervention is clearly needed for Mill Road. I taught my children to ride a bike there, I would hesitate to do so now. When we returned from a year living elsewhere in *** we realised how much busier Cambridge had become including Mill Road. The previous closure during Covid undoubtedly brought benefits, e.g., to air quality. But before introducing a closure two pieces of information are needed that do not seem to be available or have not been considered.</p> <p>1) An assessment of alternatives: between the current situation and going as far as a full closure there must be a range of potential measures that could address the issues associated with peak busyness without bringing all of the disbenefits. For example, why not timed closures? Yet, where is the assessment of alternatives such that a judgement can be made on which brings the most benefits for the least impact? The same shortcoming applied to the closure of the Coldham's Lane end of Vinery Road; that was installed primarily to address safety concerns at drop off/pick up times for St Philips School. We supported addressing that concern but it could have been addressed with a rising bollard closure an hour or so either side of the start and end of school times. Yes, only a simplistic binary choice between fully open or fully closed was considered and put before the public.</p> <p>2) The knock on effects of the closure: no change such as this comes without knock on or unintended consequences. We know this from the Vinery Road closure referred to in 1). That measure has led to more traffic on Ross Street and at the end of Mill Road junction with the ring road with associated noise, air quality and other impacts. Where will the traffic that can no longer use Mill Road go? For our own part, when we need to pick up people from the station, such as relatives who cannot walk that far, we now need to take a longer journey and add to the traffic along roads such as Rustat Avenue. But where will most of the traffic go? And what will be the impact. Without such an assessment it is difficult to see how CCC can judge if overall, taking full account of the impacts as well as the benefits, the closure is worth it.</p>
Safety	Neutral	The main issues on this part of Mill Road are illegal parking and speeding. Restricting access to all vehicles on the basis of the few that spoil it for everyone is highly unfair. I would prefer to see a speed camera installed on the bridge and chicanes added to regulate traffic speeds.
Traffic	PartlyObject	<p>There are clearly strong view both ways but the obvious compromise does not seem to have been suggested.</p> <p>Locals who live this side of the bridge (ie inside the bridge) will need to drive into the centre of town in order to leave town. This is clearly silly - it increases congestion, fumes etc. And of course decreases support for the proposal.</p> <p>The technology being installed for the bridge reads number plates, so it is virtually zero effort to allow residents this side of the bridge to freely cross the bridge.</p> <p>The end result of this will be that you reduce congestion in our city significantly more than you would by the current proposals, Mill Road will be used less overall, and more people will be happy.</p> <p>Surely in a world of trying to get the best for everyone, this is a no brainer?</p> <p>Best wishes</p>
Safety	PartlyObject	If the bridge has to close it should only be in peak rush hour times. When it was closed before the lack of traffic made the neighbourhood feel unsafe at night on the Petersfield side. There was more anti social behaviour around off licences for example - less oversight from vehicles so more people dealing drugs for example. It felt less safe to walk past. Traffic during day is not excessive so I don't think it needs rerouting. The traffic movement and extra people it brings to local businesses helps create a viable and dynamic neighbourhood (including at night when people drive from outside Cambridge to good restaurants). Rush hour is problematic so I would be happy to see restrictions then. NB closure of the bridge doesn't cut traffic in Tenison Road or town end of Mill Road. This would be made worse if turning restrictions are imposed at Hills Road/Lensfield Road junction.
Access	PartlyObject	The proposed restrictions should apply during peak travel hours only. To impose restrictions at all times would be unnecessarily disruptive for residents and local traders and would be less acceptable as a result. This compromise would thus avoid major opposition to the scheme whilst allowing common sense to prevail in the issue.
Traffic	PartlyObject	Why can't it be done one step at a time? Busgate during rush hour mornings only, then morning and evening = each stage for 2/3 years - (if this had been started very gradually back in the 70's when first mentioned of traffic problems there would not be an issue now) Avoid polarisation of community all together - there has to be compromise - not suddenly basically banning all private cars in one 24/7 fell swoop - how to destroy a community. Things take time. Or just instigate at weekends (a good way of pro-car people to see how much pleasanter the general road would be). But not 24/7 - why restrict travel when roads are very quiet and there are fears of safety for pedestrians in dark?
Traffic	PartlyObject	<p>I support the proposal apart from the inclusion if taxis. I see no grounds why a taxi is considered as public transport and treated the same as a bus. A taxi is a vehicle used to transport a single person, or group in exactly the same way as they would travel in their own private vehicle, which would be prohibited under the terms of this proposal. A taxi is the equivalent of a car and should be similarly excluded. If a person needs to hire a vehicle for accessibility purposes then they can do so using the dial-a-ride service, which is included.</p> <p>Taxis are one of the biggest problems on Mill Rd for congestion and blocking pavements whilst waiting for customers. Failing to prohibit taxis will perpetuate the issues that this proposal supposedly aims to solve.</p>

		<p>My response to this proposal is to suggest another option.</p> <p>Installing a bus gate would not solve the issues outlined, and could potentially make traffic worse both within and outside of the Mill Road area. This is for 3 main reasons. Firstly, local residents who need to drive will no longer be able to access the Ring Road directly and so would be forced back towards Central Cambridge, greatly increasing traffic on East Road and causing tailbacks at the East Road/Mill Road junction. This is because most trips by car will be accessing facilities that are on the ring road or outside of Cambridge (the quickest route to both the A14 and M11 being via the ring road). This problem also exists in reverse for residents the other side of the bridge and those accessing Gwidyr Street car park. The second main problem with a bus gate is that it does too little to address the safety issue. Due to Mill Road Bridge's humpback nature, any vehicle overtaking cyclists will not see oncoming traffic. Whilst this is currently illegal, with the road markings, it's not stopping drivers now. Busses and Taxis are still vehicles and will create similar safety problems. Finally, delivery vehicles. Whilst closing a road to motor vehicles will likely reduce private car use, it does the opposite for commercial vehicle use. With the Bridge shut, the efficiency of delivery driver's route is severely impeded. This means they can complete less deliveries. Due to this, and the closure making no impact on demand, the company will likely need a second vehicle to complete the route in time.</p> <p>However, doing nothing is not a viable option as the road safety issues will not go away. To that end, my alternative proposal is to narrow the bridge to one general traffic lane, controlled by traffic lights at each end. For cyclists, there would be a painted bike lane in each direction. This will prevent overtaking on the bridge, provide cyclists with a safe space on the road and remove the need for a bus gate, thus resolving the problems mentioned above.</p> <p>To facilitate this, a similar project should first be looked at. The rail bridge at Ely Station was narrowed in a similar manner, with signals installed, to allow for a widened pavement. This system uses detectors for approaching vehicles, always giving the green to the direction where cars are waiting. This sort of thing should be adopted at Mill Road.</p> <p>For the cycle lanes, as the cycles will not need to wait at the red lights, an approach lane would be needed to allow the cycles to jump the vehicle queue. They would be painted so as to allow large vehicles such as fire engines to straddle the nearside lane so as to cross the bridge safely. This set up increases safety whilst minimising the impact on cyclists.</p> <p>By changing the mill road bridge in this manner, through traffic would be greatly discouraged from using Mill Road, which should decrease overall traffic counts whilst avoiding the potential congestion and emissions increase, and safety decrease, of forcing more traffic onto the road and making it use already congested streets. Additionally, this setup could lend itself to a future project where some or all of Mill Road is made one-way to increase pavement width. If a bus gate were placed, such a project would be impossible as there would be nowhere for the traffic to go. That is why this option should be preferred over implementing a bus gate, as it should achieve similar outcomes whilst avoiding some of the consequences.</p>
Traffic	PartlyObject	Attached to my response is a rough drawing of how this proposal would be laid out.
	PartlyObject	<p>I would like to object. I live on *** and this would make life busier with traffic being funnelled down our road more than it already is.</p> <p>If it is to be introduced, maybe don't try to go whole hog like you're doing now.</p> <p>Potential ways to make it more appealing: Certain vehicles are banned (eg: HGVs and Taxis are banned, all others allowed) similar to places like Manchester, Sheffield & Bath. Certain times (Eg: Closed 8am to 11am and 3pm to 6pm [rush hours], but open to traffic otherwise) Fully allow EV vehicles, motorbikes and mopeds since these vehicles are low polluting, and often smaller than cars.</p> <p>I would however support banning taxis and HGVs ONLY! They cause much pollution and stress when walking over the bridge and seemingly try to crash into cyclists, but the majority of private vehicle owners drive sensible and considerately.</p> <p>Thanks, ***</p> <p>Sent with Proton Mail secure email.</p>

Other	PartlySupport	<p>The bridge is dangerous for cyclists as it is narrow, but so too is the entirety of Mill Road. I suggest that to truly reduce car traffic here and throughout Cambridge to provide an efficient and vastly improved bus service and/or introduce several light rail lines. Look into how Scandinavian services are run, not just London. Busses could and should have multiple points of entry, tap-to-pay or app services, and very swift loading and unloading capacity. They should not be cancelled as frequently as they do, if ever. They should be more frequent and they should have right-of-way. Further, I would recommend redesigning the bridge to be wider and have separated bike lanes the length of Mill Road. Potholes and uneven surfaces are extremely abundant here and throughout the city. Punish contractors who provide poor-quality filling work. This year's pothole filling on Trumpington Street between Silver Lane and Lensfield Road is stunningly inadequate and of comically poor quality. Rather, resurface entire streets instead of multi-year patchwork, and paint clear bikelanes while you're at it!</p>
	WhollyObject	<p>Dear ***</p> <p>Thank you for alerting me this new TRO for the closure of Mill Road Bridge.</p> <p>I wish to register my objection to this TRO.</p> <p>I believe that the closure will not achieve the objectives you state and in fact will have a detrimental affect in terms of increased traffic flows and poorer air quality in surrounding streets as drivers seek diversions. Certainly this was the case during the last closure as the attached photographs taken in early July 2020 show: traffic is queuing to turn left into Coleridge Road from Mill Road; and to turn right from Coleridge Road into Mill Road to avoid the jams along Perne Road and Cherry Hinton Road.</p> <p>To address two of your stated TRO aims in particular: For facilitating the passage on the road or other road for any class of traffic (including pedestrians) How will a bus gate on the bridge facilitate the passage of pedestrians along Mill Road and adjoining roads?</p> <p>For preserving or improving the amenities of the area through which the road runs. Nothing about the bus gate improves the amenities of the area. On the contrary, some traders on Mill Road have stated that their costs of doing business will increase significantly, potentially threatening their viability. The Council has presented no counterevidence, nor has it engaged with Mill Road traders to assist them in adapting to the proposed changes.</p> <p>While I applaud your intention to improve the area for local residents and business, I would suggest that you focus your efforts instead on: decluttering the area, for example by widening pavements or relocating street furniture, allowing for more space to be given to pedestrian and amenities such a tables and chairs</p> <p>Renewal of road and pavement surfaces - in other words fix the potholes and uneven road surfaces</p> <p>Much better enforcement of existing restrictions eg. 20mph speed limit; parking on pavements; unloading during peak hours, blocking the carriageway and making it unsafe for cyclists</p> <p>Kind regards</p> <p>***</p>
Disturbance,Traffic	WhollyObject	<p>Cambridge is already full of traffic, and it's a disaster during the rush hour. By close the bridge it'll divert the traffic to other roads, create additional traffic jam and it doesn't help at all. Please think of what cause the current situation. It is due to lake of roads for the public. Mill Road is the key road get to the city center and the train station. A huge new housing development is ongoing in CB5 and CB3, but there isn't sufficient infrastructure to support the development and this is root cause. Revamp Mill Road, resurfacing, and make a safer road for the driver, pedestrians, delivery man and the cyclists. Please allow me to say, I've 26 years driving experience, Mill Road is the worst condition I ever seen. It's just like a third world country. Cyclists , e-scooter riders are coming from different directions and they're not following the traffic rules. It's a shame the most renowned university situated in this City.</p>
Access	WhollyObject	<p>You need to regulate the curb parking on mill road to make it safer for everyone, not close the bridge. Fix the roads! So many pot holes, means everyone serving them. Accidents and damaged cars/bikes all from your lack of duty, where is the council tax going?</p>

Traffic,Safety,Access	WhollyObject	<p>I believe that there are more constructive ways to address the safety of cyclists and others on Mill Road.</p> <p>Speed limit (which is actually enforced and applicable to all road users including cyclists), parking permits and parking up to 2 or 3 hours on side streets (to reduce traffic), presence of community police officers to enforce cycle and scooters to be compliant and stay off pavements.</p> <p>The Mill Road is not busy other than peak times, so to close the road off at the bridge all day and night seems wholly unnecessary.</p> <p>In addition, it will not be possible to have seating etc out on the current road, as this will be a hazard for cyclists and there will be buses, taxis, blue badges and residents who live on the streets near the bridges driving along the road.</p> <p>The impact on side streets such as Catharine Street will be become a major cut through and this would be a safety risk.</p>
Traffic,Safety,Access	WhollyObject	<p>I believe that there are better and fairer approaches to managing the traffic than closing the bridge.</p> <p>Changing the speed limit for all vehicles (particularly buses) is important, so I would like to see speed cameras and community police officers actively stopping people who overtake on the bridge but also cyclists and scooters on pavements.</p>
Traffic	WhollyObject	<p>Whilst I agree with the goal of this proposal to reduce traffic and its effects on Mill Road, I fear this proposal fails to understand the root of the issues.</p> <p>As someone who walks, cycles and on very rare occasions drives along Mill Road, my experience is that the greatest cause of congestion and accidents is people attempting to park on the road. This leads to cars mounting the pavement, blocking both pedestrians and road traffic at the same time. In turn, this leaves pedestrians needing to cross or walk in the road to get around said vehicles and blocks those in wheelchairs or with prams. On the road meanwhile, it causes tailbacks and potentially dangerous driving as people attempt to navigate around the stationary vehicle.</p> <p>Blocking through traffic from one side of the bridge to the other will not solve this. The people who cause this issue are those using the various shops on the road. I'm sure it will deter some, however, people still want to use those shops and thus it will only slow them from getting to their destination, where they will then still not be deterred from blocking the road and pavement. The issue will persist.</p> <p>Whilst not an expert on city planning, making Mill Road a clearway or putting bollards on pavements to stop drivers mounting the curb could be a solution.</p> <p>Sadly, through traffic on Mill Road is a necessary part of Cambridge being able to function. Ending this would only create greater congestion on other roads in the area such as East Road, Newmarket Road, Coldhams Lane and Brooks Road on one side. Then Hills Road and around the station, such as Devonshire and St Barnabas, on the other.</p> <p>Ultimately this proposal would fail to solve the main cause of congestion on Mill Road, people stopping and parking, whilst only exacerbating the issue of congestion on alternate routes in the area.</p>
Access	WhollyObject	Causes inconvenience with limited benefits. Better to reduce overall traffic by improving public transport, eliminating on street parking in city centre, congestion charge, and other measures.
Traffic	WhollyObject	I support for a better management of traffic within the Cambridge area and welcome suggestions for a sustainable plan. However, if the Mill Road bridge is closed to vehicles (apart from busses, and other except vehicles) the amount of traffic that is currently on Mill road will move into other roads and streets, which will create higher risk and pollution on streets such as Cherry Hinton road, Hills road, Coldhams Lane etc. The junction of Hills Road, Lensfield Road is already very busy and there is a high pollution , with schools and children nears by. There should be an overall plan for other streets of Cambridge. The councillors should propose an Active and sustainable travel plan consider other roads, and residents users of other areas. Unfortunately, the current plan does only considers a small area rather than a bigger picture, and by restricting traffic in one area, the traffic will increase in other areas.
Access	WhollyObject	1. I occasionally need to pick up heavy items from one of the ahops in Mill Road. I won't be able to any more. 2. It will cause traffic gridlock on other roads. 3. When I'm cycling on Mill Road, I'm more worried about buses and taxis behind me than private cars, so this solves nothing. Also pedestrians stepping on the pavement is a major hazard. Make a new cycle bridge and move most of the cyclists off Mill Road instead!

Safety	WhollyObject	<p>As a resident who mostly cycles and occasionally drives in the city I do not believe this proposal effectively achieves the reasons set out.</p> <p>As a cyclist who regularly uses the bridge while I don't fear particularly for my safety on the odd occasion I have it has mostly come from taxis and buses. Therefore the current proposal will not address what are often the main risks to road safety cycling over the bridge. In my experience the dangerous overtakes or feeling of risk has been from taxis in a hurry or buses due to their size and getting close. Most normal cars do not present an issue. I think other solutions such as a one way system or even bollards just to prevent overtaking altogether would be a much better remedy. In addition the main hazard/cause for congestion, poor driving, stationary traffic and danger on mill road is mainly from people stopping dangerously and obstructing it (taxis, delivery drivers/mopeds) who often also block the pavement too. This could be addressed making it a red route with the no stopping/loading enforced much more strictly. If further measures are needed then a one way system (with two ways for cyclists) would also be a good way to maintain road access whilst reducing dangers/congestion with it admittedly being a bit narrow.</p> <p>The air pollution reasoning is not well considered as it is unlikely that shutting this one road will not reduce general car use. It may improve air quality in this one area but this will likely be to the detriment of air quality elsewhere as the traffic simply moves to other routes (likely using less wealthy neighbourhoods who don't have the free time/power/resource to argue for lower traffic levels). We already see this inequality in our city with the traffic volumes that are routed through the less affluent east/north of the city compared to that through the west of the city where connections to the main roads/Ltns appear more common. Removing the link from perne rd to the centre of town will probably mean more traffic goes through the poorer areas of Romsey to coldhams lane. Cherry Hinton Road will also likely be negatively impacted.</p> <p>A bus and taxi gate is not the solution. It seems just to have divided the community and not really addressed any of the underlying problems. Please consider bollards and signage on the bridge to prevent dangerous over taking, properly enforced red routes/no stopping, and if that isn't enough some sort of one way system.</p>
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		<p>HI</p> <p>My overall response: 5. I wholly object to this proposal. I strongly object to the closure of Mill Road, this is the third time I have written to object.</p> <p>I am a resident of Cambridge.</p> <p>Thank you for considering my points, I was not able to put them in the online form as there were too many characters.</p> <p>Name and address ***</p> <p>Response: Please consider alternatives to permanent closure of the road such as constructing a permanent foot bridge and/or cycle bridge so that there is an alternative to one narrow bridge for all road users - which could mean that the road could stay open.</p> <p>I am concerned that many people with disabilities and the most vulnerable people and groups who cannot walk or cycle long distances due to disability, age, other reasons, have not been adequately considered. Many of these people do not qualify for a blue badge so they will not be covered by the blue badge exemption. I feel that these groups who do not qualify for blue badges have not been adequately considered by the Council. For many reasons these groups may want to travel by car and not public transport, eg. Being immunosuppressed. NB. Not all immunosuppressed people with cancer or autoimmune conditions, such as Rheumatoid arthritis, qualify for blue badges.</p> <p>There is a lack of analysis on the knock on impact on traffic on key roads in Cambridge. This data should have been shared with residents as part of this consultation because traffic levels and pollution for some residents are likely to be worse as a result of this proposed TRO. I feel that this is a significant failing of the consultation, particularly as the closure has been discussed since 2020 by the Council so there has been 4 years in which to gather existing data and produce modelling on traffic flows.</p> <p>I think the consultation should have been extended further due to the majority of it happening during the school holidays.</p> <p>I am also concerned that there were no leaflets delivered by the Council to residents on the options whereas there was a leaflet on the proposed 20mph scheme.</p> <p>There should also be a way to review the closure on a 6 monthly basis, i.e. twice a year, as if traffic levels and pollution become very bad if more people go back to work in offices in 2021, it might need to be changed or removed.</p> <p>In general I think that the closure of such a key crossing point to cars is a bad idea and I think no closure with a new bridge being built would be much better.</p>
	WhollyObject	If a total or partial closure were to go ahead, there should be a detailed regular review (e.g. after 6 months, then after one year) of the increase in pollution and traffic levels on neighbouring key roads
Access	WhollyObject	<p>This proposal will cause untold chaos either side of the with vehicles trying to turn round. This is a major arterial road through Cambridge and must be left open. Allow cyclists to use the footpaths.</p> <p>To create better flow of traffic down this road consideration should be given to installing bollards on the pathway sufficiently spaced to prevent vehicles parking half on the path and half on the road.</p> <p>It is illegal anyway to park along most of Mill Road but little is done to prevent it.</p>
Access	WhollyObject	put ANPR cameras up & charge non local people if they use it more than once a day, the cameras will be there anyway just use them intelligently, soon there will be more electric cars so pollution will naturally drop
Traffic	WhollyObject	If traffic on Mill Road is a concern, you could probably cut it by half just by closing off Tenison Road. A high percentage of the traffic is by people going to the railway station. Just stand at the Mill Road/Tenison Road junction and witness the amount of taxis and cars using it just to go to the station. Who can blame them, it is by far the quickest route and unless you are coming in from the south all sat navs will take you down Tenison Road.
Access	WhollyObject	Please can you use other measures to satisfy your requirements. Cameras enforcing 20 mph , tiered time closures etc etc. There has to be better ways than using crude measures like complete closure.

Other	WhollyObject	<p>I totally object to the loss of freedom of movement over this key location in our "county town". I particularly object to the piecemeal way that the GCP and CCC are carrying out transport changes to Cambridge with no overall strategic plan.</p> <p>What the CPCA, GCP and CCC all need to be focussing on is providing a 21st century "turn up and go" public transport system for our county, which is so convenient, cheap, fast and safe that people choose to use it rather than their vehicle.</p> <p>Dear Sir or Madam</p> <p>I am writing to you concerning your present consultation, regarding potentially draconian restrictions upon access to Mill Road bridge, Cambridge, and its immediate surroundings. I have lived for the past 25 years in one of the nearby streets, (***) and frequently walk, occasionally drive, along Mill Road.</p> <p>I commend the action undertaken by the elected county councillors to abandon the earlier experimental closure of the bridge to most road traffic. It would be a serious retrograde step for any body to seek to reverse that sensible decision in any way.</p> <p>I remain very much in favour of one part of the original experiment, to try to ensure one-way pedestrian flow across the bridge. Sadly the absence of appropriate signage at both ends has meant that this COVID-19 related initiative was by no means fully complied with. But given the limited width of the pavement, it is a sensible and practical idea, which needs to be better enforced to deliver real benefits.</p> <p>There is no question that, during the experiment, limiting road space to corporation buses (not private coaches) and bicycles did diminish traffic levels either side of the bridge. Obviously, all of those needing to drive over the railway line transferred their journeys to East Road or to Hills Road, neither of them previously at all under-trafficked, both of which in consequence became even more heavily congested.</p> <p>That position improved, after the County Councillors' decision to re-open Mill Road bridge in full was implemented. I also note that, particularly on the Earl of Beaconsfield side of the bridge, a genuine outdoor cafe culture was already certainly much in evidence during this past summer; I had previously understood that this was to be one of the "benefits" that only restricted access to the bridge could possibly bring.</p> <p>I also am confident from many discussions that the vast majority of shopkeepers providing employment along Mill Road did not favour the closure experiment, and would not wish to see such a failure resuscitated.</p> <p>I would also point out the continuing danger to pedestrians caused by a significant number of bicyclists, particularly during darkness hours when only a minority of riders seem to have front and back lights on, and even more by those who opt to "share" pavements with pedestrians.</p> <p>Yours faithfully</p> <p>***</p>
	WhollyObject	

	Neutral	<p>To Cambridgeshire County Council Ref. Mill Road Bridge - possible closure - consultation.</p> <p>I write to say I am shocked and dismayed that the County Council can authorise a new consultation on the possible closure of the railway bridge connecting the two parts of Mill Road,. This is a wonderful community and part of Cambridge where residents and businesses live and work so happily together. Cambridge is rightly proud of Mill Road and all it has to offer to those who live there and visit it.</p> <p>I can see no evidence of the number of accidents claimed by those who wish to close this bridge.</p> <ul style="list-style-type: none"> - How many cars have been in collision with <ul style="list-style-type: none"> (a) cyclists, (b) pedestrians <p>in each of these preceding years: 2023, 2022, 2021, 2020? Where are these accidents, if they ever existed, listed for public reference?</p> <p>- Air quality. : How does this compare with air quality in Mawson Road, Vinery Road, and other roads off Mill Road? There are no buildings on the actual bridge, so no residents to breathe in the poor air you claim for the bridge.</p> <p>These facts need to be demonstrated before any meaningful decisions can be made.</p> <p>Please acknowledge receipt of this message, and make sure that the information I am asking for is made public before any decisions are made on the outcome of this consultation.</p> <p>***</p>
	Neutral	<p>Hi,</p> <p>I have lived at *** for over 30 years. I have read in the Cambridge Independent that the *** has written to you making a case that the modal filter will prevent their community observing 5 services a day. I would like to observe the following (I have not seen the letter as it is not available on their website).</p> <ul style="list-style-type: none"> I) this mosque is one of a number locally and only very recently open. li) the users must come from outside the neighborhood and yet it seems they wish to claim priority over local residents. lii) if people come by car where do they park? Clearly they must fill unoccupied spaces. <p>*** and the *** team are great contributors to the local community, but how many I wonder live locally?</p> <p>I'm not sure how you intend to balance outcomes but it seems that the wishes of local residents are being treated lightly, leaving me and many others feeling disenfranchised.</p> <p>There is a real danger of making a case based on an expanding conservative religious community becoming devisive.</p> <p>I hope the bridge saga will soon be resolved not simply by people who live elsewhere but those who live here.</p> <p>Yours, ***</p>

	Neutral	<p>While the proposed Traffic Regulation Order (TRO) addresses some of the technical issues to do with the closure it does not address the issue of why so many people are angry about the whole matter.</p> <p>There was never a formal consultation where all the residents and businesses (both sides of the bridge) were able to vote.</p> <p>If (and I say, if) Mill Road continues to be a vibrant community then it will be because visitors, shoppers and delivery vans driving their cars will be using longer routes to access home and shops causing more pollution than at present.</p> <p>If the visitors and delivery vans stay away then the vibrant community will suffer, the shops will close, and road safety and pollution won't be a problem any more.</p> <p>So please have a proper consultation and vote, ignore the pressure groups, and Cambridgeshire CC will have more respect from the public.</p> <p>***</p>
	PartlyObject	<p>4 September 2024</p> <p>Cambridgeshire County Council</p> <p>By email: Policy.andRegulation@cambridgeshire.gov.uk</p> <p>Dear Sirs</p> <p>Mill Road Bridge – proposed TRO – consultation ending 13.9.24</p> <p>I write (in a private capacity) concerned about the above consultation. It is not possible to respond to it in a meaningful way because it is devoid of information to enable that. I cannot find necessary information anywhere on your website, let alone on the currently active webpage.</p> <p>I note for example that the proposals are intended to “promote active travel and tackle air quality and congestion”. Both factors must sensibly apply to traffic and air quality generally, in other words there is no point in improving either or both on Mill Road but making it worse elsewhere in Cambridge, including by longer journeys. Or, if that is the County Council’s approach, it must explain why.</p> <p>All this must have been studied, including assessment of the actual effects of the scheme when originally in operation on an experimental basis, also the likely effects of partial closures (eg. during rush hours – or possibly open only then) and the option of road pricing (ie. having a toll for the bridge at some or all hours).</p> <p>Anyway, please could you send me copies of all the background material on which the County Council intends to rely in making its decision (and/or advise where it can be found on the web and publicise same for the benefit of other members of the public. And the consultation should be extended accordingly: any decision must, of course, follow consultation with the public on a lawful basis. From what I can see from the total lack of material currently the consultation is liable to be held to be unlawful: the purported consultation falls foul of many elementary principles.</p> <p>Furthermore, normally responses from other consultees (both members of the public and private and public bodies) are available to see. I cannot see them on your website. Please advise how they may be found.</p> <p>Yours faithfully</p> <p>***</p>

Traffic	PartlyObject	<p>I object to the proposal to close mill road bridge to all vehicles except for buses, taxis and blue badge holders. I support the overall goal of improving air quality and making mill road a safer and healthier place to live and transit through, but i believe that this proposal is far too blunt a tool for such a nuanced issue, one that completely ignores many important stakeholder requirements and concerns (including local business owners, residents and those reliant on cars as a practical means of transport into the city). I also feel strongly that alternative, less drastic, options have not been given proper consideration, and that we do not have enough data regarding current road usage, or the impact this or alternative proposals would have (both positive & negative), to support this or alternative proposals.</p> <p>In my opinion it would be better to restrict use of the bridge during specific time periods, rather than keep it closed 100% of the time. This has already been done successfully in other areas of the city, e.g. near Sainsbury's in Eddington and previously on silver street in the centre of town. I believe this would be a much fairer and practical approach to tackling the issue. Over time the access hours could be reviewed and adjusted if needed, allowing for flexibility as the city's public transport network (hopefully) improves.</p> <p>In summary, i object to the current proposal to use a bus gate to permanently stop certain vehicles from using mill road bridge. I would like a less drastic approach to traffic management to be pursued, preferably limiting hours of use for certain road users, following a rigorous round of road usage and change impact analysis to ensure the next solution is fully evidence based.</p> <p>Thank you!</p> <p>*** (Romsey resident, regular cyclist and occasional car user)</p>
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		<p>Response to Mill Road Bus Gate Order 20</p> <p>To Policy and Regulations, Cambridgeshire County Council From Councillor Katie Thornburrow, Petersfield Ward</p> <p>13th September</p> <p>I am a city councillor and represent Petersfield ward, and it is in this role that I am replying to the consultation</p> <p>I support a TRO to control traffic on Mill Road but have concerns about the current application, Mill Road Bus Gate Order 20.</p> <p>In the application it states that the TRO is needed:</p> <p>for avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising</p> <p>for facilitating the passage on the road or other road for any class of traffic (including pedestrians)</p> <p>for preserving or improving the amenities of the area through which the road runs I would like to consider each of these in turn.</p> <p>For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</p> <p>While I agree with the goal, I am concerned that we will be unable to assess whether this aim has been achieved without very clear baseline to judge if this reason is achieved along Mill Road and the side roads.</p> <p>For two years I have been seeking from the County Council a comprehensive analysis of the south Petersfield area to understand how residents, local organisations and businesses move and travel through the roads and place, how people move into or out of the area, and how they move through the area. The data could be the number of people walking, cycling, and vehicular numbers, with associated pollution levels. This has been done elsewhere in the city, so it can be done here.</p> <p>I therefore have the following questions:</p> <p>Can the Council provide this information now, or before the TRO is implemented if approved, even if it means allowing time for the data to be gathered?</p> <p>Can the Council ensure that all the data from current monitors is available as this stopped in December 2022?</p> <p>Can the Council carry out a meaningful review after six months to share analysis regarding the effect of the TRO in achieving this aim, if the TRO is approved?</p> <p>Does the Council know when the worst traffic is and has the Council modelled the predicted reduction in traffic levels? Who has decided if this reduced level is acceptable?</p> <p>If there is an acceptable reduced level, does the Council know when this level is exceeded? Does this happen along the whole road during the school holidays? Does it happen overnight? Does this happen when there are nearby roadworks?</p> <p>If this acceptable level is never reached overnight or during the school holidays could the traffic control period be reconsidered and the hours reduced?</p> <p>Has the Council considered dangers of fast moving vehicles compared to slower moving higher numbers of vehicles.</p> <p>For facilitating the passage on the road or other road for any class of traffic (including pedestrians)</p> <p>The TRO proposes to limit the types of vehicles that can travel over the bridge but this, in itself, does not imply that it will help walking or cycling, or reduce the number of exempted vehicles that travel over the bridge and along Mill Road and the side roads.</p> <p>I believe that real improvement in the area will come from reducing vehicle traffic, along with a meaningful commitment to improve the local environment,</p> <p>Can the Council provide residents, local organisations and businesses the opportunity to feedback on their experiences during the first six months if the TRO is approved and implemented?</p> <p>For preserving or improving the amenities of the area through which the road runs.</p> <p>I also agree with this reason, but controlling traffic at the bridge will not necessarily, in itself, either preserve or improve the amenities of Mill Road and the area around it. It does however create an opportunity to make such improvements and in fact this opportunity was a commitment by the Highways and Transport Committee on 7th March when the last Mill Road Bridge TRO was agreed, subject to funding and anticipated within 2023/24.</p> <p>Can the Council commit to meaningful engagement with the community to start the process to consider options to improve the public realm, by confirming a timetable, process and funding?</p>
Traffic, Safety, Access, Environmental	PartlyObject PartlySupport	<p>Mill Road shouldn't be an artery, but which road(s) is/are meant to be the artery(ies)? Hill's Road and Coldham's Lane? Hill's Road has been reduced to narrow one lane traffic each way by introducing cycle lanes of disproportionate width. Does it make sense to close one road and reduce the capacity of another, which is meant to take the excess traffic, at the same time?</p>

Traffic,Access,Disturbance,Environmental	PartlySupport	<p>I broadly support the proposal for the gate on Mill Road bridge however I have 2 additional points:</p> <p>1) why are taxis and blue badge holders still allowed to use the bridge if the objective is to manage/minimise traffic and the environmental impact on Mill Road? Taxis appear to represent a noticeable proportion of Mill Road traffic and other roads which have been closed locally (Gwydir Street, Bateman Street and so on) have been fully closed to taxis and blue badge holders and the bus gates in other parts of town are closed to blue badge holders. I can understand why buses need access to Mill Road but why can't all other vehicles drive around in the same way as all other banned vehicles will need to?</p> <p>2) why is the traffic impact on Tenison Road and Glisson Road also not being included in the consultation because a significant proportion of traffic currently using Mill Road appears to be cutting through to either the station or Hills Road and the closure of the bridge may not affect that very much for either private cars or taxis and may make it worse because, once the bridge is closed, every vehicle headed to the station from the North and East sides of Cambridge could still use the west end of Mill Road and Tenison and Glisson Roads when cutting through to the station. It means that even if traffic is reduced in parts of Mill Road by introducing the bridge bus gate, traffic may not be reduced in these residential roads and may even increase?</p>
Access	WhollyObject	<p>I don't know why this is still being pursued as it failed last time, clearly the agenda will be forced regardless of democracy. My regular journeys will be of a longer distance and more traffic will be created and I will use more fuel and this is totally illogical. Along with a 20 mph speed restriction. Why is the council so intent on punishing working people getting to and from work and damaging small businesses? Why even have a survey because you pursue every means until you force through your agenda.</p>
Other	WhollyObject	<p>This is poor - and, in my opinion - thoroughly unacceptable in every respect.</p> <ol style="list-style-type: none"> 1. The press release makes it clear that there have been extreme levels of objection to closing Mill Road Bridge - frankly this seems like an excuse to have another go. The paperwork accompanying the planned TRO is extensive and, although no doubt legally suitable, not suitable for general public consumption. It is not helpful. 2. I object totally to the closure of the bridge for the majority of vehicles. I understand some limited categories may be allowed to progress. 3. It will damage the businesses including a small but excellent restaurant outside town and I suspect there will be business damaged close to the bridge, such as the excellent deli 4. Although safety has often been cited as a reason for the closure, I am not aware of any accidents of even the smallest magnitude 5. If the road needs to be widened, how about a footbridge being constructed and then the pavements removed? 6. It will increase traffic and pollution elsewhere in the city (those of us who go to Sainsburys, the huge number of on-line delivery vans, to name but a couple) at a time when congestion and traffic pollution is constantly highlighted as a problem. 7. It conflicts with congestion strategy 8. It obstructs people (including my family) getting medical care at Petersfield GP practice, and Brookfields hospital.
Other	WhollyObject	<p>Mill Road is one of the few places in Cambridge which contains small and independent businesses. We should be encouraging these to flourish and making the area accessible and attractive.</p>
Other	WhollyObject	<p>Please stop doing this.</p> <p>There is not a shred of evidence in what you are doing and it makes no sense.</p> <p>This is simple. We live next to Mill Road. We use a car and will continue doing so because we have a life.</p> <p>We want it open and so do the rest of Mill Road residents and businesses.</p> <p>If you want to do something, enforce speed limits and enforce parking rules. Get people to put lights on their bikes and wear helmets!</p>
Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	WhollyObject	<p>No data in evidence to allow reasoned response because this is being bulldozed during the summer and far too short a time to reach thousands of residents in Cambridgeshire.</p>

		<p>Dear Sirs</p> <p>I wish to add my name to the ever-growing number of voters opposed to the closure of the bridge.</p> <p>I shall be *** years old in November and have lived in the Mill Road area for most of my life. I strongly object to the way you have made contributing to this decision as difficult as possible for elderly people who do not possess the necessary electronic devices.</p> <p>Romsey has a proud history of its working-class roots with many of its inhabitants working on the railway or doing low-paid jobs in the colleges. In all my time Mill Road has served well as a vital hub to all our lives. I rode my bike over the bridge thousands of times for school, for work or for pleasure with never the slightest incident. In fact, the number of vehicular accidents along Mill Road is remarkably low for a through road of its type.</p> <p>Nowadays, most of the railway work has been superseded by jobs at Addenbrooke's many of which are at unsocial hours and the workers need cars to get to and fro. And if they live in Petersfield their quickest route is often via the bridge.</p> <p>What might be achieved by bridge closure? Will traffic reduce as drivers swap their cars for bicycles? Of course not. Traffic will just find alternative routes. So any reduction in pollution along Mill Road will be more than cancelled out by increases elsewhere.</p> <p>It will be a great shame if this small band of eco-warriors manage to con their way to bridge closure. Hitler's Luftwaffe couldn't close the bridge in WW2 and it mustn't happen now.</p> <p>***</p>
	WhollyObject	<p>I would like to register an objection to the above order on the following grounds</p> <p>1. There has been no recent objective traffic study undertaken into the likely impact of the TRO on the adjoining residential streets between Mill Road and Station Road. The only information ever presented to the highways committee was in 2022 and related to the period of the last bridge closure during lockdown. This admitted by the author to be an insufficient analysis.</p> <p>2.The last time the TRO was discussed by the highways committee in 2023 there was a associated commitment to undertake improvements to the public realm in Mill Road The Council have failed to honor this promise. Accordingly until these proposals are finalised and funded I wish to object to the TRO being implemented.</p> <p>regards</p> <p>***</p>
Traffic	WhollyObject	<p>First of all thank you for organising this consultation.</p> <p>I would strongly suggest to publicise this consultation in a much more significant manner - I have learned of this consultation through Reddit (of all places), and after asking around in my social circle, the only people who seem to have been aware of this consultation are those who live in the Romsey area (and not so coincidentally are in favour), whereas almost everyone who was against it wasn't aware there was a new consultation. Based on the significant amount of traffic that flows across the bridge (and that will have to flow through other roads), I would argue that this consultation needs to ensure that a majority of responses comes from residents who do not live in the Romsey area (who are naturally much more likely to be in favour of the consultation).</p> <p>For what it's worth, I have never owned or driven a car in Cambridge, and rely mostly on cycling / public transport. I cross Mill Road almost every day, so the bridge closure would make my life somewhat easier. Despite that, I am very much against the proposal, as closing a significant traffic artery will only relocate the issue, which doesn't strike me as a prudent decision, and to me appears to be primarily driven by local residents trying to improve the comfort of their close vicinity at the cost of the wider area.</p>

Access	WhollyObject	<p>This is an unacceptable proposal that was previously considered and should be rejected once again. It is hard to believe that part of my council tax contribution could be used for multiple consultations that actually disadvantage residents!</p> <p>I have lived in this area of Cambridge for 10 years and here is yet another motion by the council to make things more difficult for residents, how will you maintain easy access for residents with this, for us and our visitors? We already pay increasing rates for on street parking and had to navigate the proposal for a congestion charging zone too.</p> <p>I frequently cycle around Cambridge but that does not mean I wish the bridge to be closed to promote 'greener' modes of transport.</p> <p>I lived in this postcode through Covid and witnessed how the reduced footfall and traffic affected the businesses on Mill Road so negatively. This cannot be allowed to happen again. I most strongly object to this proposal and will be sharing it widely with other residents in the hope that they will do the same.</p>
Access	WhollyObject	<p>I object because of delivery's, access by relatives to visit, many carers not having access, when my husband had cancer, some days he didn't have the same carer, limiting to 2 carers only. Is silly.</p> <p>People who want TRO don't live in the area. Traders not having access. Exaggerating about safety by cycling groups. , especially when they have a cycle bridge especially built for them. Only busy at rush hour. Many residents have cars and need to access bridge. Pushing traffic on a 2 mile diversion. There are churches and the Mosque that needs access by vehicles. Also many Blue Badge holders not able to access the bridge as they don't know about this consultation., especially those not residents of the City. The Consultation is very biased by not being easily accessible to residents who don't know how to access this page. A bridge is there for everybody to use not just a select few with an agenda.</p>
Traffic	WhollyObject	<p>It seems unprofessional to have a proposal which just outlines pros and none of the cons.</p>

		<p>Please take this as my formal response to the rushed consultation on the closure of the Mill Road bridge to most traffic which ends tonight 13 September.</p> <p>Please include it with all other responses. I couldn't use your on line documents or forms - much too time consuming and the system itself is unwieldy. I couldn't get to the library and as far as I am aware there have been no public meetings held as part of your process.</p> <p>***</p> <ul style="list-style-type: none"> · This consultation and the previous one will not have reached many people who either live in Cambridge or who have to travel into Cambridge for work from surrounding areas. Last time I didn't even know about the consultation. I live in Romsey Town, very near the bridge. I do think that the consultations have been grossly inadequate and won't have reached people who don't have computers and don't scour the internet to see what the County is up to. (I don't!) I don't think you have made a meaningful effort to reach disabled people, elderly people, and people who used to be called "hard to reach" - often this is because of various disadvantages. I think the consultation is something of a sham. On the other hand the special interests lobbies eg the cycling lobby will be well organised, younger, often well educated with a high level of social and educational "capital" and proficient in making their collective and individual voices heard. This skews the results. · Most people with reduced mobility don't have blue badges and so will be excluded from the allowance of two vehicle registrations for crossing the bridge without penalty. This group of people often relies on lifts from family and friends and if the bridge shuts to ordinary vehicles they will be seriously disadvantaged. It will be more expensive and time consuming for friends and family to give lifts in future because of the long detours they will have to make. It is foreseeable that activities of vulnerable and disabled people will be reduced, because of cost and not wanting to impose more heavily on the goodwill of friends and family, and this will affect the ability of people with reduced mobility to participate in the ordinary activities of life. · I live *** on one side(Romsey); my disabled son lives on the other side(Petersfield). Neither of us has a car. We often rely on lifts from friends and carers. The closure threatens to have serious consequences for us, as it's often necessary for a car: first to pick one of us up and then cross the bridge to pick up the other and take us both to our destination. If the bridge closes to ordinary cars this won't be possible.
	WhollyObject	

Traffic,Access,Safety,Environmental,Other,Financial	WhollyObject	<p>Please see the file attached and copied below.</p> <p>Objections and comments on Mill Road Bus Gate TRO (PR1058)</p> <p>I wish to object to the proposed TRO on the following grounds.</p> <p>1. The consultation documents are incomplete and inadequate.</p> <p>The plans provided for consultation include a schematic 1:1250 map and an unscaled “Moving Order Guide”. Symbols (A, B, C and arrowheads), and legends (type change types, restriction durations and turn directions) in the Moving Order Guide do not appear on the map; nor is there any indication of the Guide’s orientation or the street names to which these apply. This is an inadequate and unacceptable basis for public consultation. It leaves unanswered questions such as:</p> <ul style="list-style-type: none"> • Changes and location of signage (including advance warnings), enforcement devices (ANPR cameras and associated road markings), and possible changes to one-way streets. • Any necessary or additional street furniture (traffic control measures, bollards etc.). • Proposed alternative access routes or turning points for traffic reaching the bridge but unable to proceed across it, taking account of the limitations imposed by adjoining turning restrictions, cul-de-sacs and one-way streets. This is particularly important given that many non-exempt vehicles including HGVs will need access to premises on both sides of the bridge. How and where will these be expected to turn round or divert? <p>2. Adverse impact on adjacent roads and alternative routes, and lack of modelling of impacts.</p> <p>Closing Mill Road bridge to ordinary motor traffic will divert vehicles to alternative routes which are already heavily congested. There will be consequent delays, pollution and increased hazard to users arising from greater distances and additional road junctions travelled. This will affect not just the alternative east-west routes across the railway (Coldhams Lane, Cherry Hinton / Hills Roads but also the north-south connecting roads such as Coleridge Road and Devonshire Road, which are of a predominantly residential character. For instance, realistically, it will no longer be possible to travel from Romsey Town to the northern approaches to Cambridge Central railway station. The shortest alternative would be via Coleridge, Cherry Hinton and Hills Roads and the congested southern station approaches. There is no direct bus route from Romsey Town to the station.</p> <p>Minutes of the Council’s Highways and Transport Committee (HTC) 12 July 2022 noted that it was essential that modelling took place in order that a solution for Mill Road did not create problems elsewhere, and that the impact on residents on either side of the bridge had to be considered together with the impact on businesses. The Spring 2022 survey document stated that “Any decisions taken would be based on up to date and accurate data from WSP”. There is no reference to any such modelling in the survey report or TRO documents, nor to any baseline data necessary to inform it. I believe that it is essential that such modelling should take place before implementation so as to provide an objective basis for decision on such a radical scheme, with wide-ranging implications for many groups of stakeholders.</p> <p>3. Invalid Statement of Reasons.</p> <p>These are given as:</p> <p>(a) For avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.</p> <p>(b) For facilitating the passage on the road or other road for any class of traffic (including pedestrians).</p> <p>(c) For preserving or improving the amenities of the area through which the road runs.</p>
Traffic	WhollyObject	<p>This is a frankly stupid idea that the council has wasted significant time and money on with no benefit at all to taxpayers. The bridge is vital to maintaining connected communities and that includes people that both choose to and forced to drive over the bridge. There is no detrimental safety experience for pedestrians or cyclists who have been using this road for decades. Traffic would simply be diverted to coldhams lane increasing congestion and worsening air pollution. But I imagine that this is part of the long term strategy to eventually close that bridge too... Please stop wasting time on implementing these stupid things and instead focus your energy on fixing pot holes.</p>

Access	WhollyObject	<p>I object to the plan. And I deplore the way this is being done. I live ***. Yet didn't get any notification of the previous consultation at all. I further deplore the opaque manner in which small interest groups effectively acting as lobbyists conflate the figures from this previous survey. 76% of residents apparently wanted the road closed. 76 percent of a vanishingly small carefully selected group of people who were seemingly chosen on purpose to provide an illusion of a democratic consultation. Which it was not. The council lost the court case. Several members including local council members are determined to push this through despite never holding an actual ballot of residents. I am disabled. My friends and relatives who do some of the caring for me when I'm ill need unfettered access. Not to drive for 30 minutes via circuitous route, This plan provides no provision for them, nor me. In addition I find it strange that the idea of restricting motorcycles is even considered. They do not cause congestion. ate vulnerable road users. And most of this city relies upon delivery. Not just when they're ill. No effort at all is put into roads policing here seemingly. Theft is rife. Antisocial cycling, unlit, ignoring red lights. And this is 90% of cyclists I see. I've been knocked into the road by cyclist speeding towards me on the pavement. They never give way to pedestrians. Despite that being the highway code. Prioritising cycle travel without regulation when there's no effort at all made to deal with this absolute menace is ludicrous. And a further ideological decision being made behind closed doors by fanatics. That's what the people who think they know better than the people who also live and work here, are.</p> <p>Have a referendum. Be actually open. And convince people with argument. Which I dont believe you can. Instead of breaking guidelines. Imposing undemocratic measures and failing your actual constituency. And then seeking to cover it up by withdrawing your defence of the original TRO in court. People are not stupid. And being sneaky is not going to work. You also may think you having a new TRO consultancy will allow everyone to forget the last failed attempt. It won't. And I imagine you won't pay any attention to that either. I'm tired of consultation forms with leading questions. Seemingly designed to provide no option to refuse, by careful question wording. If you are democratic. Hold an actual vote or referendum. And bear in mind it should include anyone who drives into the city for work. And carers who don't live here.</p> <p>So.</p> <p>In summation</p> <p>I am against a TRO. On the grounds of access. Health. Trade on the road suffering. And the pathetic chasing of grants for cycle infrastructure for cyclists who are the biggest road nuisance and law breaking community in the city . How about you fix some actual potholes or do some resurfacing?</p> <p>Active travel is impossible for the ill sick and disabled.</p> <p>The buses are useless for carrying a weeks shop. And all the shops that are left on mill road are expensive. Meaning if you can't afford the coops inflated prices you have no choice but to drive. This will disproportionately affect the poor. The sick. And the disabled.</p> <p>So. Enough words. End this farce.</p>
	WhollyObject	<p>Re Mill Road bridge closure consultation.</p> <p>I write to register my objection to this further attempt to close the Mill Road Bridge to traffic.</p> <p>I object to the proposal on the following grounds:</p> <ul style="list-style-type: none"> - the public highway should not be under the control of special interest groups (***, ***) who keep pursuing their own ambition to control the public space. - *** have so far been successful in their legal challenge to the attempt to close the bridge. - the few members of the Greater Cambridge Partnership who are determined to close the bridge for their own ends are wasting public money in this repeated attempt to deny the rights and wishes of the majority of people and businesses who want the bridge to stay open. <p>***</p>

		<p>Dear Sirs</p> <p>Mill Road Bus Gate</p> <p>I am writing to object about the proposed “new” Mill Road bus gate – both about the proposals and the process that has been followed. I have also attached my text as a pdf in case it is easier to read.</p> <p>Background</p> <p>The bridge has been closed twice in recent times. Once was for railway works when no vehicles were able to cross, and once during the Covid period when certain categories of vehicles were allowed to cross. We therefore have direct experience of what happens, although the Covid period had other changes in behaviour at the same time.</p> <p>The consultation and quasi-consultation processes have all been deeply flawed. You took submissions from community and single interest groups like *** (who receive a lot of grant money) and its splinter group *** while ignoring established groups such as the ***.</p> <p>The surveys relied on internet-based feedback using forms of questionable design. People were able to submit multiple responses. Campaign groups like *** encouraged all their members to object in an organised way, while the failure to provide leaflets through people’s doors directly discriminated against people who are not users of Twitter, Facebook and other social media platforms that were used to promote the scheme. The digitally-discriminated against group includes the elderly with reduced mobility (but not sufficient for a blue badge) who are most disadvantaged by your proposals. I have recently received a leaflet through my door asking for feedback on the 20mph proposals, so you could have done this at any time. No such mailings were done for Mill Road bridge in any of the so-called consultations, or similar by any other name.</p> <p>I know some people who did not reply to the last GDP consultation “as they had already replied” – but this was to an earlier one that wasn’t considered.</p> <p>The latest consultation is being carried out by an organisation called AppyWay. They seem to be a software company providing kerbside parking services, not an experienced public survey company. Their legal name is not disclosed anywhere on their website (in breach of UK law), so I cannot check their ownership or if there are any connections with councillors. After further research, matching on directors’ names, I believe it is probably a UK company called Yellow Line Parking Ltd, a business that has accumulated losses of £21m to the end of December 2023. They even say “We’re obviously a bit biased” in their “about us” section, which is not encouraging for an independent survey service. I am overall rather baffled as to how and why they received this contract?</p>
	WhollyObject	<p>The Q&A on your website is highly misleading, repeating the GCP figures that 72% of 1,986 respondents supported restrictions in 2022. So please pay no heed to the “72%” statistic bandied about</p>

Traffic,Safety,Access,Financial,Environmental	WhollyObject	<p>CCC=Cambridgeshire county council</p> <p>-The 72% figure has been inappropriately manipulated to make the case for bridge closure (to normal traffic). The initial consultation was non-statutory and did not specify the details – it just asked if one supported restrictions, which could mean less drastic restrictions (see next point). The statutory consultation which did specify the details was not favourable to bridge closure and yet this was disregarded.</p> <p>-CCC has less draconian/fanatical options to reduce traffic on Mill Road including other traffic calming measures, bridge closures only during rush hour, which weren't even proposed as options.</p> <p>-Most of the time Mill Road is not that busy or congested, and the argument to close it appears entirely disproportionate or irrational.</p> <p>-CCC is simply rerunning the consultation until it achieves the response it wants. This suggests that it does not have an open mind to the feedback received, but rather that they have already decided to introduce the Bus gate/close the bridge to normal traffic.</p> <p>-CCCs claims that bridge closure will improve safety on Mill Road, but have presented no evidence that traffic on Mill Road is any more unsafe than elsewhere in the city. Additionally there is already a dedicated cycle/pedestrian bridge (Carter).</p> <p>-CCC has not considered that Mill Rd bridge closure increases traffic on side streets owing to traffic diversions, and causes congestion on alternate bridge routes such as Hills Road and Coldhams Lane. Claims that this is only temporary before traffic reduces (2019 data) are not well supported and coincide with school closures/summer time when vehicular traffic naturally decreases.</p> <p>-Bridge closure has a negative environmental impact as the diversion routes will be longer than use of Mill Road bridge, and increase standstill time owing traffic jams. This will negatively impact emissions, air quality and CO2 footprint and the local residents there.</p> <p>-Furthermore, these routes for displaced traffic have a higher residential population than Mill Road, which means the policy to close the bridge is irrational (i.e. you are negatively impacting more people than you are “helping”, although I do not think these measures help local residents).</p> <p>-Bridge closure is age and disability discriminating. The legal definition of disability is broader than the criteria to obtain a blue badge which have a very high threshold. This means that disabled people or older people who don't qualify for a blue badge but nevertheless have mobility issues are not able to use the bridge.</p> <p>Overall, some members of Cambridgeshire county council (CCC) appear to have predetermined the decision to close the bridge, manipulated data to support bridge closure where the data supports no such thing, formulated disproportionate and draconian measures to close the bridge under the guise of improving the local amenities and safety on Mill Road, when more reasonable options may be open to them.</p> <p>In reality bridge closure will result in substantial city-wide personal and environmental harm that is larger than the proposed benefits (which at best offer very weak argumentation).</p> <p>I therefore oppose measures to close Mill Road bridge to normal traffic by introducing a bus gate.</p>
Access	WhollyObject	<p>Not needed not required & everyone should be able to use mill road & mill road bridge - this is truly a waste of time effort & most of all Cambridge residents tax payers money !</p> <p>This will make road users having to drive around a longer route causing more congestion & pollution- it is not a busy road especially compared to other roads & it's not needed as an improvement!</p> <p>Older generations & disabled persons are disadvantaged by the bus gate ! And that's going beyond fairness & human rights & standards.</p> <p>I am totally bewildered how this can actually be voted in when residents & shop owners are against it !</p>
Other	WhollyObject	<p>This is yet another nimby scheme with the previous consultation not being widely publicised and overtaken by *** and their splinter groups to manipulate a false impression that a majority was Mill Road closed. In reality the people in the area and surrounding areas want it kept open. Businesses have been and will continue to be affected if closed permanently. Shifting traffic to surrounding areas makes it worse there so there is simply not environmental reason to close the road. There is a cycle bridge parallel to Mill Road Bridge which the cyclists choose not to use because it means going out of their way with the irony being they want to force other road users to do the same.</p>

Traffic	WhollyObject	<p>I am amazed that the debacle of the ludicrous congestion charging debacle has taught the Council nothing of democracy. I can't believe they are having another go at this bus gate having been successfully defeated first time round.</p> <p>Please take the message that this is not a popular idea. Mill Road is a vital arterial road for the city and traffic must not be restricted. The street scene is in no way compromised by through traffic. Restrictions will only divert traffic to already overloaded surrounding roads and increase travel time and emissions. For example we would usually need to drive to our GP if the children were ill and needed to be seen. Using the bridge this is a 10 minute drive. Without it it would be a 30 minute drive.</p> <p>Please learn the lesson of humility. This is not a popular or desired scheme and if it is revived I and thousands of others will once again contribute to a fund to challenge it in court. Democracy fundamentally means doing what is popular and sadly local government, at least in this area, seems to have no insight into this basic fact.</p>
Access	WhollyObject	<p>I used to live on Mill Road Broadway. I drove maybe 3000 miles per year. Mostly I walked. But I liked the freedom of the car, and mostly I could avoid the rush hour. When the bridge was closed I moved house to ***, temporarily, meaning that I could not transport belongings that short distance. Eventually, I felt forced out because of the overdevelopment of housing on and off Mill Road, and the work on the railway. Views of residents have become polarised, but by and large the anti-car brigade are the most effective lobby. We have consultation after consultation with leading questions about air quality (who wouldn't like better air quality or safer streets) used to claim that people support the closure. You could close any road, all roads and achieve these aims, but it is a matter of balance. Cambridge residents are never genuinely consulted about the growth agenda, which is responsible for much/most of the increase in traffic, and we are constantly told that doing nothing is not an option. I don't believe that planners and politicians are willing to listen, and they are quick to demonise opponents. Repeatedly going back to the well until you get the result you want is shabby politics - the city has already wasted an enormous amount of money on the thing-that-couldn't-be-called-a-congestion-charge. More money is being spent on this. The biggest issue is that congestion will be worse on the ring road, which will probably be taken as proof that the congestion charge is revived.</p>
Parking,Safety,Traffic,Access,Disturbance,Financial,Environmental,Other	WhollyObject	<p>You are bulldozing the restrictions in with 3 days notice and only allowed 4 weeks in the summer holiday period after the High Court quashed the the previous TRO, which is too short. There is scant or zero evidence of harm or overall pollution that will not apply over most of Cambridge.</p>
Traffic	WhollyObject	<p>The court has already ruled against this, please explain why you are continuing to waste tax payers money in pursuing this unpopular scheme! Rather than solve congestion the closure of roads, including Nightingale and Luard (not to mention the many in the city centre) combined with the introduction of numerous cycle and bus lanes is leading to increased congestion, and any attempt to close Mill road to vehicles will just increase the pressure on Hills Road and Cherry Hinton road. Please stop ruining our city</p>
Access	WhollyObject	<p>I object to the closure of a main public thoroughfare in a city already brought to a virtual standstill during the week by reckless decisions taken by the local councils after a sham of a so-called public consultation or under the thin guise of Covid restrictions which, for no plausible reason, never got lifted.</p> <p>This is yet another instance of this thoroughly undemocratic process which shows contempt for the ordinary citizens of Cambridge.</p>
Traffic,Access,Environmental	WhollyObject	<p>This consultation is taking place over the summer holiday period which isn't the best time to collect the widest range of views.</p> <p>It makes no sense to me for the bridge to be closed and this move isn't supported by the majority of people who use the bridge. If I cannot drive over the bridge then I have to use another route, as will others, which will bunch cars onto other routes. Also we will use more fuel and so more pollution, for the foreseeable future.</p> <p>The move will have a detrimental effect on the unity of Mill Road - it is a bridge that connects areas and eliminating cars means that some users such as myself who rely on car use will be denied this.</p> <p>Closing the bridge may well have a detrimental effect on the whole area as access will be restricted for many.</p> <p>If there is a great need to do something for safety why not reduce the speed limit.</p>
Access	WhollyObject	<p>The legal case clearly demonstrated (at huge taxpayer cost) that closure is not in the public's interest or want. So the consultation is not needed, and certainly not if the council is planning to force through a closure of Mill Road bridge against the wishes of the people who's tax pays for said council.....</p>
Other	WhollyObject	<p>This continuing scheme to act against the majority of residents wishes is wasting Council Tax and will only lead to even more congestion in the town, although that doesn't seem to concern you.</p> <p>Please remember that not everyone is able to cycle and many people who work in Cambridge live too far away for that to be an option, as they can't afford to live in Central Cambridge. You have already ruined Milton Road, please give up Mill Road and on the use of a stick to beat motorists....</p>
Traffic	WhollyObject	<p>Why is this happening again ? You have seen there is little support for this, yet you continue to pursue this.</p> <p>You have already ruined so much parts of Cambridge. Do as your resident/constituents/tax payers wish and drop this stupid idea.</p>

Other	WhollyObject	<p>How much money do the council and hated GCP want to throw at this ridiculous scheme that the majority of people outside of the equally hated *** have been demonstrably against?</p> <p>Why does this even warrant yet another consultation alert the results will be manipulated and spun to suit what the council/GCP/*** want and the opinions of the majority ignored.</p> <p>This council, and more the GCP, are systematically destroying Cambridge with their appallingly planned and unwanted vanity schemes.</p> <p>The congestion charge was defeated by public feeling and opinion, the Mill Road bridge TRO was defeated in the courts after the public took legal action.</p> <p>How many more times will the council/GCP have to publicly and embarrassingly lose before they actually realise that they are mean to be public servants and not lap dogs to a minority political pressure group posing as a cycling charity?</p>
Traffic	WhollyObject	<p>This has been raised several times and the bus gate, traffic restrictions for Mill Road aren't wanted. There have already been several consultations over the years and you just keep readdressing the issue with another consultation - I'm guessing this will continue until you get the result YOU want. Democracy at it's finest. I'm absolutely disgusted with the way this has been handled and the wasted money on the project. If the people who live on Mill Road don't like it then perhaps they shouldn't have chosen to live there. If they want a pedestrian area for their home life, live somewhere rural. It's like someone moving in next to a pub and then moaning about the pub. Just stop it. Make improvements to the road to improve safety but keep it open.</p>
Traffic	WhollyObject	<p>The county council have already been proven to have been in the wrong in attempting to force the bridge closure and quite rightly ordered to pay costs. This is yet another attempt to force this through with minimal consultation and to force traffic onto surrounding roads, causing misery for drivers and residents of roads such as Coldham's Lane. Traders on Mill Road are rightly very concerned about their livelihoods as a result of the proposed closure. I do not support this measure under any circumstances.</p>
Access	WhollyObject	<p>There has not been enough open consultation about what restrictions could be introduced on the use of the bridge - the surveys completed are miss leading and don't offer a choice of options ie bridge closed to traffic for restricted hours - single traffic with traffic lights to allow increased cycle lanes - public transport is not good enough to replace cars and not everyone wants to or can cycle</p> <p>Why not try a phased approach and have a real discussion about what people want - let's have a proper democratic discussions out the use of the bridge and don't let single focus action groups dictate open public debate</p>
Environmental	WhollyObject	<p>It impacts everyone on both sides of the bridge. Dropping the court case that's already cost us the tax payers a fortune to them open another consultation that no one wants or asked for us down right disgusting..</p>
Access	WhollyObject	<p>The closing of Mill Road bridge is undemocratic, wholly unnecessary, will damage longstanding businesses, will do nothing to improve safety and just lead to congestion elsewhere. It is supported by an unelected "charity" (***) who are applying undue pressure to ruin Cambridge for their own ideological plans and for a relatively small part of the city population. These shameful plans to close the bridge should be shut down immediately.</p>
Other	WhollyObject	<p>I remain totally against this proposal and fail to understand why much more of Council Tax Payers' money is being wasted on a consultation which is offering only lip service to the term. Closing access to Mill Road bridge to all but a very small proportion of the categories of traveller who use it at present will: a) result in loss of trade to the large majority of traders located on either side of the bridge, b) remove access to those trades from the majority of shoppers who use those shops currently, c) reroute traffic onto other roads such as Coldham's Lane, Brooks Road causing additional congestion and negative environmental impact d) result in much longer journeys for those, for example, who need to travel to Brookfields Hospital from areas of Cambridge where, at present, travelling along Mill Road from Parker's Piece, say, is the shortest route and e) cause total chaos on either side of the bridge when the proposed bus gate is in operation when drivers need to do a 3 point turn on realising they cannot cross the bridge in their vehicle, with resultant increase in pollution whilst they make such a turn. To argue that closing the bridge to most vehicular traffic makes cycling and walking safer is a non-starter argument, there is already a pedestrian and cyclists' bridge which was constructed specifically with safety in mind for those two groups of people.</p> <p>Whichever Council Committee is dealing with this proposal would do well to consider the views of Cambridge residents who are unable to walk and/or cycle - there is a large number of such people and, for many in that group, it feels that the only voices that are heard are those of very vocal groups of cyclists and pedestrians.</p> <p>In summary, I feel very strongly that installing a bus gate and restricting access to most vehicular traffic is an appalling proposal which can only cause economic and personal harm to both traders and shoppers using shops on either side of the bridge and distress to those who use the bridge in their cars.</p>
Traffic	WhollyObject	<p>Proven data is required in to order to prove whether this will improve anything. Also this is not the correct forum to collect information from the public about major changes to the City. A full on referendum is required.</p>
Access	WhollyObject	<p>This has already been contested and now you're just wasting money. Stop with this nonsense</p>

		<p>Cambridgeshire County Council are playing a dangerous game with the lives of the people of this County, and particularly with their experiences and opinions. The second proposal to close Mill Road Bridge, shunning the extensive judicial review by local residents, is a kick directly to the teeth. It is a display of disregard for the views of local people. Someone at the Council must understand how much effort, time and expense is incurred in a judicial review, and that is the extent to which local people needed to express their view that the Council was wrong. Ironically, a judicial review is what residents were demanding on the day that Cambridgeshire County Council pulled out of a joint challenge with other Councils – yet again putting their own views ahead of the County’s.</p> <p>Still we see this proposal come out for ‘consultation’, which, based on almost every precedent set under this administration, will be completely ignored. Whether one supports the proposed change or not, it is highly unpopular. The Liberal Democrats, who lead the Council in coalition, are preventing free movement across the city and doing so in a way which disregards the abundantly clear views of the people most affected. They are neither Liberal nor Democratic. The Labour Party, who represent most of the affected city at all levels, do nothing to hold their colleagues to account for this failure.</p> <p>I do not need to repeat the problems with this proposal – others will do so more eloquently. Local deliverers will have to drive for much longer to access local shops. It would massively increase traffic in the surrounding area, which would worsen pollution significantly. You are not boosting active travel infrastructure, and it should not be described that way – but you are cutting off a sensible access point for local businesses and tourists.</p> <p>The Council leadership are so far removed from reality that they believe people will suddenly stop driving through Cambridge and get on a bus. They will not – some people have to drive, just like they had to during the ludicrous Congestion Charging debate. Young people want to obtain their freedom in a car. Young families have no choice. Traders, workers of obscure hours, van drivers... they all have no choice. County Councillors are making people’s lives worse because they refuse to understand what their actions are doing on the ground.</p> <p>People are also perfectly capable of walking on the footpaths without endangering themselves.</p> <p>My message to administration councillors is this: you cannot regulate and govern your way into changing people’s behaviour. I said this with the Congestion Charge, on the back of which I ***, and I say it again. Not only is this frighteningly authoritarian, it is also impossible. We need carrots, not sticks, and there are only sticks in the situation of closing Mill Road Bridge. By all means, provide the infrastructure for cyclists and pedestrians. But do not cut off the heart of our County because you want to be seen to be doing something when you don’t understand the impact it will have.</p> <p>The best leaders admit what they don’t know and ask someone who does – I may not agree with you but I do want you to be good leaders. Listen to the people who know.</p> <p>The best way forward is to incentivise people to use the buses and trains. I particularly advocate better advertising for the park and ride services, and also for the railway stations in the City. We need to link up our whole County, including our most rural villages, and allow people to choose freely how they travel. If they choose a car, they are not wrong, and you as County Councillors are certainly in no position to tell them they are. Instead, we work not on making it inconvenient to use a car, but more convenient to use public transport or active travel.</p>
Access	WhollyObject	This plan must be dropped as soon as possible, for the technical reasons summarised which others will expand on, but mostly for the fact that you have already had your answer.
Environmental	WhollyObject	Having lived in and around Cambridge my whole life (born in Mill Road actually) I wholly object to this ridiculous proposal. Having been denied previously (for good reason and at the highest level) revisiting this is a huge waste of taxpayers money. The proposal will simply cause longer journeys, longer queues and significant increases in pollution as a result.
Access	WhollyObject	This proposal has already been rejected by the majority of local people and those in the wider county and catchment area. It has also been thrown out by court. The agenda to continue this appears to be bring driven by vocal minority groups and people who are not permanent residents. Listen to the wider electorate and population. This is not wanted. Stop wasting time and money on this and reflect on your wider duties as a council

Access	WhollyObject	<p>Yet again, those who think they know are making the lives of everyone else a misery with some modern theory which only causes upset. The previous 'extensive' consultation equated to 1.36% of the total population of Cambridge. In addition, 87% described themselves as students, who are likely to be resident for 3-5 years. To allow such a pathetic minority to demand changes affecting the whole of Cambridge is hardly an exercise in democracy.</p> <p>I object to council tax monies being frittered away on City-centric vanity projects, when roads such as the B1050 and the A1123 are in such a dangerous state of repair. Both of those roads are vital to national trade. You may recall that plans to repair the B1050, one of two river crossings, were put on hold because the project was going to cost more than anticipated. Those of Cllr Gough's electorate living on the B1050 have heard nothing since.</p> <p>I believe Cllrs Beckett and Shailer are abusing their positions as Chair and Vice-Chair of the County Council Highways Committee to push through unjustified projects and are ignoring the needs of the County as a whole.</p> <p>I challenge you and the other members of the Highways Committee to prove that you had not made your decision about Mill Road prior to the presentation of the outcome of the consultation. I would also like to know why the feedback form was unnecessarily complicated, with the 'feedback' box in such tiny print.</p> <p>The original consultation did not allow for residents whose English skills were lacking. I would remind you that an overly complicated feedback system, which is disadvantageous to those with poor sight is also contrary to the Equality Act. I hope that there are records proving that this was not the case.</p> <p>Finally, I have added the most recent compilation of the ONS statistics on key parameters relating to quality of life. Retail footfall is still down by 3%. Air pollution, one of the reasons given to restrict Mill Road, is down by -38%. With that figure, how can you justify the air pollution argument? *** and *** have been given a disproportionate amount of attention. It is time you paid attention to the rest of Cambridge, including the county as a whole, and their needs.</p> <p>Closing Mill Road bridge will have a detrimental effect on businesses, on the lowest paid in society, and on FREEDOM.</p>
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		<p>You people AND the GCP can not be believed or trusted. The GCP who your council uses is full of unelected, unqualified and incompetent people who lie through their teeth!</p> <p>The following sums it up nicely!</p> <p>You can look all these points up to verify they are correct:</p> <p>*QUOTE*</p> <p>The driving force behind the Mill Road closure, as well as all the other road restriction schemes in Cambridge, has been and always will be Central Government, through its “Active Travel” scheme worth billions to County Councils which is implemented through Active Travel England.</p> <p>In 2021 Boris Johnson released “Active Travel: Gear Change” which set out the blueprint for all future road “improvements”, including rubber bollars, bus gates, red cycleways etc, which are all appearing in Cambridge, as well as providing the vocabulary for promoting these in the media.</p> <p>At the same time, if you look at the publicly available accounts of “Charities” such as Sustrans and ***, among others all of a similar ilk, their income revenue ballooned from “Grants” issued from the Active Travel pot by a staggering amount, in some cases totalling in the millions.</p> <p>The pattern is consistent, in 2021, all these Active Travel charities received a boom in revenue, thanks to the Government’s “Gear Change” of Active Travel.</p> <p>At the same time, through years of incremental decreases of traditional methods of funding from Central Government, County Governments have been given the framework to raise revenues from their own residents directly through increased traffic restrictions such as bus gates, lower speed limits, more parking restrictions and so on, all of which increase the County revenue by the millions.</p> <p>This is always given the justification of “safety” and “net-zero”, in Cambridge this is particularly noticeable with the City and County Council having declared an “environment emergency” which essentially justifies prioritising all these changes over other expenditures, and allows them to impose measures such as “Experimental Traffic Orders” which circumvent the traditional planning stages and requires no warning or consultation at all.</p> <p>As is clearly evident throughout all of the County Council’s restrictive measures, their consultations are meaningless because they impose their measures regardless of whatever feedback they received.</p> <p>On the ground level, this is supported and driven by “Activists” who form pressure groups who espouse to represent majority opinion among the population and have organised to engage more effectively and consistently with consultation exercises, and also have been able to dominate the media outlets with written letters and articles for years.</p> <p>Whenever any locals emerge to oppose what these pressure groups are putting forward, instead of presenting a robust case to support the necessity of these schemes, they instead attempt to smear and discredit them, because they can’t defend their own position in a fair and unbiased way using reason, logic or evidence.</p>
	WhollyObject	
		<p>Hi , I object to the consultancy on Mill Rd Bridge let alone gating it to stop traffic !</p> <p>Cambridge is currently in a complete mess due to GCP ! Let alone wasting 'OUR' Money !</p> <p>I'd like to see all these silly schemes dropped including the GCP ! THEY ARE UNELECTED AND NOT WANTED BY THE MAJORITY OF ORIGINAL CAMBRIDGE PEOPLE !</p> <p>PLEASE CLEAN THIS MESS UP !</p>
	WhollyObject	***

		<p>Dear sir or madam,</p> <p>Thank you for informing me of the new TRO proposed on Mill Road. I have added comments to the consultation, but I have further comments to include as the appyway portal was limited and I wanted to write more. Please see below.</p> <p>thank you,</p> <p>***</p> <p>I consider the TRO to be illegal, as major stakeholders, i.e., residents have not been consulted properly. Let me explain:</p> <p>I have received a leaflet on the proposed 20 mph limits, even though the roads affected are not local to me. I received a letter on the proposed LTN in Vinery Road, but I have never received anything from the council on Mill Road closure, despite it being a permanent fixture that will affect us directly. I found out about it originally on social media, and thankfully, you let me know when it arose again. But what about the folks who do not know still?</p> <p>This is the third or fourth consultation, but many people will think it has already been resolved so would not look to find an update.</p> <p>The council failed to mention it will receive significant government funding on successful closure of the bridge, which is a key driver of this proposal. I believe the council has not been transparent.</p> <p>The council fails to mention its intention to close other key routes throughout the city. It also fails to mention how other road closures/restrictions will impact on this change, i.e., Hills Road and Lensfield Road. It has done nothing to improve bus services in the city or provide any real solutions other than road closures and is blaming drivers.</p> <p>*** claims the consultation is not a real consultation but just a legal requirement and the decision was made in the previous consultation, but they are still asking members to write in to support – I welcome your comments on this point.</p> <p>I work with a guy who is in *** and lives in Ely. He is in his 70s and has not lived or worked in Cambridge for many years but has been committed to closing the bridge. Why does someone who lives more than 30 mins drive from Mill Road wish to close it? Why does someone who doesn't use the bridge even have an opinion? Worse still, his opinion counts more than local residents.</p> <p>The council is spending an awful lot of taxpayers' money on consultations for Mill Road Bridge, when this money could be better spent on improving the pavements on Mill Road, which are dire. The council is failing its legal responsibilities and duty of care – I have repeatedly reported local pavement issues to Highways including Neil Shailer, but no one cares about pedestrians or getting people walking, the focus is only on cyclists and making their journeys safer. I'd like to feel safer too, and not fear tripping on footways. (in case you think I'm being dramatic, I fell over last June and have done 15 months of physio but my *** is permanently damaged). Apparently active travel does not include walking, why is this?</p> <p>There has been no consideration of closing during rush hour and opening the rest of the time, which would also reduce accidents and is a perfectly valid solution. Mill Road is rarely busy during the day; I know as I walk it often.</p> <p>The council has failed to consider tradespeople in their proposals as they seem to think all car journeys are recreational. This will have a negative impact on their ability to move around and earn money, thus affecting their wages. My husband is a tradesperson who lives one side of the bridge and has customers on the other side. His journeys to them will at least double, in time and</p>
	WhollyObject	

		<p>To whom it may concern</p> <p>I OBJECT to this proposed bus gate on Mill Road, Cambridge.</p> <p>The fact that this council seems to think it is ok to waste tax payers money on this pet project from cycling groups, is outrageous!</p> <p>You have wasted many 10's of thousands of £s and yet you are hell bent on wasting even more of the tax payers money.</p> <p>I am completely embarrassed by all this. And so should every committee member reading this email, that includes Neil Shailer and Alex Beckett who are a complete Disgrace!</p> <p>***</p>
	WhollyObject	
		<p>I am submitting my objection to the proposed closure of Mill Road Bridge on a number of grounds.</p> <p>First of all I see this as a gross negligence and misuse of public money by the council.</p> <p>This has been going on since the trial closure for Covid where the monitoring of which side to walk on just led to verbal abuse and threats given the lack of policing was not helpful.</p> <p>The proposal was to make Mill Road safer for pedestrians well the money would be better served in providing more funds for police recruitment to keep cars off the pavement, ensuring deliveries were timed away from the early and late traffic, fixing potholes so they don't come back so quickly after quick fixes, regulation of delivery bikes that feel they can just do U turns or go down pavements to avoid traffic. .</p> <p>Mill Road is a thriving community and closing the bridge will be like cutting it's throat and letting it bleed to death.</p> <p>Closure will just create issues elsewhere around Cambridge.</p> <p>The research of those who use the bridge does not go far enough and is taking views of a minority.</p> <p>I for one am a pedestrian, cyclist and motorist and cannot see the value of closing the bridge.</p> <p>I was part of a consultation where we were asked to give up 5 hours on a Saturday.</p> <p>At the time I proposed narrowing the road over the bridge with traffic lights either side to manage the flow.</p> <p>Widen the pavements either side for pedestrians.</p> <p>Put in a bike lane on either side.</p> <p>I also suggested, where possible, putting in more lay-bys where possible with time limits for delivering or parking to stop monitoring by cameras.</p> <p>Indents to the pavements for buses to allow traffic to flow and sleeping policemen or rights of way.</p> <p>Sadly I don't believe my voice was heard. What guarantee do I have it will be now?</p> <p>***</p>
	WhollyObject	

	WhollyObject	<p>Good morning</p> <p>I am writing to strongly object to the above TRO. I fail to see why the council is pursuing this proposal, given that it was rejected by the public during a previous attempt by the council to implement the restriction.</p> <p>It will as I am sure you realise move traffic onto the already congested Hills Road and Coldhams Lane, rather than ease traffic flow.</p> <p>Kind regards</p> <p>***</p>
Environmental	WhollySupport	I would also like to note that the UI of this consultation portal is sorely lacking. It took me far too long to find the feedback button, and I completely failed to do so on my mobile device.
Traffic	WhollySupport	<p>I am in favour of the TRO for a bus gate on Mill Road, Cambridge. The County should have published some data or modelling to describe the impacts this closure will have. I have had to rely on data published by *** and *** and am disappointed the County hasn't published its own data that might have addressed some of the concerns that have been raised by some traders and residents in neighbouring areas. Nevertheless I think that on balance the bus gate will improve public transport efficiency, will encourage people not to make unnecessary car journeys and most importantly will improve safety and health for pedestrians and cyclists. I sincerely hope that traders will notice an increase in customers as Mill Road becomes a more pleasant environment.</p>
Traffic	WhollyObject	<p>Driving in and out of Cambridge is sometimes unavoidable. For those who live on the east of the city centre - Mill Road and its bridge is a vital route - one of very few. If this is enacted, traffic and congestion on the other routes will get still worse (e.g. Coldham's lane).</p> <p>Some people (e.g. those living on Devonshire or Cavendish roads) will be forced into making ludicrously convoluted journeys to and from their homes, increasing traffic and emissions still further owing to the extra unnecessary miles being driven. At the very least, these people should be provided permits to cross the bridge.</p> <p>I think this is a well-intentioned but mis-guided proposal whose results will be counter-productive.</p>
	WhollyObject	<p>I strongly oppose the closure of Mill Road Bridge in Cambridge.</p> <p>Mill Road is one of the arteries of Cambridge and should not be divided /cut. The whole character of the place would be destroyed.</p> <p>And for pensioners like me it would add to my journey to the other side of town. It would isolate the people living on the other side as well.</p> <p>Please keep the bridge open.</p> <p>Thank you</p> <p>My name is ***</p> <p>My address is:</p> <p>***</p>

Other	WhollyObject	<p>Format Objection on behalf of the Mill Road Traders Association to the Proposed Traffic Regulation Order for the Installation of a Bus Gate on Mill Road Bridge</p> <p>Dear Sir/Madam,</p> <p>I am writing on behalf of the Mill Road Traders Association to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. We object to this proposal based on an extensive review of the potential adverse effects this could have on our community, local businesses, residents, and the overall connectivity of the area.</p> <p>1. Purpose of the TRO</p> <p>a. Safety Justifications:</p> <p>The claim that the TRO is necessary to prevent danger to road users is not sufficiently supported by evidence. Any argument for this measure should be grounded in concrete data, such as accident reports specific to Mill Road Bridge, demonstrating how a reduction in motor traffic would have prevented incidents. Moreover, many residents have shared that they felt increased anxiety about personal safety during prior closures of the bridge, particularly in the evenings, due to the reduced presence of vehicles.</p> <p>b. Preservation of Local Amenities:</p> <p>The assertion that the TRO will enhance local amenities is questionable. During earlier closures of the bridge, there was no observable improvement in local amenities. In fact, in Romsey businesses experienced a decline in foot traffic and accessibility, leading to a less vibrant local economy. The supposed benefits to the quality of life have not materialized as expected.</p> <p>2. Key Issues with the Current Proposal</p> <p>a. Signage and Communication:</p> <p>The existing signage, such as the "no right turn" into Devonshire Road, is insufficient and easily overlooked. It is critical that any signage related to the bus gate be clear, strategically placed, and well-publicized to avoid confusion and unintended violations.</p> <p>b. Traffic Calming Details:</p> <p>The proposal to introduce a build-out on the southern approach to the bridge for traffic calming is vague. The specific location and anticipated impact on traffic flow need to be clearly outlined to allow for proper assessment.</p> <p>c. Cycling and Parking Adjustments:</p> <p>Proposed changes to cycle parking on Argyle Street to increase carriageway width need further explanation. How will these adjustments impact both cyclists and motorists? Detailed plans are necessary to understand the full implications.</p> <p>d. ANPR Enforcement:</p> <p>While ANPR cameras are proposed to enforce the bus gate, it may be more beneficial to deploy these resources toward addressing speeding, a significant safety concern on the bridge. This would likely have a more direct impact on improving road safety.</p> <p>3. Consequences for Residents and Local Businesses</p> <p>The introduction of a bus gate would disrupt the daily lives of residents and harm local businesses. Tradespeople, delivery services, and others who rely on crossing the bridge for work would face increased costs and logistical challenges, ultimately reducing the quality of life for residents. Additionally, the limited access would strain carers and other professionals who need to travel across the bridge, making their work more difficult and less efficient.</p> <p>4. Pavement and Infrastructure Concerns</p> <p>While we recognize the need for wider pavements in certain areas, such as along Mill Road in Petersfield and near the Ross Street junction, closing the bridge is not the appropriate solution. A more effective approach would involve regular maintenance, such as trimming overgrown hedges and improving specific junctions, as well as enforcing illegal parking without causing the widespread disruption a bus gate would bring.</p> <p>5. Environmental Concerns and Traffic Diversion</p>
Parking,Safety,Access,Environmental,Traffic	WhollyObject	<p>I oppose the closure of Millroad Bridge. I've lived on Mill Road for 40 years and feel the bridge connects two two communities. As we saw in July 2019 the closure divided the community and also put unnecessary strain on the local shops. I do not see car traffic on mill Road as problematic or more problematic than any other roads in Cambridge. If the bridge closure is to go ahead I see Mill Road changing and many of the independence shops which contribute to is vibrant atmosphere, would be forced to close. I feel passionately that needs to stay open .</p> <p>I also feel that the closure of Millroad Bridge would negatively impact the environment Forcing local residents to make far along car journeys to reach their destination. Cambridge needs a dynamic, structured, initiative Strategy and plan to address the environmental issue of cars. simply closing roads here and there is a naive and simplistic plan which simply won't help the environment. The car restrictions will also penalise and put an extra cost on some of the most vulnerable people in our community who are unable to cycle or walk. I also feel that moving the traffic problems to other areas and roads such as East Road and Hills Road is unfair on the residents in the surrounding areas to those main roads .</p> <p>Ultimately, the closure of Mel Road Bridge is not a clever plan.</p>

		<p>Regarding the County Council proposal to close Mill Road bridge to most traffic</p> <p>I am a pedestrian, a cyclist and a car driver, and I live local to Mill Road, in Petersfield.</p> <p>While I applaud the desire to improve healthy living and air quality, and to promote active and sustainable travel, I think this particular proposal is wrongly targeted, and I do not support it, for the following reasons (not necessarily in order of priority).</p> <p>Although there are times when the road is very busy, I have not seen the evidence that vehicular traffic in Mill Road is generally unsustainable - either in collected numerical data or in my own experience.</p> <p>In my experience traffic jams are usually caused by single vehicles parking on or close to the pavement, and obstructing throughflow of cars: but that is a different matter and should be addressed by other means.</p> <p>Bridge closure would change the character of the road and in my opinion that would be a big shame.</p> <p>I value the busy character of Mill Road as it is, with its range of independent retail outlets along the through arterial route. It feels lively and alive.</p> <p>I think the jury is out on whether pedestrianisation leads to better quality shopping streets. We have mixed experience in Cambridge. In places elsewhere I have seen the decline of mixed retail at the expense of local eateries.</p> <p>Local businesses are generally not supportive of this proposal and fear it will damage their trade.</p> <p>We have already seen that closing Mill Road bridge to through traffic results in much greater vehicular traffic in Coldhams Lane - this road is already congested and it would be very wrong to knowingly inflict more traffic and pollution in a residential zone. That should be avoided.</p> <p>We have already seen that closing Mill Road bridge brings more traffic through the residential streets of Petersfield between Hills Road and Mill Road. That also seems wrong - adding to the pollution and lack of safety in residential areas.</p> <p>Closing the bridge will require many drivers to extend their journeys - which seems illogical and wrong thinking when we are trying to reduce the length of journeys and consumption of fuel.</p> <p>If it were to happen it would need to be done as part of a much larger road management scheme.</p> <p>Regarding vehicular pollution and quality of air, we should expect that govt legislation will lead to significant improvements.</p> <p>With kind regards, ***</p>
Access,Other	WhollyObject	<p>Mill Road is unique because it has many small businesses from a diverse cultural background. These businesses cater not only to local residents like myself but also depend on customers of a similar cultural background in the wider Cambridge area who come by car. By restricting access to Mill Road bridge the city would discourage visits from this group of customers for ethnic Mill Road businesses such as Seoul Plaza, Spice Gate, etc. This would hurt these businesses and undermine the cultural diversity of Mill Road and through it, my community.</p>
Access	WhollyObject	<p>This proposal will kill off the essential vibrancy of Mill Road & do untold damage to the existing shops without trade from passing cars who are tempted by the shops & seek out the local car park. Mill Road will be forgotten & become a backwater as there will not be enough local trade for shops to survive. I cycle up & down Mill Rd very frequently & without trouble. Cars will be forced to use other routes, especially Coldham's Lane, which will suffer from even more congestion & pollution. During the Covid lockdowns, Mill Rd was not a happier place without the usual traffic, despite the pavement cafes & other experiments. It was just an empty, lonely road with empty shops & no character.</p> <p>Please do not do this & kill off our Mill Road, I beg you.</p>
Access	WhollyObject	<p>The bridge is currently causing no harm, and is a nice place to walk because of the amount of diversity that goes through the street. Mill road itself is known for being diverse and allowing everyone to come to it - so why change that?</p>

		<p>Dear Sir/Madam,</p> <p>Re: Objection to the Proposed Traffic Regulation Order for a Bus Gate on Mill Road Bridge</p> <p>I am writing to express my strong objection to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a local resident, I believe this proposal will have significant negative impacts on our community's connectivity, safety, and overall quality of life.</p> <p>1. Disruption to Daily Life</p> <p>The introduction of a bus gate would severely disrupt the daily routines of residents, particularly those who rely on Mill Road Bridge for commuting, accessing services, and visiting local businesses. The increased difficulty in crossing the bridge would reduce the convenience and accessibility of the area.</p> <p>2. Safety Concerns</p> <p>While the TRO is proposed as a safety measure, there is little evidence to support this claim. During previous closures, many residents, including myself, felt less safe due to the reduced presence of vehicles, particularly at night. This raises concerns that the TRO may not actually improve safety as intended.</p> <p>3. Environmental and Traffic Diversion Issues</p> <p>The proposed bus gate could lead to increased traffic congestion and pollution on surrounding roads, such as Coldham's Lane and Tenison Road. The environmental benefits of the TRO are questionable without a thorough impact analysis, and the displacement of traffic could worsen air quality in other parts of the city.</p> <p>4. Impact on Vulnerable Groups</p> <p>The TRO disproportionately affects vulnerable groups, including the elderly, disabled, and those with mobility issues. The current provisions do not adequately address the needs of these individuals, potentially increasing social inequality and reducing access to essential services.</p> <p>5. Lack of Comprehensive Consultation</p> <p>I am concerned that the public consultation process for this proposal has not been fully accessible or inclusive, particularly for those with disabilities or residents who were away during the consultation period. This raises questions about the fairness and validity of the feedback collected.</p> <p>6. Alternative Approaches</p> <p>Rather than implementing a bus gate, I encourage the Council to explore alternative solutions that would enhance safety and traffic management without restricting access to Mill Road. Options such as improved public transport services or targeted traffic-calming measures should be considered.</p> <p>In conclusion, I believe the proposed TRO for a bus gate on Mill Road Bridge would have numerous adverse effects on the community. I urge the Council to reconsider this proposal and to work with residents to find a solution that benefits everyone.</p> <p>Thank you for considering my objections.</p> <p>Sincerely,</p> <p>***</p>
Financial,Access,Safety	WhollyObject	<p>I am strongly against restricting access to Mill road as proposed. I do not believe approval of this proposal would ensure a lively an sustainable future to Mill Road and to Romsey, to the detriment of all residents. I am in favour of alternative solutions to traffic control which would ensure a lively future for Mill Road and for Romsey, tp the benefit of the whole City of Cambridge</p>
Access	WhollyObject	<p>This is a complete joke, along with the Councillors that are dead set on closing a famous vibrant road, eclectic and which has appeared in numerous papers publicizing what a wonderful road it is. And this council want to ruin it! why? to appease the local cycling brigade. Not in my name!</p> <p>If this isn't the end of it and the decision is to close with all the objections out weighing the support!, I will be supporting *** once again with taking this farcical council BACK to court, NO MATTER HOW MUCH IT COSTS!!!!</p> <p>I have lived in Romsey town all my life and so has my late parents. I have very deep pockets and at my age do not need this money. It will be enough on it's own to pay for lawyers and court dates. BRING IT ON!</p>
Access	WhollyObject	<p>Moves traffic to coleridge and cherryhinton rd. Pointless</p> <p>Harder to get to train station</p>

Environmental,Other	WhollyObject	<p>I oppose the closing of Mill Road Bridge for 2 reasons:-</p> <ol style="list-style-type: none"> 1. Mill Road has a unique character with many small independent shops, restaurants and businesses, often family run and these will be detrimentally affected by the closure in what are already difficult times for traders. 2. Closing the bridge will simply push the traffic onto the parallel roads namely Cherry Hinton/Hills Roads and Coldhams Lane. Being forced to drive a longer way round will lead to greater pollution through the increase in fuel which has to be used.
	WhollyObject	<p>Hello,</p> <p>I would like to lodge my objection to any restrictions or closure of Mill Road bridge in the strongest possible way.</p> <p>The bridge is a vital link between Romsey and the city centre. Since the pandemic and over the last four years, there have been NO problems with congestion unless there have been roadworks or other activities on the road. The bridge is no more dangerous than any other road.</p> <p>There is no good reason to close the bridge and I say this as a cyclist, pedestrian and driver.</p> <p>My local councillors have not listened to my opinion and I would also like to object about the continuing waste of taxpayers money on this unnecessary scheme.</p> <p>Yours faithfully, ***</p>
Other	WhollyObject	<p>write to confirm my opposition to the proposed TRO on Mill Road bridge. I also explain below that if the scheme goes ahead, you should not be exempting those who have blue badges.</p> <p>The TRO would 'close Mill Road bridge to all vehicles, except buses, bicycles, emergency services, taxis, and blue badge holders – who may apply to register up to two vehicles on the Permitted Vehicles'</p> <p>My reasons for opposing this are fairly simple - I don't see that the case has been made for closure. I live in Coleridge and use the bridge regularly, predominantly as a cyclist for trips to town and less often as a car driver. I don't see traffic levels on Mill Road as problematic and nor is the cycling experience along Mill Road and over the bridge sufficiently negative to close the bridge.</p> <p>I object to the large amount of signage you are intending to erect. Our streets are already far too cluttered and the large number of signs will have a negative impact on the streetscene.</p> <p>I also have a problem with the fact that you are proposing closure to most vehicles but not all.</p> <p>If the TRO goes ahead as planned, by allowing some vehicles to continue you will massively undermine any benefits that closure could offer. I would particularly draw attention to your proposal to exempt blue badge holders. I would make two points</p> <p>Around 5% of all car drivers now hold a blue badge and doubtless those that do account for far more than 5% of all car miles driven given the perks they enjoy (free parking etc). The number is increasing year on year, partly because Government policy has made it easier to get a blue badge (people diagnosed with various mental health conditions now qualify), and partly because parking and driving a car if you don't have a blue badge is becoming more and more difficult and expensive. And yet by creating further exemptions such as over the Mill Road bridge, you only make having a blue badge more attractive to people. I know from speaking with health professionals that this leads to more and more demand for appointments to see health professionals and get diagnosed, as if our NHS does not have enough challenges.</p> <p>To qualify for an exemption, you want blue badge holders to register two vehicles as permitted. Why do you want to take on the significant administrative burden of administering this? Not only on first set-up, but the ongoing need to maintain this. And you will have a constant stream of people who forget to update their 'permitted vehicle', receive fines and then robustly refuse to pay the fines.</p> <p>If you really want to go ahead with this scheme, you should be arguing that the benefits are so great that you cannot undermine the scheme by exempting those with blue badges just because you perceive they cannot be expected to drive via alternative routes.</p>
Access	WhollyObject	<p>Preventing access to the whole of mill road would ruin a vibrant shopping street. It would also put further stress on other routes into the city. Overall this would be bad for most if not all city residents.</p>

Access	WhollyObject	Overall I favour pedestrianisation and traffic calming. However there is a railway that runs through central east Cambridge with limited routes across it. There is now an irreconcilable tension in council policy which is to build more and more houses on a grand scale whose location will require vehicle access whilst closing and restricting more and more roads. This is not compensated by a well thought through public transport policy because not everyone can cycle and electric scooters are well recognised to be hazardous. Reducing the bus fare to a flat £2 was a good initiative but the routes, frequency and modes remain the same. So the effect of this closure will be to intensify the frequently observed gridlock on parallel routes such as Coldhams Lane, Newmarket Road and Cherry Hinton Road and it will also detrimentally affect otherwise thriving and diverse local trade on Mill Road.
Other	WhollyObject	The GCP has wasted enough public money on this and other hare brained schemes. Please stop trying to ruin Cambridge.
Traffic	WhollyObject	<p>Dear Sirs,</p> <p>I write having lived in and around Cambridge for the last 49 years. My family originates from the East Road, Mill Road, Newmarket Road areas, and have all witnessed significant change over the years. I still have family living just off Mill Road that would be impacted by these changes, and whilst we all accept that change is inevitable, the amount of change attempted at the location proposed in the changes for Mill Road strikes me as yet another failed project in the making.</p> <p>Whilst I appreciate the need for certain actions to be taken, in the consultation documents I could find no reference to any research or data other than a pointer to a DfT document from 2020 suggesting we should make a push towards more sustainable transport mechanisms.</p> <p>Cambridge is already a city awash with different transport choices, notably the bike. Given the prevalence of this form of transport (and the adoption of the e-bike, and e-scooter rental schemes) other than safety, I can see no reason why cyclists would benefit from this scheme - with cycling being one of the key tenets of the DfT white paper, it is hard to see how this scheme will encourage more of this.</p> <p>Making this "obstacle" will favour shared services (e.g. Bus and Taxi), but will also create significant extra traffic on the adjacent streets as people try to avoid what will undoubtedly be a badly signed system designed (with the intent to generate revenue to justify the scheme in the first place). I see no feedback gathered or offered by the residents in the streets around the area (for example Devonshire or Tenison Road on the west side, and Catherine or Sidgwick Street, or Cavendish and St. Philips Road on the east side) all of which will experience traffic avoiding the area, and where the streets are barely sufficient to support the traffic and parking at the moment. Thus, one assumes you will also be building a circular "escape" at the approach to the restriction on either side to allow cars to u-turn safely, without impact other road users or pedestrians on the pavement accordingly. I fail to see how the area can accommodate this.</p> <p>Additionally, why favour non-high density shared service (e.g. taxi) which per km create more pollution than buses. If you intend to genuinely affect change, taxis should not be offered the preferred route through the area, or at least if they are, it should only be those that are 100% electric (not hybrid) as if you are trying to improve air quality, the start-stop of a hybrid engine is only fractionally better than a constantly running internal combustion engine in a modern vehicle.</p> <p>The biggest gap in this consultation though seems to be a total absence of data from residents and business to establish what their thoughts are on the matter. There is no data provided, nor linked/suggested other than this consultation, which, no matter how it is presented is going to happen in the current form, as without data to suggest how the conclusion this was the most appropriate answer to the "perceived problems in the area", there is little to counter any data and/or objections from residents or the wider community as it is simply "one's word against another". Given the previously failed changes in the area, it is almost unfathomable that the City Council would submit another proposed change without any data to demonstrate what didn't work in the last project, and why this one will deliver any more or less success.</p> <p>Overall, the constant additions of restrictions and traffic-stopping systems around the city has not improved environmental aspects nor improved transport in and around Cambridge, in fact it has made it noticeably more challenging to the point that sadly we rarely visit the City Centre or Mill Road these days (despite owning property there) - which is a shame as there are many good businesses along the length of Mill Road, many of whom we have supported over the years. And despite Newmarket Road still being relatively accessible, sadly we find it more convenient to drive to Huntingdon which is over 3x the distance away as accessing businesses and services is just much easier there.</p>

	WhollyObject	<p>Dear Cambridgeshire County Council,</p> <p>I would like to say I object to this bus gate idea. As a cyclist I do not think it will make my journeys safer or quicker. It will cut that area of Cambridge in half and will increase the distances travelled by many drivers, paradoxically increasing motor traffic on many other roads.</p> <p>During "lockdown" when Mill Road was closed to through traffic, I found it less safe to cycle along Mill Road as the vehicles that were allowed to use the railway bridge were driving much faster with a far greater sense of entitlement. And as for trying to weave past those ridiculous seating areas when there was a bus thundering towards you trying to cut you off and make you stop so he could go past first; not much fun wondering if you are about to be flattened by a bus!</p> <p>Now the shops are fully open again, I often use them as part of my commute to work as well as attending a dance class regularly on Mill Road on my way home from work on the Biomedical Campus.</p> <p>Regards, ***</p>
Disturbance	WhollyObject	<ol style="list-style-type: none"> 1. The closure of the bridge to general traffic will divide the city culturally. 2. There is no reason to close the bridge, there is already a cycle/pedestrian bridge 3. The businesses on both sides will be affected by the closure, the closure of independent shops will create a corporate, faceless Mill Road. 4. The council has wasted time and tax payers money trying to close the bridge before, the residents don't want it so give it up and use the time on tax payers money on more important and supported projects (eg planting more trees, developing the current greener spaces) 5. Pollution is down in Cambridge, Electric cars and buses are rising in numbers, this cannot be used as a reason.
Disturbance	WhollyObject	To try and close the bridge on Mill Road will kill the ambience, the nerve and soul of that area, it will effectively cut off the southern half and leave it to wither away. You HAVE TO nurture small local businesses to keep the area alive and interesting. Nobody in Cambridge use their car though town unless they really have to, so why make it even harder?
Parking	WhollyObject	<p>Why would you block off a road to us car drivers to so many shops and lifestyle</p> <p>Gcp are killing Cambridge remove them asap before it's to late</p> <p>Mill road will become</p> <p>A ghost street and lose all trades</p> <p>Fools</p>

Traffic	WhollyObject	<p>It would:</p> <p>Have a detrimental effect on the character or amenity of an area by:</p> <p>Reducing access to mill road shops, restaurants leisure facilities and places of worship for people wishing to use them (from the greater Cambridge area).</p> <p>Fail to reduce or manage congestion in Cambridge by:</p> <p>Forcing vehicles wishing to cross the train line in an east - west direction to divert onto an alternative route (Hills Road or Newmarket Road). This has the effect of forcing more traffic onto these already congested roads.</p> <p>Fail to preserve or improve local air quality:</p> <p>While it may improve air quality on mill road itself, by forcing more congestion onto other routes, the overall impact on Cambridge will be more miles driven and more pollution generated.</p> <p>Note: any predictions on the impact on traffic which rely on inferences from the previous temporary restrictions during COVID are invalid due to the large reduction in overall vehicle traffic at the time.</p>
Access	WhollyObject	<p>I have been living in the city for over 20 years. I mainly travel by bicycle and occasionally drive. In the time I have lived here there have been several occasions where Mill Road has been partially closed (including the bridge area) due to roadworks etc. During these times whenever Mill Road access has been limited the volume of traffic and subsequent traffic jams on the other roads has always noticeably increased, making it much more difficult to travel around the city and making the other roads much busier which increases my vulnerability as a cyclist. With Mill Road being 20mph I currently have had no issues cycling along Mill Road and do not feel that the proposal to close the bridge to motor traffic will improve safety. I also believe that the residents and local businesses on Mill Road will be negatively impacted by the proposal. Less people are likely to visit the businesses due to the reduced access. Those living on Mill Road, depending on what side of the bridge they live would have to potentially drive much further to access shops which require a car for purchases due to the weight of items likely to be bought (e.g. Sainsbury's supermarket on Barnwell Road and B&Q on Newmarket Road). This would therefore increase journey times and congestion on the other roads.</p>
Access	WhollyObject	<p>I strongly disagree with any proposal to restrict movement in/around/out of the city. I see no reason for this, neither does the local council who've not stated a reason for doing so either. Mill Road is and always has been a vibrant, friendly, busy, economically crucial segment of the city. Closing the bridge would end this community for good. It would also create more traffic along the rest of the road and on those routes in the city used by all vehicles impacted by the closure thus negating all of the Council's objectives and adding to the city's pollution levels and traffic volumes. The city's economies would take a huge hit both financially and in every historically advantageous influences such as tourism and student and commercial facilities. Cambridge would cease to survive such factors especially amongst other forthcoming changes.</p>
	WhollyObject	<p>Dear Policy and Regulation Team - I am writing to object to the proposed closure of Mill Road Bridge.</p> <p>I was born in Mill Road, have lived in and around Mill Road and regularly use the road to travel through and around the City in which I continue to live.</p> <p>Mill Road has always been a lively commercial road and a major arterial route in and out of the City. It should remain so to prevent it from losing its unique identity and heritage.</p> <p>Closure of the bridge would impact significantly on the businesses that keep it alive and preserve its identity. It would also impact on all of those who regularly use it to travel to and from their homes and places of work. Without exception, all of the trades people I have spoken with who work in the City (I.e. builders, plumbers, electricians etc) have complained that the earlier closure of the bridge added hours to their daily commute and reduced their efficiency - not to mention the increase in pollution that their longer journeys produced.</p> <p>One further significant impact that closure of the bridge would guarantee, is the increase in congestion and pollution in the mainly residential Cherry Hinton Road and Coldhams Lane - as evidenced during the previous closure.</p> <p>As far as I can see, closure of the bridge might benefit the vociferous cycling lobby but everyone else, including the environment, would suffer.</p> <p>For the sake of the majority, for the sake of the environment, for the sake of preserving the heritage and identity of Mill Road, LEAVE THE BRIDGE OPEN!</p> <p>***</p>

	WhollyObject	<p>To whom it may concern</p> <p>I would like to object to the proposed TRO for Mill Road Bridge that would see a bus gate installed and exclude general traffic from crossing.</p> <p>My reasons are</p> <p>This would cut a community in half and push traffic on to Coldhams Lane , Coleridge Road and Cherry Hinton Road , thereby creating congestion rather than let traffic filter through any of those roads Mill Road included.</p> <p>Traders would suffer terribly from lost business.</p> <p>Existing traffic is not particularly heavy and pedestrians , cyclists , buses and cars seem to use this road with out too much fuss.</p> <p>Please do not start carving up our city for some sort of experiment.</p> <p>Regards</p> <p>***</p>
Access	PartlySupport	<p>Overall in support but have concerns regarding the following:</p> <ul style="list-style-type: none"> - Provision for residents requiring care in their homes - visiting carers/services (e.g. Meals on Wheels) are not given access using this scheme. Residents will not be travelling in the car (and even if they were, will not usually have control over who they are being visited by - daily care is likely to be by more than two different carers). Carers moving from house to house will have routes adversely affected, potentially reducing access to care. While not in Cambridge, I have had experience of MoW service being withdrawn for a parent due to transport restrictions being put in place, and would be concerned if this modification had similar consequences. - Business related deliveries adversely affected - suppliers for shops etc. What will the support be for businesses affected.
	WhollyObject	<p>Dear All</p> <p>I keep reading in the consultation documents that issues with disabled access have now been resolved. They have not. A blue badge does not equal disabled. In Cambridge a blue badge is difficult to receive unless you are in receipt of high rate mobility DLA. This is hardly ever awarded to parents of children despite limited mobility or due to a learning disability or a non visible disability such as ADHD or Anxiety.</p> <p>We are local to Mill Road and everyday users of Mill Road from Coleridge</p> <p>***</p> <p>Best wishes</p> <p>***</p>

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home].</p> <p>The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p>
	WhollyObject	

Other	WhollyObject	<p>Subject: Formal Objection to the Proposed Traffic Regulation Order for the Installation of a Bus Gate on Mill Road Bridge</p> <p>Dear Sir/Madam,</p> <p>I am writing on behalf of the *** to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. This objection is particularly focused on the significant negative impact the proposed bus gate would have on the Muslim community in Cambridge, alongside its broader impact on the wider community.</p> <p>1. Impact on the Muslim Community</p> <p>The Cambridge Muslim community, as indicated by the 2021 Census, consists of approximately six thousand individuals, representing a diverse population with origins including Bangladeshi (38%), Arabic, Turkish, Nigerian, Pakistani, and Iranian backgrounds. Additionally, 10% of Cambridge Muslims are of white origin. Mill Road is not just a thoroughfare; it is a crucial lifeline for the Muslim community, connecting them to the mosque for daily prayers, cultural events, religious education, and community services.</p> <p>a. Access to Mosque for Daily Prayers</p> <p>The proposed bus gate would severely limit access to the mosque, making it difficult for many worshippers to attend the five daily prayers, which are central to Muslim religious practice. Many members of the community rely on private vehicles due to age, disability, or distance from the mosque.</p> <p>The long diversion caused by the bus gate would add significant time to the journey for many worshippers, making it especially difficult for those who rely on personal vehicles due to age, disability, or distance. Given that prayers must be performed at specific times throughout the day, these prayers have tight windows for observance, this delay could prevent many Muslim worshippers from accessing the mosque on time if at all. This creates an undue burden on individuals whose ability to engage in their religious duties hinges on timely and convenient access to the mosque, marginalizing them from participating fully in their faith practices.</p> <p>b. Impact on Cultural and Social Activities</p> <p>The mosque is not only a place of worship but also a hub for cultural and social activities, including religious education for children, community gatherings, health clinics, and charity events. During major observances such as Ramadan and Eid, attendance can increase by up to 50%, requiring additional logistical support for volunteers and organizers. The bus gate would hinder access to these essential services, particularly for those who already face mobility challenges, potentially leading to increased social isolation among the elderly and vulnerable members of the community.</p> <p>c. Disruption of Religious Observances and Community Cohesion</p> <p>Events such as Ramadan, Eid celebrations, and Friday prayers draw large numbers of attendees from across Cambridge. The proposed bus gate would make it difficult for many to participate in these important religious observances, undermining community cohesion. The closure would also make it harder for volunteers and organizers to transport necessary supplies for events and charity distributions.</p> <p>d. Discriminatory Impact on Muslims</p> <p>The proposed bus gate would result in indirect discrimination under the Equality Act 2010 by disproportionately limiting access to the mosque and restricting Muslim worshippers' ability to attend prayers and religious events. The long diversion and restricted access directly impede the practice of their faith. The Equality Act prohibits indirect discrimination where a provision or policy disproportionately impacts people with protected characteristics, in this case, religion.</p> <p>Furthermore, the consultation process itself was complex and not sufficiently accessible for individuals with limited English proficiency, which may include many in the Muslim community. This complexity could have hindered their participation in the process, thereby marginalizing their voices..</p> <p>2. Broader Impact on the Cambridge Community</p> <p>While the Muslim community would face significant challenges, the broader community in Cambridge would also be adversely affected by the proposed bus gate.</p> <p>a. Economic Impact on Local Businesses</p> <p>Mill Road is renowned for its vibrant, diverse range of independent businesses, many of which are owned and operated by members of ethnic minority communities, including Muslims. According to local business surveys, approximately 60% of Mill Road businesses report that vehicular access is crucial for their operations. The bus gate could lead to reduced customer footfall and</p>
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	WhollyObject	<p>We would like to strongly oppose the closing of mill road and the proposed bus gate</p> <p>The reasons for this</p> <p>We are disabled (but not disabled enough to get a blue badge). We are also clinically vulnerable</p> <p>This means that using a bus is dangerous for our health especially since Covid is still around.</p> <p>It is impossible for us to stand and wait for a bus which is often late. We still have to walk to a bus stop and from a bus stop. It is very difficult to walk with shopping.</p> <p>Our children love the other end of Mill Road. If there is an emergency they can drive to us very quickly. They will not be able to do this if the gate is there.</p> <p>There are many people in our position who cannot cycle as our balance is not good, cannot walk with osteoarthritis as it causes too much pain and needs the freedom to use their car to get from A to B</p> <p>Please understand that for elderly people closing the bridge to all traffic is a nightmare.</p> <p>Furthermore like the cul de sacks it will provide a quiet place for our homeless to congregate.</p> <p>I am also very aware that the Muslim people from the Parker's piece end of Mill Road will not be able to attend mosque easily. This will also cause racial problems.</p> <p>Regards</p> <p>***</p>
Access	WhollyObject	<p>We are in our 80's and have limited mobility but refused Blue Badge application - wr shop in the big Sainsbury on Brooks Rd up top of Mill Rd turn left and too far round if the Mill rd bridge is closed - please let us use our bridge to get to the shops and to our podiatrist close to Sainsbury.</p>
Access,Financial,Other,Safety	WhollyObject	<p>I have lived in the Mill Road area mostly in Romsey for 50 years and strongly object to the proposals to install a Bus gate on the bridge and restricting access along Mill Road. This discriminates against those who have to drive sometimes for daily activities. I am an older person. I do not qualify for a blue badge. I don't want to pay for taxis for daily activities. A bus would not be suitable either. Fortunately, I can use a computer to register my views.</p> <p>I am aware of a vigorous campaign from the *** group which has no interest in those that cannot cycle or walk. I am too old to ride a bike with a trailer etc and other ludicrous ideas that have been mooted for people like myself.</p> <p>I can, and do, cycle and walk. However, some of the things that I do frequently have to be done by car e.g. taking regular donations to the Salvation Army, collection of bulk orders from Arjuna, picking up people from the station with lots of luggage, being dropped off at the station with luggage etc.</p> <p>Forcing me on to Cherry Hinton Road and Coldhams Lane lengthens journeys, pushes more traffic on to these roads that are already frequently gridlocked. Whatever the perceived problems are on Mill Road these will not be resolved by idling in traffic over longer distances on other streets.</p> <p>Coldhams Lane bridge is already becoming more dangerous. The policy of letting the weeds grow, including on the pavement has created more risks. The weeds are growing on both sides including buddleias and thistles. These are narrowing the walking space with pedestrians now walking close to the road. It's a matter of time before a pedestrian gets clipped by a car. Not everyone uses the pedestrian/cycle bridge.</p> <p>Currently the mix of traffic makes Mill Road safer. The mix makes the speed of traffic more measured. A major concern is that if Mill Road is mostly bikes and pedestrians, it will be more dangerous. Bikes will go faster and put pedestrians at more risk. And the e-scooters will be more of a menace than they already are.</p> <p>Many of those who live in Romsey remain working class and have to travel in vans to do work. Again the Bus gate discriminates against this group. Not everyone in Romsey is young, professional, works from home and likes to have a coffee on the pavement and wander idly all over the road.</p>

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home].</p> <p>The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p>
Traffic	WhollyObject	<p>I object as</p> <ol style="list-style-type: none"> 1. The cyclists already have a cycle bridge to use. 2. It restricts the ability of people who have to rely on their car due to mobility issues but who don't qualify for a blue badge. 3. The paths are wide enough for people to use. 4. Argyle Street is too small for vehicles to use to turn round in, especially delivery lorries and causes more danger for the residents there. 5. Just causes more congestion/ pollution on other roads especially in the neighbouring housing estates.

	WhollyObject	<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosques, three of which are situated on or just off of Mill Road, and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith. The proposed bus gate would significantly impede access to the mosques, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosques due to the frequent need to bring items for community benefits and also my increasing age. The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p> <p>5. Concerns for Emergency Services and Increased Traffic</p> <p>The bus gate would not only restrict access for worshippers but also potentially delay emergency services. In critical situations, efficient access to key routes is essential for ambulances, police, and fire services. Furthermore, surrounding areas such as Coldham's Lane, Coleridge Road, Tenison Road and the narrow residential street off of Mill Road are likely to face increased traffic and congestion as a result, leading to more environmental and social problems.</p> <p>6. Cultural Sensitivity and Community Relations</p> <p>Mill Road is a symbol of Cambridge's multicultural identity, and restricting access without considering the specific needs of the Muslim community risks damaging community relations. The mosque plays a pivotal role not only in religious life but also in organizing charitable events, educational programs, and community services that benefit all residents of Cambridge. The Council should consider these contributions and strive to protect the inclusivity and cultural diversity that Mill Road represents.</p>
Access	WhollyObject	<p>I am objecting to this proposal because, although I am a blue badge holder, I am aware that not all disabled people manage to get a blue badge. Disability status is very complicated and many people are disenfranchised by the system. Many disabled people will be inconvenienced and have their access cut By the new gate.</p>
Environmental	WhollyObject	<p>Restricting the rights of access to many people including disabled elderly low income family who need access to kill road . Will affect family business struggling during the worst cost of living crisis since the Second World War it's unethical to put company's out of buisneas and deny access to these groups of people just to placate to a minority of people who want this area to be a traffic free zone who knew when they purchased the houses they knew they lived in a highly congested area this will have the detrimental effect of forcing traffic into other residential areas causing pollution and congested traffic in areas already struggling with traffic . Will prevent easy access of people getting to work at addenbrookes can take up to two hours to get across Cambridge st the moment anyway and people will end up losing their jobs not everyone is able to cycle or walk if they are blind disabled elderly vulnerable poor lonely or have learning disability needs and the</p>

Access	WhollyObject	As a resident and a Muslim , I need to have a constant access through the bridge to perform my 5 prayers in the central mosque. Please consider my requirement.
		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010 The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home]. The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p>
	WhollyObject	
Access	WhollyObject	I am an elderly person with mobility issues who has to use a car. Closing the Mill Road bridge will make me drive further and burn more fuel.

Access	WhollyObject	<p>Thank you for your message inviting me to comment on the latest reincarnation of the TRO proposal for the Mill Road bridge. I've already commented on the previous two, with particular reference to the needs and rights of disabled users who are blue badge holders and I don't believe that the proposals to address this issue adequately covers the points I previously made, so will restate them yet again here. It will also concern others with health conditions who are not able to use public transport easily, of whom there will be a considerable number.</p> <p>The information on the scheme relating to blue badge holders states that the closure will be implemented as a bus gate; buses, cyclists, emergency services and statutory undertakers (and in the last iteration, taxis) will be automatically exempted from the closure, whilst blue badge holders will need to register via an application form online. People will be required to provide relevant details such as name, address, blue badge number and appropriate paperwork. Blue badge holders will also be able to register two vehicles.</p> <p>As I have flagged a number of times, this provision is not appropriate, as the badge refers to the person and not the vehicle they are travelling in. It needs to be fully understood that not all blue badge holders are drivers, or have access to only two designated cars. As an example, I am a blue badge holder, but do not have a car. I gave up my driving licence several years ago. Having been a driver since the age of 18.</p> <p>Until recently I have used a mobility scooter to get around the immediate area but age and health issues are now catching up with me and restricting my mobility even further. Previously that meant that I could access to bridge that way, but only for limited local distances and provided the weather is fine. But even then it wasn't a realistic option for me to use buses. My main scooter is too large and walking to and from the bus stops at each end of the journey would have been problematic. I could (and did a while ago) register my son and daughters cars as the two allowable vehicles, but that isn't realistic either. Both work full time and only one lives in Cambridge. So, on occasions, if for example, I need to get to medical appointments or other longer journeys in the city, occasionally a neighbour or a paid carer will kindly give me a lift; this latest proposal means that would mean they would not have access to the bridge, despite transporting a disabled blue badge holder, fully entitled to access.</p> <p>So the decision makers need to take on board that the proposed provision for blue badge holders is not fit for purpose – and, in my view, may be regarded as discriminating against disabled users.</p> <p>I'm also aware from talking the carers from the care company who come to help me at home twice a day that the travel diversions caused by lack of access to Mill Road via the bridge will adversely affect their work, both in terms of extra travelling time and fuel costs in travelling between clients. They are already allowed only a minimal travelling time between appointments, which means they are adversely affected in terms of their paid working hours too. They provide a vital service to the community and their pay is not high, to say the least; so this should also be an important consideration in your decision making.</p> <p>In terms of reducing the dangers of heavy traffic on the road, I believe it would be better to implement traffic calming measures, rather than closing off the road to commercial traffic as well as cars?</p> <p>I hope that these constructive comments will be taken on board this time and properly taken into account in the decision making process.</p> <p>Many thanks for asking me to comment on the proposals again.</p>
Safety	WhollyObject	<p>I am wholly against this as it's discriminatory to residents of mill road. It breaks up the community by disabling the ability to drive from one side to the other. There is a financial cost and a cost in time of having to drive the long way round. Also more driving adds to pollution and traffic in the surrounding routes. Also in the last closure - the Romsey side of the bridge was not safe at night as no through traffic which led to strange ppl lurking around and as a woman I did not feel safe.</p>
Access	WhollyObject	<p>I have a long term health condition that makes driving a necessity some of the time but I would not qualify for a blue badge some days - and I know MANY people in this condition, including elderly people. I live off Mill Road and my journey times to work in *** have already increased due to the closure of Vinery Road. I do not believe these schemes significantly help the environment, not least because there will be congestion on other routes (as there was during the pandemic on Coldham's Lane) and stationary cars are worse emitters. I cycle to the centre of town when physically able, and I never need to use Mill Road - I use the cycle bridge and I would encourage cyclists to use that or the Coldham's lane cycle route. I see no benefit and many downsides to this proposal. I think it discriminates against residents, those with minor mobility impairments and the elderly. I am a keen cyclist but I find the cycle lobby to be wholly unconstructive on this. And to be honest I'm sick of this process. It is not wanted.</p>

Traffic,Access,Other	WhollyObject	<p>I am strongly opposed to the new TRO for the following reasons:</p> <p>(1) There is very strong local opposition to the proposed TRO. Although I was one of the 72% who voted for restrictions in a general sense, I do not agree with the exact restrictions proposed. I would have supported the closure of the bridge to through traffic but do not support the closure of the bridge to the residents of nearby streets and local businesses. The 72% figure is being misrepresented as a mandate for a draconian and disproportionate TRO. What should really count is the level of support/objection for the actual TRO.</p> <p>(2) The proposed TRO discriminates against disabled people and the elderly. It is wholly inadequate to argue that a blue badge exemption solves such a problem. My wife has a serious disability but since the impact on her mobility varies from day to day, she does not qualify for a blue badge. The legal definition of disability is much wider than the criteria for a blue badge. Also regarding the elderly, it is unfair to say that people of a certain age should just walk or cycle like younger people. The bridge closure will have the effect of cutting people off from one another when historically both sides of Mill Road bridge were 'one community'.</p> <p>(3) The proposed TRO will create dangerous rat runs on the narrow residential streets of Tenison Road, Devonshire Road and Argyle Street. The danger created will likely be greater than any dangers that are mitigated by the bridge closure.</p> <p>(4) There is already a dedicated cycle bridge (the Carter Bridge) nearby which is underused by cyclists. Cyclists should be diverted to the dedicated cycle bridge and Mill Road bridge should remain for motor vehicles.</p> <p>(5) There is insufficient real data to support the reasons given in the council's Statement of Reasons. Additional data should be gathered to ascertain whether such a draconian TRO is really justified. It could well be that other traffic calming measures would achieve the same desired outcomes.</p>
Other	WhollyObject	<p>We are older people. My husband has restricted mobility. To get to Mill Road, our local shopping street, he uses a car. He can't cycle any more nor walk as far as he once could. But he is not eligible for a Blue Badge. I am dismayed that the needs of the old and infirm have not been taken into account. Plus other traffic initiatives have already hugely reduced the traffic on Mill Rd from what it used to be. It seems unnecessary and would create significant difficulties for some residents. I generally support Green policies but this would diminish his quality of life.</p>

		<p>Dear Sir/Madam,</p> <p>I'm an Electrical services Provider in CB1 AREA.this action will significantly effect my business and route planning.</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discriminationas outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home]. The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p>
Other	WhollyObject	This is a lunatic and discriminatory proposal, especially considering that taxis and blue badge holders would be allowed to use the bridge. Wither don't close the bridge (but introduce a one way traffic light system for ALL cars) or close for everyone except buses, pedestrians, cyclists, ambulance/police/fire fighters (no other exceptions)
Other	WhollyObject	This proposal discriminates against disabled people who do not have a blue badge. Registering two vehicles for blue badge holders cannot be effectively managed as ANPR only reads number plates and not blue badges. What stops these vehicles from traversing the bridge without the badge holder present in either. Traffic will have to make long detours to enter either end of Mill Road increasing snarl ups and pollution. This proposal not only affects residents but also people from the wider community.

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Access	WhollyObject	Not beneficial to anyone, difficult for carers and disabled, will just move traffic to other streets leading to more traffic on fewer roads. Being disabled bus or cycling is not an option for me
Financial	WhollyObject	<p>This is a rubbish portal for a start</p> <p>Consultation was spelt incorrectly</p> <p>I have use of a Blue badges for my parents, but they won't always be in my car on the way to collect them .</p> <p>There are enough other roads & paths for cyclists to use to avoid Mill Road bridge.</p> <p>Such as the carter bridge.</p> <p>Business will suffer. Traffic will be forced to go via east road miles out of the way to deliver or provide services to town side. Of mill road Broadway.</p>

Other	WhollyObject	<p>The bridge it's vital for me and my family, I do have an hidden disability and don't want yet a disabled badge , restricting the bridge you will just create extra journey adding an extra bottle neck to Cambridge .</p> <p>I strongly object to restrict the bridge that will isolate Romsey from the city.</p>
Access	WhollyObject	<p>Totally unacceptable to force elderly and disabled local residents to have to drive further in congested traffic.</p> <p>Totally unacceptable to force formal and informal carers to have to drive further in congested traffic.</p> <p>Totally unacceptable and exhibiting a total naivety as to how elderly and disabled people need to live. People usually have multiple carers ie 2 blue badge per resident unacceptable.</p> <p>Totally unacceptable to local independent traders.</p> <p>Totally unacceptable to residents living where traffic is diverted having their lungs filled with fumes from idling congested traffic.</p> <p>People have chosen to live in this area. Yes, it's got busier as everywhere in Cambridge has but it has always been like this ie a thoroughfare</p>
Traffic	WhollyObject	<p>I wholly object to this proposal. I eat at restaurants and shop at quite a few shops along Mill Road and use the pay and display (which benefits the council). My mother has limited mobility and requires dropping at these before I find a place to park. I also deliver charity bags to shops along the road.</p> <p>Shutting the road will put pressure on the junction at Lensfield Road as traffic wishing to head south will be forced to carry on along Gonville Place blocking both junctions. I feel this will dramatically impact the businesses, religious institutions and drug/alcohol centre on the road.</p>

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Access	WhollyObject	<p>I don't agree with closing the bridge, I am *** years old and have a blue badge. My family are my carers and allowing me two people to use the car when I'm in it is not enough. I will have to use more resources from the NHS if this happens as my family members will have to travel further to look after me. At the moment I ask for and receive no help at all from any services. This will impact my life greatly and I'm very worried about the whole situation and what will happen to me.</p>

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Access	WhollyObject	A blue badge is a parking permit. It does not interact with road blocks. This proposal will limit access for blue badge holders, their friends, family and carers.

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	WhollyObject	
Access	WhollyObject	<p>I am disabled and the bridge closure will prevent me visiting my friends on Mill Road and also from using shops on Mill Road. Although I note that you have a Blue Badge scheme to use the bridge, I could be travelling in several vehicles (including taxis) and just letting me nominate two different vehicles to cross the bridge is insufficient. Quite simply, you will be discriminating against me because of my disability. Buses are too difficult for me to use. The friends I visit in Mill Road are also disabled and do not get out often unless they are taken. The closure will add to fuel costs and will increase pollution. Congestion elsewhere in Cambridge will get worse if you keep closing all these roads.</p>
Access	WhollyObject	<p>I am disabled and can not drive a car. I have numerous people who help me access shops and eating establishments in Mill Rd. The idea that 2 bridge exemption badges/passes linked my blue badge is in anyway offering access for many non-driving disabled person. This is blatant discrimination.</p>

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object the proposed Traffic Reg. Order (TRO) for the implementation of a bus gate on Mill Road Bridge.</p> <p>I am a resident of ***, with a young family of 3 children under 5 years old. I have only recently started to drive, as I have found travelling with young children to be a challenge using public transport. I travel by car to the central Cambridge mosque possibly a few times in the week. I am expecting this to increase as there are activities and classes that older children (5+) can attend at the mosque and I would like the opportunity to do this in the near future .</p> <p>The bus service from *** and the bus service in central Cambridge is not reliable/does not appropriately cover the city. We have had issues in *** this past year.</p> <ul style="list-style-type: none"> - Bus services are cancelled when roadworks are happening with no/little notice. - Buses leave the stops earlier than their allocated times - Buses are too infrequent - Inadequate space for double pushchairs on the bus, especially if a wheelchair or mobility scooter user wants to also get on the bus - Two buses need to be taken to the mosque <p>2) As a Muslim worshipper, I feel this TRO would negatively impact my family and most likely other families. Taking a bus is difficult with young children, along with the reasons above; taking a pram and belongings, swapping buses & poor weather in the winter are all reasons I would now prefer to use a car. I am a mother with a limited social life. There isn't a great deal happening locally for my children and I. The mosque is a safe and friendly space we can all attend and I worry that this is being made inaccessible to us.</p> <p>3) I am sure you are already aware of the congestion on a Friday around the time of the Jumuah prayer and during Ramadhan. I feel disappointed that you would not have given due consideration to the negative impact on those who will want to attend the prayers. It will make the area very difficult to access and leave, especially on a Friday afternoon and during Ramadhan. I expect this may have been your intention, wanting to discourage worshippers from travelling to the mosque using a car, making it too difficult to do so.</p> <p>4) I don't feel that the local community of Mill Road have been properly consulted in the matter. There are a large proportion of residents, for whom English is a second language and I have been made aware that documents have not been translated and shared. It further marginalises minority communities.</p> <p>5) Not all residents with mobility issues qualify for a blue badge. This would make it more challenging for them to retain independence and continue using their cars for accessing the business/shops on Mill road.</p> <p>6) I don't believe that implementing the TRO would be successful in stopping worshippers from travelling to the mosque in a car. They would still be attending in a car and trying to drive in from the other side of Mill road, creating further congestion, most likely upsetting the residents on Coldhams Lane. I feel concerned that the congestion being pushed to one side of Mill road will be detrimental to the social cohesion of a multicultural and diverse community. At least with the traffic being spread down both sides of Mill road, it eases traffic flow. Once this is pushed to one end of the road through the use of the bus gate, I worry that local residents will blame the congestion on the worshippers at the mosque, creating social issues. There is no need to add this additional pressure and friction to the community.</p>
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		<p>Here's a personalized version of your letter:</p> <p>---</p> <p>**Dear Sir/Madam,**</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>### 1. Impact on Religious Practice</p> <p>The five daily prayers are central to my faith, and I regularly attend the mosque to fulfill these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, during key religious observances such as **Friday prayers**, **Ramadan**, and **Eid**, the mosque serves as a vital hub for our community. Increased attendance during these times makes access even more critical, and the bus gate would severely limit our ability to participate in these essential communal activities.</p>
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Safety	WhollyObject	<p>Closing mill mill will cause malor problems for disabled and more importantly their carer's put extra time on their journeys so taking time away from catering. Also large delivery vehicles have to reverse into side Rds to turn round edangering pedestrians and cyclists . As normal this is to apiece small lobby groups in Cambridge and not the general public.</p>

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Access	WhollyObject	<p>We have an iconic flagship mosque in mill road visted by thousands of people and you are going to restrict access to it?</p> <p>Sorry to have to play the religion and card.</p>

		<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the area due to my work as a *** working at the *** site as well as at ***.</p> <p>The proposed diversion route would cause me significant difficulty in getting to and from different sites for work as well as religious duties, attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p>
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	<p>Dear Sir/Madam,</p> <p>We are writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. Regular worshippers from Shah Jalal Islamic Centre attend the Cambridge Mosques on and off Mill Road, we are deeply concerned about the severe and disproportionate impact this proposal would have on our worshippers ability to practice their faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and our worshippers regularly attend all five mosques in Cambridge to fulfil these obligations. The proposed bus gate would significantly impede access to our worshippers, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to our journeys, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent worshippers from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosques are vital hubs for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. We believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which we feel have not been inclusive.</p> <p>3. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p> <p>The elderly, disabled, and those with mobility issues would also be disproportionately impacted. The current provisions for blue badge holders are insufficient, and the bus gate risks exacerbating social inequality, particularly for those who rely on personal vehicles for essential travel.</p>
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	<p>Dear Sir/Madam,</p> <p>Have been a resident of Cambridge since I was 1 year old from 1977 and have seen some positive changes to this glorious city but.....</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home].</p> <p>The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p>
WhollyObject	

		<p>Dear Sir/Madam,</p> <p>Have been a resident of Cambridge since 1964 have seen many changes to the infrastructure on the city this change is one of the worse decisions the council is looking to make only listening to a minority group and not taking into consideration of the majority citizens of the beautiful city.</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home].</p> <p>The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p>
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Access	WhollyObject	<p>I have a medical condition (without a blue badge) and a small child. The bus simply doesn't cover this route and I often cannot cycle. This really restricts people getting around. There are very few east west roads and closing this would be a disaster and it would be very unfair.</p>

Other	WhollyObject	<p>My mother lives in *** and my brother in **, both side streets leading on the Romsey side of Mill Road. I therefore have a stake in this proposal as a regular visitor to both. My mother is disabled, and is a Blue Badge holder.</p> <p>I object to this proposal on two grounds: it will have a detrimental effect on the character of the area, and it will impede access for disabled people and their carers. There are other possible measures that would reduce through traffic along Mill Road without having these negative effects, and these should be considered first.</p> <p>With respect to amenity access, the Romsey side of Mill Road is a flourishing community with numerous independent traders. Most of these have made it known that they lost business during previous closures of the bridge and expect to do so again if a modal filter is applied in the manner described, to the point that they may have to shut up shop. This will have a detrimental effect on the character of the area, which my brother fears will be isolated and lose its vitality as a result of being cut off from the city centre.</p> <p>With respect to disability access, because Blue Badge holders will only be able to register two car number plates to their badge, they will not be able to, for example, get over the bridge by getting a lift with a neighbour whose car is not registered. There is at present no adequate method of identifying Blue Badge holders individually, rather than by registered number plates. Carers, cleaners, and other home workers serving disabled clients on opposite sides of the bridge will also be seriously affected, as it will make their journeys between clients much longer, time for which they are not paid.</p> <p>The previous bridge closure showed that although traffic decreased markedly on the Romsey side of the bridge, on the Petersfield side there were still a large number of cars and taxis coming along the road and turning right along Tennison Road to get to the station. The proposed modal filter will do nothing to alleviate this traffic. Conventional traffic-calming measures at both ends of Mill Road should therefore be considered, as should restrictions on the rat run to the station along Tennison Road.</p> <p>As one option for making the bridge safer for cyclists while still usable for cars, it would be possible to reduce the space for vehicles to a single lane with access controlled by traffic lights, with a separate cycle lane on each side that is not traffic-light controlled and so does not impede the free flow of bicycles. This would also deter some through traffic along Mill Road, reducing the total amount of vehicles, while maintaining access for people travelling by car from the Petersfield side to the businesses on the Romsey side.</p>
Other	WhollyObject	<p>I lived in Cambridge for 35 years. I was also a highways officer for ***, being involved in many cambs roads. The state of the counties roads is shocking. The money to be wasted on this TRO would be better spent on improving the paths and cycle lanes.</p> <p>As a blue badge holder this will not help me if my daughter is to collect me ,as I will not be in the car with the badge at all times.This is discrimanatory to disabled people.</p> <p>The Carter Bridge was build to avoid pedestrians and cyclists having to cross mill road bridge. It is well used a safer alternative.</p> <p>Please look for more evidence of any benefit to be gained by closing the bridge.</p> <p>I feel sorry for the shops and restaurants who wil again lose trade.</p> <p>Lorries delivering wil be unable to turn around. Tradespeople will refuse to service Mill Road residents</p>

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	WhollyObject	<p>Dear sir / Madam don't think to close mill road bridge again. I am local trader resident of *** last 20 years. I go to both sides of bridge every day for Masjid prayer propose. I hope you will consider the feeling of Muslim community around Mill Road.</p> <p>Thank you very much.</p> <p>***</p>

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		<p>Dear Sir/Madam,</p> <p>Have been a resident of Cambridge since 1977 have seen many changes to the infrastructure on the city this change is one of the worse decisions the council is looking to make only listening to a minority group and not taking into consideration of the majority citizens of the beautiful city.</p> <p>I am writing to formally object to the proposed Traffic Regulation Order (TRO) for the implementation of a bus gate on Mill Road Bridge. As a regular worshipper at the Cambridge Mosque and a member of the wider Muslim community, I am deeply concerned about the severe and disproportionate impact this proposal would have on my ability to practice my faith, alongside the broader negative consequences for the community.</p> <p>1. Impact on Religious Practice</p> <p>The five daily prayers are central to the Islamic faith, and I regularly attend the mosque to fulfil these obligations. The proposed bus gate would significantly impede access to the mosque, especially for those of us who rely on personal vehicles due to age, disability, or distance. The long diversions required to navigate around the bus gate would add substantial time to my journey, making it difficult to attend prayers on time, if at all. Islamic prayers are time-sensitive, and any delay would prevent me from fulfilling this essential religious duty.</p> <p>Additionally, for key religious observances such as Friday prayers, Ramadan, and Eid, the mosque is a vital hub for our community, and the increased attendance during these times would make access even more critical. The bus gate would disproportionately affect our ability to participate in these important communal activities.</p> <p>2. Indirect Discrimination Under the Equality Act 2010</p> <p>The proposed bus gate may result in indirect discrimination as outlined in the Equality Act 2010. By restricting access to the mosque and making it challenging for Muslim worshippers to attend prayers and religious events, the proposal disproportionately impacts people based on their religion. Under the Equality Act, policies that indirectly disadvantage people with protected characteristics, such as religion, are unlawful unless justified. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Additionally, many members of the community, including myself, found the consultation process inaccessible, particularly those for whom English is a second language. The lack of translated materials and accessible formats further marginalized our voices in this decision-making process, which I feel has not been inclusive.</p> <p>3. Personal Impact</p> <p>On a personal note, I depend on my vehicle to access the mosque due to [insert specific reasons such as age, a disability, or the long distance from home].</p> <p>The proposed diversion route would cause me significant difficulty in attending prayers on time, particularly during Ramadan and other key religious events. This disruption not only impacts my religious obligations but also isolates me from the community that I deeply rely on for spiritual and social support.</p> <p>4. Broader Impact on the Cambridge Community</p> <p>The proposed bus gate would also affect the wider community on Mill Road, which is renowned for its diversity and independent businesses. Many of these businesses, including those owned by ethnic minorities, rely on vehicular access for both customers and deliveries. Restricting access would reduce footfall and damage the economic vitality of this important area. This, in turn, would threaten the unique multicultural character that makes Mill Road an integral part of Cambridge's identity.</p>
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		<p>Dear Sir/Madam,</p> <p>I'm writing to express my utmost concern for the future of the city and being able to travel around the city to access destinations.</p> <p>There are many NHS services located at one end of the road and staff, patients and volunteers come from all over the county to access services there. This is not just a local residents issue - the whole county rely on the clinics and it is imperative for people to be able to arrive by whatever mode is appropriate for them. Denying people fair access to healthcare is immoral.</p> <p>In addition the mosque attracts hundreds of visitors weekly. Imagine the chaos caused by only being able to access it from one direction.</p> <p>These 2 issues alone would cause massive disruption to alternative routes as drivers are forced to use smaller through routes to get to work /healthcare /worship /volunteering /family. Pollution and congestion would be a problem on side roads.</p> <p>I would like to know where the claim of "72% of people want the bridge closed" originates from? It appears to be a very select few who were actually asked. Not representative of the county who will be inconvenienced and disrupted as they need to access services and businesses with the minimum of diversion.</p> <p>People living elsewhere in Romsey and Coleridge and indeed in the wider city will all suffer further traffic, pollution and delays if this comes to pass.</p> <p>Please confirm where you are canvassing opinion from the wider public - those not on social media, those for whom English is not their first language or those who are digitally poor. They seem to be disregarded and disenfranchised. This is not democracy.</p> <p>In summary I urge you to keep the most direct route open to all and not act on the loud voice of a small self selective minority.</p> <p>There is already a very good alternative for cyclists to use only a few metres from the road itself.</p> <p>I look forward to receiving a full reply from you by return.</p> <p>Kind regards</p> <p>***</p>
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Traffic	Neutral	<p>I support a reduction in traffic on Mill Road. But not at the bridge. This divides the area. A TRO at the city end or ring road end would be better.</p> <p>If the bridge TRO goes ahead. Taxis should not be permitted. Taxis are a major cause of the congestion in the city. If the buses were cheaper and more reliable then none of this would be an issue.</p>
Other	Neutral	<p>I strongly believe rather than closing completely, a one way system be considered, applying to the entire length of Mill Road. The carriageway should be narrowed slightly with one lane becoming a bus/cycle lane with provision for deliveries to local shops made</p>

		<p>Firstly I want to state that this entire resubmission is a fiasco that we the local taxpayer is being charged for. Secondly we must consider why the councillors are so adamant on spending so much money to make this change? What financial gain do they have by squashing businesses on Mill Road? Maybe we need to open a prove into their conflicts of interest.</p> <p>Thirdly, this proposal is nothing short of a lazy civil servants napkin ramblings. There are so many better options to consider rather than the typically lazy and expensive solutions that our local council seem capable of thinking up. Have you even considered that drivers will not modify their behaviours if they do not buy into your frankly terrible idea? If you think traffic and pedestrian/cyclist dangers are high now, just wait until all drivers visiting the local businesses simply U-turn at the proposed bus gate! (Because that's what we're all going to do, by the way). This is far more dangerous to pedestrians and cyclists than the status quo, and will make traffic even worse (although that seems to be our councils goal based on their recent poor decision making skills).</p> <p>You would have far less resistance and far better results if you made one side of Mill Road (specifically from the bridge up to Parkers Piece) a one way road, while the rest of Mill Road (bridge to Brooks Rd) can remain a two way road to avoid further resident disruption. This would allow 1.) the south side of Mill Road to continue normal operations for local residents. 2.) Businesses in the North side to still receive some through traffic without the disruption of a bus gate. 3.) It increases pedestrian & cyclists safety on the north side of Mill Rd because you can widen the pavement, mark a dedicated two-way cycling lane, and still have room for one lane of one-way traffic. 4.) This method avoids isolating the south side of cambridge from the north. Local residents who currently drive north up Mill Rd bridge do not do so simply because they are "lazy" as you would want us to believe. The hostile and unpredictable weather in the UK (especially accentuated for the international communities) means many of us with Seasonal Effective Disorder would not even leave our homes, let lone walk or cycle for hours just to get into town. What you will effectively do is force a very large driving diversion, which adds to current traffic pressures and has a greater impact on air quality due to necessitating a longer drive, both of which contradict your alleged aims for closing the bridge. By implementing a one-way system you allow the actual south side residents to maintain a connection with the town, whilst commuter thoroughfare to leave the city is removed. 5.) Increased cyclist safety on the north side of Mill Rd by through the segregation of a two way cycling "mini-highway". 6.) Increased pedestrian safety by separating vehicular traffic proximity and direction from the pedestrian walkways.</p>
Access	PartlyObject	I am happy to delve further into the details of my proposal and the benefits we can all receive since our council are too lazy to put a proper proposal together.
Traffic	PartlyObject	I am happy for the bridge to be closed if alternative routes are well thought out and communicated, work is done to support safe cycling on Mill Road and the closure is set between several hours not all day so that local stores can safely get their deliveries/residents can still drive outside core hours (e.g. closure 9am-6pm)
Other	PartlyObject	Whilst i agree with having some traffic calming on mill road I don't agree with closing the bridge completely. Cambridge is full off innovators I think there are numerous alternatives that can be considered , not just an either or solution. I see the main issue being in two short windows of the day 8-9 am and 4-6 pm , so why not have time restrictions? Like Worts causeway - the signs work and they are clear when you can use the road . Or alternatively , make mill road a one way street . If you close mill road bridge completely you are going to kill the Romsey side of the bridge - it does not have the foot traffic the city side does and some times can be like a ghost town. Also, the congestion on coldhams lane is going to be hectic during these two busy periods - think outside the box and try a one way system is Cambridge- rather than pushing the problem on to the key roads. so really solving the problem Of parents from the surrounding villages bringin* their kids to school in Cambridge - get the train lines from the villages working again .
Access	PartlyObject	It will be helpful the bridge in and out of town.
Traffic	PartlySupport	I support the overall proposal. There may need to be special arrangements for deliveries of goods to shops on Mill Road between the railway bridge and Parkside. Otherwise delivery vehicles may spend more time on Cambridge roads than they would otherwise have done, trying to access Mill Road from the Parkside end and causing problems elsewhere. Possibly these arrangements could be restricted to certain times of day.

<p>Parking,Traffic,Safety,Access,Environmental,Financial,Disturbance</p>	<p>WhollyObject</p>	<p>to whom it may concern,</p> <p>I am writing to express my objection to the proposed TRO for the bus gate on Mill Road Bridge.</p> <p>While I fully agree with the concerns around the environment and traffic that have lead to this TRO, I strongly feel this 'solution' is not only extremely short sighted, but simply shifts the issues to disproportionately affect certain groups more than others.</p> <p>***, I regularly drive into Cambridge for work, access facilities, social networks etc (***). I have every sympathy for the residents of Mill road, but I am extremely concerned about how this unreasonable solution of a bus gate will impact the wider community.</p> <p>*** Cambridge central mosque, which, since it opened after the lockdown, runs regularly at capacity, and sometimes, well over its capacity (on Fridays and over Ramadan). Installing this bus gate, will not deter the majority of worshippers that will continue to attend the mosque, but will create new problems for the roads around mill road in terms of traffic and parking. As you may know, prayer timings are variable depending on time of the year, so you might find that you have created a far bigger problem at certain times in the areas around Mill road.</p> <p>Those that will be affected, will be the already vulnerable, isolated individuals. I am concerned that this consultation process has been inaccessible to those for whom English is a second or third language. Furthermore, I fear that the proposed bus gate leads to indirect discrimination by restricting access to the mosque, without providing alternative solutions. I believe the TRO fails to adequately consider the disproportionate burden placed on the Muslim community.</p> <p>Mill Road is a symbol of the multicultural identity in Cambridge, and restricting access will affect worshippers, workers, businesses and the wider community. I strongly feel that this proposed solution is tone deaf, insensitive and completely neglects and overlooks the needs of communities that require access to Mill Road.</p> <p>As someone who is environmentally conscious, I do wholeheartedly agree that the safety, traffic and environmental concerns around Mill Road, especially for those that live in the area, warrant a solution. Having no experience in traffic management, city planning, I am very limited in offering suggestions. One suggestion, from a personal perspective would be to create alternative routes, or manage bus services generally and from park and ride services to Mill Road. This however, will not solve anything beyond a personal issue.</p> <p>All I can say is that this TRO is not a solution and will create rifts within Cambridge, will obstruct the community and charitable work that the mosque does, will create traffic and environmental issues in the areas around Mill road, and will create an unfair burden on the muslim community in and around Cambridge.</p> <p>I hope you will consider the objections.</p> <p>Best wishes, ***</p>
<p>Access</p>	<p>Neutral</p>	<p>I am express my support for the proposal to restrict vehicle access to Mill Road Bridge, but I believe that electric vehicles (EVs) should be included in the list of permitted vehicles.</p> <p>Environmental Benefits: Electric vehicles produce no tailpipe emissions, thereby significantly reducing air pollution compared to traditional vehicles. Allowing EVs to use the bridge would align with the council's aim to improve air quality and support cleaner transportation options.</p> <p>Promotion of Sustainable Transport: Including EVs in the allowed categories would encourage the adoption of environmentally friendly technologies and support the transition towards greener transport solutions.</p> <p>Equity and Accessibility: Excluding EVs while allowing other vehicle types might unfairly disadvantage those who have chosen EVs as a more sustainable option. Including EVs would ensure fair treatment for all vehicles contributing to reduced pollution.</p> <p>Demonstration of Commitment: Allowing electric vehicles would highlight the council's commitment to fostering a clean and efficient transportation network and show leadership in integrating new technologies that align with public health and environmental goals.</p>

Environmental	PartlySupport	<p>Like many towns and cities in the UK Cambridge has a big problem with traffic, pollution and car dependency. The only way to tackle these issues is to provide people with safe and efficient alternative means of travel. The bus gate could be part of the solution but it has to be part of a bigger plan.</p> <p>In addition it would help if the council...</p> <p>Enforced the speed limit of 20mph.</p> <p>Took measures such as planters etc to prevent pavement parking.</p> <p>Repaired the road surface and pavements. As a cyclist and motorist the condition of Mill Road is shameful and a hazard the council chooses to ignore.</p> <p>Advised and supported local businesses with the transition to using alternative methods of transport.</p>
Traffic	PartlySupport	I would like to see time restrictions when cars cannot travel over the bridge during rush hour but as a local resident I do not want to see a total ban as there are times when I need to travel by car over the bridge.
Traffic	PartlySupport	I support the scheme. However, it is open to abuse. I do not think the provisions for blue badge holders are workable. They are widely open to abuse. Many people are already trying to find and befriended blue badge holders so they can use their exemption to get exemptions for themselves. I suggest the two car exemption is scrapped and blue badge holders are able to contact the council to get penalties scrapped.
Traffic	PartlySupport	I support this proposal but would like to see a commitment to enhance the public realm along Mill Road (both Petersfield and Romsey) as part of the proposals, with a timescale for implementation. The works should be funded by development to the north and east of the city, which will benefit from Mill Road's function as an enhanced public transport corridor. I would also like to see specific permission for vehicular access granted to vehicles that deliver goods to local Mill Road shops (via number plate recognition).
Safety	PartlySupport	I support the plan to restrict usage of the bridge to Bus/Taxi/Authorised vehicles. As a cyclist, I regularly use Mill Road bridge on my bike and have been overtaken dangerously many times by vehicles, often taxis, who will pass too close and with no view of oncoming traffic due to the blind crest. I believe, regardless of whether or not the proposed TRO is approved, the council should consider implementing flexible bollards on the bridge over the entire section where solid-white lines are in place to prevent any overtaking (but allow access for emergency vehicles to overtake if absolutely necessary). Without this measure it is, unfortunately, a matter of time before a serious road collision takes place on top of a bridge over a busy rail junction, where there are no barriers between the roadway and the busy pavements beside.
Access	PartlySupport	<p>If the bridge is closed it would mitigate the effects on traders if signage at the entrances to Mill road clearly stated that there is no access to through traffic rather than that the road is "closed". It would be helpful if the signage indicated how much of the road was accessible from the point of entry (eg "access to numbers 1-200 only").</p> <p>If refuse lorries and other larger vehicles are to be permitted to cross the bridge it is preferable that the carriageway isn't narrowed to single file so that cyclists don't have to dismount to allow them to pass</p>
Traffic	PartlySupport	There needs to be parking available on the south side of the bridge for shoppers similar to Gwydir Street car park. This might make shop keepers less anxious. Also finding some ways to support these shops to be less anxious about the proposals. More public awareness. At the moment the whole thing is so tense and loaded. Although I fully support the proposal I don't feel happy about the anxiety that is getting provoked.
Other	PartlySupport	Hello. I am in favour of this proposal. It will have some negative impact on my ability to drive on Mill Rd, which I do about once a week, but I think it is desirable on balance. My concern is that I can't see (although I may have missed) anything else associated with this. Mill Rd could be made wonderful - where are the plans to widen the pavements, enhance the street aesthetics (with commercialising and commodifying it to death), and so making it more attractive and accessible for all sorts of pedestrians, cyclists and others? I think some of the opposition last time came from the feeling that the closure alone was a negative measure, but there was no more positive measures, or a more integrated vision. This would be especially important for small traders on the street, but also for residents and visitors. I hope this is somewhere in the plans.

Parking,Traffic	PartlySupport	<p>If there are traffic blockages on other routes into/out of Cambridge (e.g. roadworks, accidents) then it should be possible to suspend the restriction on Mill Rd Bridge.</p> <p>Perhaps there could be signs at the top and bottom of Mill Rd giving info on whether it can be used? (like the car park spaces signs?) This could be controlled by the Police who are aware of traffic conditions in Cambridge? Otherwise on those days Cambridge will grind to a halt and there will be more pollution?</p> <p>I feel the restriction should just be during peak hours not all the time, (7am to 7 pm?).</p> <p>Maybe an average speed camera on Mill road would be good to control bus and Taxi speeds?</p> <p>Closing Mill Rd Bridge will inconvenience me personally but if it increases safety then I am for it. Personally I think there could be more flexibility, not just a blanket closure.</p> <p>Perhaps consider exemptions for carers?</p>
Traffic	PartlySupport	<p>I think it is imperative to solve a number of issues in this part of the city and closing Mill Road through-traffic is a significant first step even if I don't believe the closure at the Bridge itself is the best solution. I wish other options had been considered from the outset but maybe once it has been done other alternatives can be considered.</p>
Traffic	PartlySupport	<p>I am assuming that prohibited vehicles will be identified by cameras monitoring number plates. I think that residents on or in close proximity to Mill Road, for example within a certain radius of the bridge, should be allowed to use the bridge within a certain time window on weekdays - eg between 6.30pm and 8am. Given the fact that driving licences and / or car tax records have to show permanent addresses, this would be reasonably easy to put into place because the data is already available. I also think that some way should be found to prevent / discourage scooters, e-bikes and electric bikes etc. from speeding over the bridge with impunity. This was certainly the case the last time the bridge was restricted - these bikes made the bridge MUCH more hazardous for peddle bike riders and pedestrians than it is when the bridge is restricted. So, perhaps speed cameras etc. should be installed as well.</p>
Access,Traffic	PartlySupport	<p>I think it should be closed to cars during peak hours of the day i.e. at the beginning and end of school to keep children cycling too and from safe.</p>
Traffic	PartlySupport	<p>I am supportive of the proposals but am worried about more traffic cutting though resident roads between Mill Road and Coldhams lane so measures should be considered to prevent rat running</p> <p>I also think some extra measures are needed.</p> <ul style="list-style-type: none"> - pavement need upgrade and should be widened - road needs upgrading - blue badge holders should not be exempt - more trees planted on Mill Road - delivery vehicles should only be allowed at certain times and not allowed to stop on the pavement as they damage it.
Access	PartlySupport	<p>I think it's fair to give consideration to traders on the road who need access for loading and unloading goods. Apply time restrictions so they can have access during certain hours.</p>
Access	PartlySupport	<p>I would like mill road to have pedestrian area widen after the traffic control.</p> <p>In the same time closure of mill road worries me that Coldhams lane will become the alternative.</p> <p>I would like council to also consider the mitigation plan for Coldhams lane. Traffic condition at Coldhams Lane is not good at the moment.</p>
Safety	PartlySupport	<p>The pavements need significant improvement if there will be more footfall. Currently they are unusable for wheelchairs and pose a danger to the disabled.</p>
Traffic	PartlySupport	<p>I support the proposal as listed, but would like to see the council consider further pedestrianisation of Mill Road</p>
Parking,Traffic,Safety,Environmental	PartlySupport	<p>As a local resident I fully support the order but would like to see additional measures put in place including speed restrictions and monitoring on Mill Road / Brookfields, and end to pavement parking and measures to improve safety for pedestrians and cyclists along the length of Mill Road/ Brookfields. Without additional measures I am concerned that the road will remain dangerous and difficult to navigate on foot, by bike and by car.</p>
Traffic	PartlySupport	<p>I would like to see widening of pavement area down the whole of Mill Road, town-side of the bridge. Can the road be made one-way to allow more room for pedestrians?</p>

Safety	PartlySupport	<p>I am concerned about the lack of information regarding the single most problematic vehicles the electric scooters. I think allowing cyclist to use the same space as pedestrians is also a serious safety issue due to total lack of correct behaviour in Cambridge.</p> <p>I ask the council to install safe barriers to protect walking people from the horror o electric scooters and cyclist. The nearby bridge is an example where such traffic is separated but at Mill road bridge walking has been risky and will remain risky if high speed scooters and cyclist will use the space without any restrictions</p>
Safety	PartlySupport	I strongly support the proposal. In addition, I would be in favour of further traffic calming of Mill Road, eg pedestrianising parts of Mill Road with cycle lanes, at least for some times of day
Traffic	PartlySupport	I would like exemptions to be extended to include low-paid public sector employees going to and from work e.g. nurses, primary teachers - who can't afford daily taxis and for whom buses are insufficiently reliable
Safety,Traffic,Parking	PartlySupport	I fully support the bus gate and restriction of traffic over Mill road Bridge but would like to see more done to make Mill road safer for pedestrians and cyclists.
Other	PartlySupport	I support the proposal but I would also like the Council to make Public transport to the Train Station available for people like me who live near Marshall Airport. It is unrealistic to expect people to take at least 2 buses which could take >1 hour and are very infrequent and unreliable, to go to the Train Station. Also going by Taxi would still taking longer than currently because of the increased congested traffic.
	PartlySupport	<p>To whom it may concern,</p> <p>we have been invited to submit opinion about the proposed closure of the Mill Rd bridge. I am a long term resident (***). I would support the closure of the bridge only if this leads to the wholesale improvement of the whole of Mill Rd and its environs. In the last few years there has been a marked deterioration of the whole road. The infrastructure is terrible, the road surface atrocious, the pavements broken and dirty, railings rusting and vandalised, provision for cycling non-existent, etc. There is no landscaping and few trees, there's nowhere to sit down. Chaotic, illegal parking is being allowed without regulation or fines, the public toilets are closed and the overall impression is of decay and neglect. Massive improvements need to be made so that we can be proud of the road and so that business there flourishes.</p> <p>If these improvements are not made we may as well keep the bridge open either in both or in one direction. These have to be done. Maybe the wealthy businesses and colleges in the city might like to contribute to/sponsor the costs of this!! But it's about time the County Council paid to mend our broken roads on this side of Cambridge.</p> <p>Thanks, ***</p>
	WhollyObject	<p>Hi</p> <p>I run a shop at 82 Mill Road, CB1 2AS and have been a supporter of the bridge closure for some time. I am pleased to read the documents and support the new proposal to close the bridge.</p> <p>I would like to know if there are plans to improve the road itself? I thought that this was part of the original plan? We desperately need changes to the road on the town side of the bridge specifically, making the pavements wider, removing the kerbs and giving the shops/restaurants more space outside each of their premises allowing more room for pedestrians and customers.</p> <p>It would be good to also make space for planters to 'green up' the road making it a more attractive space for residents and visitors.</p> <p>I would also like to ask whether my van, which has to deliver to the shop at least 3 times a week, would be eligible for a permit to use the bridge once restrictions are in place?</p> <p>I really appreciate your time reading this and look forward to your reply.</p> <p>Many thanks.</p> <p>Best wishes.</p> <p>***</p> <p>CHANGED POSITION WOULD RATHER KEEP THE BRIDGE OPEN BUT REDUCE TRAFFIC</p>

Safety	WhollySupport	I support the new proposal, and would even suggest that Mill Road could be an even better place by introducing a shared space scheme for further traffic calming and enhanced placemaking for the area, especially since the pavements are fairly narrow.
Environmental,Safety,Disturbance,Traffic	WhollySupport	I think closing Mill Road Bridge to all but essential traffic (buses, mobility aids, emergency vehicles) is a very good idea. Pedestrians and cycles should still be allowed. I am sympathetic to the fears of Mill road shops and restaurants and I hope these can be assuaged by ensuring there is sufficient adjacent parking to make Mill road a destination rather than a route. I note that crossing Mill road from Devonshire Road to Kingston street is a very popular pedestrian and cycle route to and from the railway station, and I think that the bus gate could provide a safer and more regulated crossing point: the traffic lights at St. Barnabas road/Gywdir street are really in the wrong place. Good luck: the opposition seems to me to be loud rather than large.
Traffic,Safety	WhollySupport	I support this proposal but would like the council to confirm that the restrictions also apply to private hire cars such as Ubers.
Traffic	WhollySupport	Ultimately I believe that Mill road should be fully pedestrianised, at least the side west of the railway bridge. The bus gate is the first step in that direction. The vast majority of traffic is through traffic that provides no benefit to the businesses on mill road and presents a hazard to pedestrians on the narrow pavement and cyclists who use the road in the absence of a segregated cycle lane.
Safety	WhollySupport	This is long overdue and must not be delayed any further. Traffic must also be managed down the length of Mill Road as part of this change. I support this in the strongest possible terms from a safety point of view, from an emissions perspective and in support of an improved neighbourhood. I can see no sensible objection. Businesses will thrive with greater pedestrian access and safer cycling.
Other	WhollySupport	I think it is essential Mill Road bridge is closed, and would ideally like all of Mill Road from Parker's Piece to the bridge reformatted to provide much wider pavements. It is currently the most dangerous shopping road in Cambridge for both pedestrians and cyclists, is unpleasant because of traffic smell, is noisy, and the pavement is littered with illegally parked cars (both sides of the bridge not to mention the cars and lorries that stop on yellow lines and restrict traffic flow). I currently avoid shopping there ever. It is too scary and unpleasant an experience because of the heavy traffic. The campaign by the keep mill road bridge open lobby seems to me to be wrong-headed and just a few selfish people trying to impose their views on the rest of us. If Mill Road was pedestrianised it would be the best place in Cambridge to shop. Get rid of the non essential traffic and it would be one of the best. I completely support the most traffic restrictive option,
Traffic	WhollySupport	I support the proposal for the restrictions but it would be good to know that anti-social pavement parking outside takeaways will be dealt with. There was a marked increase when the bridge was restricted during the pandemic. Also slight concerns for increased through traffic on Sedgwick Street if people start cutting through to Mill Road from Coldhams Lane. I am also a user of Mill Road as a business - delivering in the local area - and whilst the restrictions will negatively impact me in this aspect, I still support the proposal.
Traffic	WhollySupport	I support this proposal. Additional measures to avoid the ends either side of the bridge turning into an informal car park or taxi rank would be needed, as this happened last time the bridge was closed. Generally pavement parking all along a mill road is a problem, as it disturbs both pedestrians on the pavement and road users. This also extends into roads directly off mill road, where people leave cars parked on corners despite double-yellow lines: cavendish road, sedgwick street, catherine street, great eastern street. This is dangerous when wanting to turn into these roads. Surely more traffic wardens here would be self-funding and resolve these issues.
Safety	WhollySupport	I wholly support the council's proposed closure of the Mill Rd bridge, and encourage the council to continue to improve additional safety, environment, aesthetic, and wellbeing measures. I am a regular commuting cyclist who lives on the east side of the bridge and cycling on Mill Rd is at the moment the time when I feel most unsafe as a cyclist (and pedestrian). Drivers are often unsafe, abusive, and ignorant of cyclist and pedestrians along the length of Mill Rd, especially those who use it solely as a through road - including taxis. In addition to traffic, the consistent and obstructive pavement parking not only reduces the accessibility (often not enough space on the pavement for any mobility aid, including wheelchairs) of the road but also its safety due to creating traffic chokepoints and unexpected barriers to pedestrians and cyclists. This is a problem on both sides of the bridge, and could be easily remediated by installing planter barriers or cycle parking, as seen on other roads throughout the city. Increasing the walkability and cycle-ability of public spaces increases the footfall of pedestrian traffic to local businesses and reduced environmental pollution, stress to residents and visitors, and accessibility. The closure of the bridge will help to lessen this unsafe and antisocial practice but needs to be accompanied by other, pro-active measures from the council as listed above. It should also reduce practices such as 'rat-running' and speeding down residential side streets by reducing car traffic on the bridge, which is an issue on our block. I also hope this closure will enable more frequent bus service down the length of the road.
Traffic	WhollySupport	I strongly support the proposed TRO. I also welcome the associated plans to improve the Mill Road public realm, pavements, cycle parking etc. I would ask that existing parking and loading restrictions on Mill Road that were implemented to keep through traffic flowing and will no longer be necessary are reviewed asap up in favour of more better loading and short term on street parking for shoppers and business users, possibly via pay and display.. I would further suggest that the direction and use of one-way streets off Mill Road be reviewed, in particular those on the station side within Petersfield.
Environmental	WhollySupport	I think that the bus gate is a good idea. I'd like to see ways to make Mill Road more pedestrianised, maybe extending pavements so bars and restaurants could have more outdoor space. I do think, however, that authorised vehicles should include deliveries for the local businesses, maybe at set hours.

Traffic,Safety,Environmental	WhollySupport	I have no idea what's required in this box as there's no explanation. What I would like to say at some point in this consultation is that I would like to see a street market established on mill rd after the bridge is closed. This would be a big plus for tha area.
Environmental	WhollySupport	I fully support the proposal and consider that it is about time that the area and city as a whole are reorganised to accommodate people and not vehicles. Even more radical closures are necessary to ensure the free movement of the public transport and enable cyclists and pedestrians to feel safe in the city.
Other	WhollySupport	Go for it, time it was done. Please spend some money on the aesthetics and quality of the road
Traffic	WhollySupport	I think Mill road should be like Fitzroy and Burleigh street, completely pedestrianize. Mill Road is currently a very dangerous road for cyclists and pedestrians, and it is a place with plenty of restaurants and stores where people spend a lot of time. Pedestrianizing the street will make it safer and a nicer place for residents. This will make our city a nicer place.
Safety	WhollySupport	Great plan, I think the reasonings can be expanded with better safety measures like road marking for cyclepaths become possible with this plan (due to the space it creates).
Environmental	WhollySupport	I support the TRO, but would like to see far more ambitious public realm improvements, particularly in the Broadway area where there is more space.
Traffic	WhollySupport	I agree with this proposal but I would also encourage the council to consider clamping down on street parking at certain areas of mill road and also creating speed bumps
Traffic	WhollySupport	I support this proposal, and in addition would support further traffic easing along Mill Road. Cars should not be able to park (even partially) on the pavement, and the speed limit should be enforced physically with lane narrowing, raised sections, continuous pavements, etc.
Safety	WhollySupport	I support this proposal. It has been a long time coming and has now have plenty of time for views to be aired and consulted. My only remaining concern is that with the reduced traffic, the permitted vehicles i.e. taxis will be able encouraged to go faster and to continue to ignore the no overtaking lines on the approach to the bridge with limited visibility. Unless a way of enforcing this is found I fear this is increasing the likelihood of accidents.
Parking,Traffic,Environmental,Safety,Access	WhollySupport	 Please please please can we have parking permits introduced alongside the planned restricted access
Traffic	WhollySupport	I support. More improvements to Mill road should also be considered. E.g. new pavements. Wider pavements. More space for shops to have outdoor seating. I'd also consider making each side one way so you could have much wider pavements. Make use of the bridge being closed rather than just closing it to reduce traffic.
Safety,Access,Environmental,Traffic,Parking,Disturbance	WhollySupport	I wholly support this proposal. I believe it will achieve the objectives which are well set out. I hope that following it the opportunity will be taken to further improve Mill Road by for example build outs on to which business can expand and so re-enforce Mill Road as a destination and not a route.
Traffic	WhollySupport	Mill Road is a great road with many vibrant shops. Many new shops opened during the pandemic and I therefore feel that traffic cannot have been of concern to these businesses as they felt it viable to open a business in Mill Road at a time when the bridge was closed. Mill Road has the potential to make the most of its space if less emphasis is on cars, for example pavement seating for cafes and restaurants will be possible. I feel sure that more people will want to go to Mill Road to experience all the good things that it has to offer.
Traffic	WhollySupport	I agree with the proposal to install the bus gate. I would like to see improvements to the public realm including extended pathways and seating.
Safety	WhollySupport	Happy to see the proposals for the majority of traffic. If this scheme goes ahead I would love to see the return of pocket parks and more seating available for the bars and restaurants on both sides of the bridge where possible. Access should most certainly remain open for blue badge holders, and ideally this would not be fixed to a single vehicle. For example, I quite often travel with a disabled friend of mine (as do many of her friends and family) and so restricting this to just a one or two vehicles wouldn't work so well.
Safety	WhollySupport	I support the proposal to close Mill Road's bridge to private vehicles. I also wish to see the parking take proactive enforcement against vehicles that park on double yellow lines on Mill Road.
Safety	WhollySupport	Eventually I would really love to see Mill Road pedestrianised. I think that this would bring a real feeling of community & also generate far more footfall. The businesses in this area I feel would thrive. The impact on the environment & people's feeling of well being would all be positive. Let's hope that this becomes a reality. Mill road & its community have so much to offer.
Safety	WhollySupport	I would also like to see better parking enforcement on either side of the bridge especially on the double yellow lines.
Parking	WhollySupport	I support the idea of restricting traffic on Mill road, hopefully combined with plans to widen the pavement on both sides and perhaps add a new car park or enable extended times on park and ride buses.

Traffic	WhollySupport	There should be sufficient, safe turning place for drivers that misunderstood restrictions. Cycle lanes should be made with hard infrastructure on and on approach to the bridge.
Safety	WhollySupport	I fully support the proposed restrictions on Mill Road bridge. Please also consider greater enforcement on anti-social, illegal and pavement parking along Mill Road.
Safety	WhollySupport	If this proposal is not approved, I think a major contribution to pedestrian and cyclist safety would be the installation of traffic lights at the Devonshire Road/Kingston Street crossing, with the priority given to the side roads.
Traffic	WhollySupport	Happy with the proposals, very much in support of moving traffic onto larger roads and allowing this to be used for a more pleasant cycle. Plus much more attractive to go to mill road and have brunch at a cafe with outdoor seating for lack of pollution
	WhollySupport	<p>Dear ***,</p> <p>Many thanks for your email below. I strongly support the TRO. In my view, extending it along the entire length of Mill Road would be even better.</p> <p>I hope this helps.</p> <p>With kind regards,</p> <p>*****</p> <p>***</p>
	WhollySupport	<p>Hello,</p> <p>I was struggling to find the consultation for the above but wanted to register my full support for the closure of Mill Road Bridge. I would love to see this extended to the pedestrianisation of all of Mill Road.</p> <p>As a resident with a toddler and a regular user of the many restaurants, shops and cafés, the reduction and ideally eradication of any vehicles would make using this part of the city a whole lot more attractive, enjoyable and of course safe (pollution / road safety etc.)</p> <p>It would be nice to see Cambridge have a real vision for this dynamic area with all of its independent businesses. For example, installing a tramline and cycle lanes and leaving the remainder as a green space full of pavement cafes would be incredible. It would create a really vibrant and safe area for the people of Cambridge and visitors, outside of the Cambridge University dominated centre.</p> <p>In summary, I fully support closure to the fullest extent possible.</p> <p>Best wishes,</p> <p>***</p>

		<p>Hello there</p> <p>I have a few questions about the planned closure of Mill Road bridge:</p> <p>What is the stated aim of closure, i.e. what are the desired beneficial outcomes</p> <p>Please list out in full the benefits vs downsides of 1) closure and 2) remaining open</p> <p>What modelling research has been done to assess the impact of each option</p> <p>What are the qualifications of the researcher</p> <p>What are the steps available to mitigate the downsides of each option and what modelling has been done on those</p> <p>What alternative options to achieve the stated aim have been considered and rejected (i.e. why is closure the best of all potentially available options)</p> <p>What is the cost of implementing this change</p> <p>Please show how you empirically demonstrate that the costs of making this change are outweighed by the benefits arising from it</p> <p>Please provide your capital allocation methodology for this project, i.e. list other potentially available projects that will not be able to go ahead as a result of allocating funds to this project and show how the net benefits of this project are greater than the net benefits of the projects that will be rejected as a result</p>
	Neutral	<p>Many thanks, ***</p>
Traffic	PartlySupport	<p>Re PR 1058</p> <p>I support the restricted use of vehicles over Mill Road bridge for safety and environmental reasons especially when double decker buses are so dangerously close to the pavement. I don't know anyone who hasn't had a near miss including several close calls for myself, husband and children, who were walking or cycling proficiently and sensibly.</p> <p>It was a huge improvement to the area when the bridge was closed completely during the structural work and during Covid restrictions, but I understand the need for public transport, so I hope the new proposal will make mill road safer for pedestrians and cyclists- the ones who most frequently visit the local businesses and contribute to the local economy .</p> <p>It would seem to make sense to extend the restrictions or at least widen the pavements at parts, south of the bridge . This would allow local cafes and restaurants to have improved outdoor areas which could be enjoyed with a restricted flow of traffic, thus improving quality of life for local residents and visitors .</p> <p>This would help sustain the local businesses and allow the area and our community to thrive.</p>
Traffic	PartlySupport	.
Traffic	PartlySupport	..
Disturbance	PartlySupport	.
Access	WhollyObject	<p>It's hard enough working in Cambridge without these half baked ideas.</p> <p>How long until we are all back on horse and carts</p>
Traffic,Access,Environmental,Disturbance	WhollyObject	#NAME?
Traffic	WhollyObject	0
Disturbance	WhollyObject	OK
Access	WhollyObject	I don't have a helicopter
Access	WhollyObject	PR1058
Access	WhollyObject	P
Access	WhollyObject	I use the cycle bridge if I bike

Access	WhollyObject	I cross mill Rd bridge quite regularly	
Other	WhollyObject	PR 1058	
Other	WhollyObject	I am happy for the bridge to continue being open to all types of traffic.	
Access	WhollyObject	??	
Access	WhollyObject	NA	
Disturbance	WhollyObject	The bridge must be kept open to traffic, it is a very useful rd, if funds become available I suggest widening it, car driving is generally slow and not much risk to cyclists anyway.	
Access	WhollyObject	.	
Other	WhollyObject	This whole situation is a massive waste of our tax money. Surely there's plenty of more important things for the council to be spending our money on?	
Traffic	WhollyObject	How can the council waste so much money on this proposal loose the case only to then try again. They should be sacked	
Traffic	WhollyObject	Nothing to add	
Access	WhollyObject	GCP FUCK OFF	
Other	WhollyObject	Mill Road is a public road for the use of all citizens, paid for from tax payer money and was built as a public access road into Cambridge .	
Access	WhollyObject	.	
Access	WhollyObject	
Access	WhollyObject	(8/8000)	
Access	WhollyObject	Access	
Financial	WhollyObject		1
Traffic	WhollyObject	B	
Access,Disturbance ,Financial,Environm ental	WhollyObject	Ridiculous	
Traffic	WhollyObject	Proposed TRO	
Environmental	WhollySupport	N/A	
Traffic	WhollySupport	?	
Traffic	WhollySupport		1
Traffic	WhollySupport	No comment	
Traffic	WhollySupport	LGTM	
Safety	WhollySupport	.	
Environmental	WhollySupport	i	
Traffic	WhollySupport	?	
Traffic	WhollySupport	Na	
Environmental	WhollySupport	I don't have any further comments	
Traffic	WhollySupport	N/A	
Traffic	WhollySupport	na	
Environmental	WhollySupport	..	
Traffic	WhollySupport	...	
Safety	WhollySupport	.	

Safety	WhollySupport	Not sure what is required here
Environmental	PartlySupport	Taxis should only be allowed over the bridge if they produce zero emissions
Safety	PartlySupport	I fully support the implementation of a bus gate on Mill Road bridge. I would like the council to consider stopping taxis being allowed through this bus gate. With the absence of taxis and cars Mill Road will be more welcoming to pedestrians and cyclists. Many studies have shown that shops in pedestrianised or pedestrian-friendly areas show an increase in sales and economic activity. I am a local resident and I believe I would visit more shops on both sides of the bridge if it was safer to cycle down Mill Road, currently it is off-putting to cycle down the road to visit the shops and cafes due to the volume of cars (including taxis) on the road and due to the lack of designated cycle lane.
Environmental	PartlySupport	I fully support the closing of Mill Road to cars and vans and believe only buses, emergency vehicles, bicycles and scooters should be allowed I do not think taxis should be allowed, they drive fast and dangerously towards bikes and it is vital that all cyclists and pedestrians feel safe going over the bridge.
Traffic	PartlySupport	I support the closure of Mill Road but would like the council to consider closing the bridge to taxis. Taxis are not public transport so why should they be given an exemption? The public should be encouraged to use public transport.
Traffic	PartlySupport	<p>Taxis must be prevented from using the bridge once the order is in place; there are many taxis in Cambridge and they blight the environmental amenity of residents. Post-implementation of the order, relevant roads, including Tenison Road, should be monitored to ensure as an unintended consequence they don't become still worse rat runs.</p> <p>Public-realm improvements must include widening pavements in places where currently persons are only able to walk in single file. Those properties and business that front Mill Road should be enforced against where they inhibit access within the public realm e.g. over grown hedges, 'A' signage on pavements, placement on pavements of goods for sale. Make unlawful on-pavement parking and put in places effective enforcement measures to discourage and penalise perpetrators. Enhance the use of traffic wards in and around Mill Road.</p>
Safety	PartlySupport	<p>While I support the TRO and wanted to submit feedback showing my support, I felt that my response should be based on real data. To this end, I collected a small sample of traffic data over six ten-minute windows over a few different days and times.</p> <p>The data I collected was based on observation from the apex of the Mill Road Bridge, and recorded the number of vehicles crossing the bridge in the following categories: Private cars; Taxis; Vans/trucks; Buses; Motorcycles.</p> <p>In each category, I further recorded: Bad passes (vehicles that either crossed the solid white lines to pass a bicycle or scooter or passed in a clearly dangerous manner), and; Speeding (vehicles that were obviously exceeding the 20mph speed limit). As I did not use any measurement equipment to record the actual speed of vehicles, the figures in this second group will not be accurate, but they would almost certainly be higher had I used a radar speed gun.</p> <p>In total, I recorded:</p> <ul style="list-style-type: none"> * 321 private cars, with 38 bad passes (12%) and 39 speeding (12%) * 72 taxis, with 15 bad passes (21%) and 13 speeding (18%) * 20 vans/trucks, with 1 bad pass (5%) and 2 speeding (10%) * 5 Buses, with no bad passes and none speeding * 32 motorcycles, with 1 bad pass (3%) and 10 speeding (31%) <p>While motorcyclists were the most likely to exceed the speed limit (31%), taxis are noteworthy in being significantly more likely to perform a bad pass than any other group, and significantly more likely to exceed the 20mph speed limit than all groups except motorcyclists.</p> <p>There are multiple reasons to install a bus gate on the Mill Road Bridge, but safety is a key concern. With this in mind and on the basis of my observations, it is indefensible to include taxis in the list of authorised vehicles.</p> <p>Speaking anecdotally, nearly every time I cross the bridge, I witness excessive speed and unsafe passes by drivers that put cyclists in danger and make the bridge a noisy and unpleasant place to be as a pedestrian. Compounded with the narrow pavements and consequence-free pavement parking along the rest of Mill Road, it is no surprise that it's rare to see wheelchair or mobility scooter users in the area.</p>

		<p>I regularly commute down Mill Road by bike, and have experienced first hand how dangerous the high volume of traffic on Mill Road is for cyclists. I am very glad that the Council is taking measures to reduce traffic along the road, however, I am concerned that the measures do not go far enough.</p> <p>In my experience, about half the traffic on Mill Road is made up of taxis. The current proposal which allows taxis to cross the bridge will do little to improve the traffic volume. To be effective, proposals must also stop taxis from using Mill Road as a rat run. Even if the proposals are enacted, if the volume of traffic remains high, the road will be just as dangerous for cyclists as before, especially as there are no dedicated cycle lanes.</p> <p>An alternative would be to make Mill Road a one way street, with cycle lanes running on both directions down either side. This would avoid any accusations of 'cutting off' a community and vastly improve the safety of the road for cyclists.</p> <p>It is also important that the pot holes are fixed, as these are equally as dangerous for cyclists, who can be thrown off their bike by them.</p>
Traffic	PartlySupport	Thank you for running this consultation. I really hope this time that the safety of Mill Road can be improved.
Safety	PartlySupport	<p>I fully support the closure of the bridge.</p> <p>I think only emergency vehicle, buses, cyclists and pedestrians should be allowed to cross it.</p> <p>I don't support allowing taxis nor blue badge holder to cross the bridge.</p>
Safety	PartlySupport	I have already taken part in consultations about the bridge restrictions and am largely in favour of the proposals. My one objection is in allowing taxis to cross the bridge as this makes up a considerable proportion of the motor traffic. My experience of having the bridge closed to all motor traffic was entirely positive.
Environmental	PartlySupport	I fully agree with implementing the bus gate. However I feel the decision to allow taxis through is wrong, as this will still mean too much traffic using the bridge. It is also crucial to implement restrictions on Coleridge road and Tennison road to stop these being used as rat runs either side of the bridge. These roads should be closed to through traffic, in the way Vinery road has been.
Safety	PartlySupport	<p>Taxis are some of the worst offenders for overtaking cyclists unsafely on Mill Road Bridge and for speeding on Mill road in general, so I don't think they should be exempt.</p> <p>At the very least signage should be put up stating that cyclists shouldn't be overtaken on the bridge.</p>
Traffic	PartlySupport	<p>I get close passed by drivers very frequently on mill road bridge, well under the 1.5m that is legally required at the speeds they're overtaking at. The majority of drivers doing this are taxi drivers who have an incentive to get to their destination faster. The proposal, while on the whole positive, does little to mitigate this problem. Either better enforcing of rules, or signage that explicitly bans overtakes would be helpful.</p> <p>Even better, limit the number of taxis driving down Mill road. Perhaps with access passes?</p>
Traffic	PartlySupport	I support the proposal to restrict traffic on the Mill Road bridge. I would however further restrict access not allowing access to "Authorised vehicles" and ensuring the closure is in place at all hours at the weekend.
Safety	PartlySupport	Mill Road is totally unsafe to cycle down in its current form. As someone who commutes on Mill Road at least four times every week day with a young child on a bicycle, I am always anxious for his safety, especially on the bridge. I therefore fully support the proposal to reinstate the bus gate. However, I remain very anxious that the council is proposing to keep Mill Road open to taxis. In our experience they are the worst offenders for driving too fast on Mill Road, giving children on bicycles no room at all. I am worried that with less traffic on it, the taxi drivers will drive even more quickly as there won't be other cars to slow them down! Why do taxi drivers need access when there are buses and exemptions for disabled residents?
Traffic	PartlySupport	Taxis should not be exempted from the bridge closure.
Safety	PartlySupport	No taxis should be permitted
Traffic	PartlySupport	I support the closing of Mill Road Bridge. Traffic is already too high in Cambridge at the detriment of both residents and visitors. Businesses would benefit from more foot traffic. I encourage the council to also ban taxis from the proposed area since allowing them just encourages more motor traffic in the area.
Traffic	PartlySupport	Please close the bridge to taxis as well. Taxis contribute significantly to the through traffic and making the road unpleasant to cyclists and pedestrians. If the bridge is closed to taxis they will still have access to properties and premises from either end. Keeping the bridge open to taxis will allow them to use it as a dangerous rat run - this must be prevented.
Safety	PartlySupport	I support the proposal however I would like to see additional restrictions on taxis/ private hire vehicles as they are typically the most dangerous vehicles using Mill Road. If not possible then I would like the council to consider adding speed cameras on Mill Road

Access	PartlySupport	I would prefer that only buses are able to traverse the proposed bus gate and not taxis or blue badge (disabled) badge holders. Buses are moving to cleaner energy sources such as electric and have less environmental impact than cars most of which are petrol/diesel. Allowing taxis and blue badge holders to go through the bus gate will still keep traffic along Mill Road at unacceptable levels. In addition taxis are the worst offenders for speeding and on pavement parking, neither of which is adequately enforced in the city. Keep the bus gate just for buses! This will mean that that the Romsey end of Mill Road will be far more peaceful and allow shops, bars and restaurants etc. to thrive in a predominately pedestrian environment.
Safety	PartlySupport	I fully support the restriction but do not understand why taxis are permitted to use the "bus gate". As a cyclist I find that taxi drivers are the most likely drivers to speed or pass cyclists too closely. If the hoped-for reduction in traffic on Mill Road is achieved then these taxi drivers will be able to travel faster and unhindered along Mill Road and across the bridge increasing the risk to cyclists and pedestrians.
Safety	PartlySupport	I support this proposal, but I think that taxis and ride-shares should not be permitted through the bridge. The level of traffic needs to be minimised, and taxis currently form a significant part of traffic.
Safety	PartlySupport	I'd prefer it if the bridge was also closed to taxis. They are the worst for close passes on the bridge and generally behaving antisocially towards cyclists (and often pedestrians). I am not sure why they get special consideration compared to other motor vehicles, they are just as likely to be a problem on the roads and I don't know why we'd want to incentivise them or taxi users
Safety	PartlySupport	I strongly support the closure of Mill Road bridge to traffic but in my view it should go further and restrict access to Taxis, which is seems are being allowed for political reasons. I can see no good reason for access to taxis being greater than for cars, given they are essentially private vehicles which commonly have zero effective occupants. The TRO should be partnered with an additional TRO restricting access along Devonshire road, as this is used as a common rat run, particularly by taxis trying to access the station. This is particularly true if taxis are exempted from the restriction across the bridge.
Safety	PartlySupport	I fully support the installation of bus gates with additional access for blue badge holders. However, I question the inclusion of Taxis as, in my experience as a cyclist using the bridge ~4 times a week, Taxi drivers are often the most threatening road users on that stretch. Will any surveillance be carried out to assess the behaviour of drivers on the bridge? Will reports of dangerous driving by taxi drivers be properly investigated? And will action be taken if they are found to be behaving in a threatening manner on the bridge?
Traffic	PartlySupport	I am strongly in favour of the motor traffic restrictions and congratulate councillors and officers for their work on it. I would like to see restrictions extended to cover taxis. With the reduction of private vehicles on Mill Road, taxis will start favouring this as a route into the city centre, therefore reducing the safety, congestion and environmental benefits of the scheme.
Safety	PartlySupport	The bus gate would be significantly easier to implement, and somewhat more effective, if locally-registered Hackneys were exempted but Private Hire were NOT. If the bus gate and related public realm improvements are implemented then I would feel able to use and visit Mill Road by bike. At the moment I do not feel safe to cycle along the road, and in the absence of adequate cycle parking facilities rarely use the businesses. It has not been made clear to me why a build-out is proposed at one end of the bridge but not at the other end. I wonder whether it will prove necessary to impose a weight limit on Argyle St and Stockwell St to prevent their attempted use by excessively large vehicles. They are both important active travel routes which must not be made more hazardous for cyclists or pedestrians. Bear in mind that Stockwell Street seems quite likely to remain for some time part of the Chisholm Trail.
Safety	PartlySupport	Mill Road has become a highway for electric bikes and scooters, many of which are illegal and travel too fast. I would wish that the modal filter could restrict this growing menace to safeguard pedestrians and legal road users. I would also question whether taxis should be allowed through access. They can find other ways into the city and further restrict through traffic in Mill Road.
Safety	PartlySupport	I support the proposal, however I would prefer the gate to NOT exempt taxi drivers. Taxi drivers on mill road contribute a lot to overall volume at a glance and are incentivised to speed to get more fares. I routinely see taxi drivers speeding over the bridge, as well as performing unsafe overtakes of cyclists on the uphill sections of the bridge (which are no overtaking sections).
Safety	PartlySupport	This is a good idea, and if anything should be stricted. Only buses and bikes. The bridge is incredibly dangerous for cyclists at the moment, and even for just cars.
Access	PartlySupport	I support this proposal to restrict the mill road bridge to pedestrians and authorised vehicles. The only additional restriction I would like added is to also restrict taxis from using this bridge. This is for environmental reasons as we should be encouraging bus use rather than taxis within the city limits but also to reduce congestion on mill road in general.
Traffic	PartlySupport	I am broadly supportive of this proposal. However, it's not clear to me why taxis ought to be exempt. Nor is it clear why this restriction needs to be in place at all time. Has the Council assessed the impact if this restriction were to apply (eg.) from 8am to 6pm daily?
Access	PartlySupport	Love the bus gate, I'd like taxis to also be included in the restrictions though as they make up a significant number of vehicles misbehaving on Mill Road.

Access	PartlySupport	<p>My partner lives on ***. I support the proposal to reduce traffic on the bridge, however this is a big inconvenience to residents nearby. Residents of Romsey and Petersfield should be exempt along with blue badge holders. Taxis should not be exempt.</p> <p>The traffic restriction should only apply at peak times.</p>
		<p>I work on *** and used to cycle over Mill Road bridge every day. Recently, following a collision caused by a bus, I have stopped using Mill Road and now travel down Gresham Road and over the Carter Bridge. Cycling on Mill Road is horrible. There is no cycle lane, the road surface and markings are in appalling condition, pedestrians spill out from pavements that are too narrow, and the air quality is awful due to the number of large and slow-moving vehicles using the road, particularly delivery lorries and buses. I wholeheartedly support the need to decrease traffic and improve conditions for cyclists and pedestrians on Mill Road, but I do not feel this proposal goes far enough to improve my experience of cycling or walking on Mill Road.</p> <p>The proposal highlights many of the issues I have raised, including the width of pavements and lack of cycle provision, but does not actually present a solution to these issues. There is no plan to increase pavement width, nor is there any suggestion of a pedestrian zone, clean air zone or restricted loading hours. Why not impose restrictions on loading between 8am-6pm? It makes no sense to me that the Council is seemingly aware of the problems on Mill Road, and still allows HGVs to park blocking both pavements and a lane of traffic during both the morning and evening rush hours.</p> <p>The scheme aims to "restrict most vehicular traffic" but allows busses, taxis, blue badge holders, and private hire to continue using Mill Road as a through route. In my experience, this group of road users represents a great deal of the existing traffic on Mill Road. Therefore, I don't feel a bus gate as proposed on Mill Road Bridge will make a significant enough impact on the traffic levels. I would prefer to see Taxis and Private Hire excluded from using the bridge too. Mill Road is used as a through road by taxis and private hires getting to and from the station to the town via Devonshire Road. The bus gate would be in the wrong location to limit this, and doesn't apply to taxis or private hires anyway.</p> <p>I would be much happier to see Mill Road closed to all motor vehicle traffic during the day. Look at Elvet Bridge in Durham, which is a Pedestrian Zone with no vehicles allowed other than loading in the early morning and after 6pm. I used to live on this street and while these restrictions mean local buses and taxis have to take the longer route, it makes for a wonderful vibrant street full of busy cafes and restaurants with lots of outdoor seating, plenty of space for pedestrians and an altogether pleasant place to be. Residents can still drive on the street for access, as can emergency vehicles. The businesses on the street survive with the restricted delivery hours and thrive with customers enjoying the street during the day. A scheme such as this would allow wider pavements to be built and would significantly improve air quality - two issues raised by this scheme which I do not feel are actually tackled by its current proposals.</p> <p>As an aside, the proposal states it will 'Adjust cycle parking on Argyle Street' but does not divulge how many parking spaces will be added/removed. More information must be provided, and a commitment must be made to replacing any lost cycle parking with new parking nearby.</p>
Safety	PartlySupport	
Traffic	WhollyObject	I am a local resident. I commute by bicycle and occasionally by car. I don't think a bus gate is an appropriate solution. Buses and taxis remain a hazard to cyclists.
		<p>I disagree with this proposal in general, but I have particular issue with allowing taxis and blue badges to cross.</p> <p>Taxis are, in effect, empty for the majority of travel and cause further pollution.</p> <p>Blue badges (of which my wife is a holder) are not associated with cars but with people. There is no automated way to ensure a car has a blue badge without making holders register their vehicles, which will in turn allow other users of those vehicles access to the bridge.</p> <p>If the bridge is to close it should be closed to everything bar buses and emergency services. This should include forcing cyclists to dismount in this now pedestrianised area in the same way they are in the city centre.</p>
Traffic	WhollyObject	
		<p>I object to this proposal. It does not meet the aims stated: if the aim is to reduce the car traffic, then it is nonsensical to allow taxis to use the bridge but to prohibit use by private cars. If I call a taxi to make the same journey as using my car, the taxi covers more miles (it must come to collect me), takes up the same road space, produces the same pollution, etc. If the bridge is still open to buses, which are larger and heavier than cars, then it cannot be safer for pedestrians and cyclists as the largest vehicles will still use the bridge. All this proposal does is to victimise and inconvenience private car drivers without actually achieving anything useful. I believe it to be motivated by an ideological objection to private car use on the part of the council, coupled with an opportunity to raise fines from unfortunate motorists who might attempt to use the bridge.</p> <p>Those in local government would do well to remember that they are supposed to be in office to serve their constituents. not to instruct them how to live or to restrict ever more their freedoms to travel by whatever means they choose.</p>
Access	WhollyObject	

Other	WhollySupport	I think the restrictions should also apply to taxis. If taxis are not controlled on the bridge there should be restrictions in Tension Road to prevent Mill Road becoming a rat run. The TRO should be implemented ASAP, along with safety and environmental improvements along Mill Road.
Traffic	WhollySupport	Fully support for closing Mill road for cars, with exception of buses and blue badge holders, could further restrict for taxis as well. Mill road has been unsafe for long time not only for cyclists but also for pedestrians.
		I would support even stronger restrictions on the bridge. For example only allowing public buses, not taxis or private coaches. The Council has observed correctly that many parts of mill rd have pavements that are too narrow for pedestrian safety. However it should be added that in places where the pavement is wide (Romsely side) it is habitually used for illegal parking and as far as I can tell there is zero effort to enforce parking restrictions. There's no point in having a wide pavement for it to be used as a car park and force pedestrians to walk in the street!
Traffic	WhollySupport	During my time of living in this area the most pleasant period was the summer when the bridge was totally closed.
Safety	WhollySupport	I full support the bridge closure and would prefer no taxis to be allowed in addition, i e. Pedestrian, cycle and bus traffic only allowed
Traffic	WhollySupport	I'd prefer if taxis were not allowed past the filter, taxis are not generally safely driven in Cambridge and are especially likely to close pass cyclists.
Traffic	WhollySupport	I'm supportive overall of the scheme but I am concerned that there might be a lot of taxis using the bridge, when they could quite easily use another route.
Traffic	WhollySupport	I wholly support the proposal and believe it should go further in preventing taxi thoroughfare.
Traffic	WhollySupport	Bus gate should definitely be added and should include taxis
Traffic	WhollySupport	I strongly support this and would prefer it if taxis are NOT exempt
Environmental	WhollySupport	Taxis should also be prevented from crossing the bridge.
		Get it done! Mill Road is a traffic sewer that desperately needs this bus gate. Would be good to block taxis as well (except Hackney carriages equipped for wheelchair transport) as they often are the worst drivers when rushing for pickups.
Safety	WhollySupport	I entirely support the introduction of a bus gate on Mill Rd bridge, and would go so far as to propose making the whole of Mill Rd accessible only to public transport and active travel (besides deliveries, of course). Cambridge has very little in the way of pedestrianised commercial and social areas compared to other similar cities in the UK and Europe, and the existing spaces are often overcrowded with tourists. I believe introducing this restriction would lead to more open public space available to residents (especially as Mill Rd is away from the main tourist attractions of the city) and boost business for the local cafés, restaurants and shops, as well as encourage active travel.
Safety	WhollySupport	Only Busses over the bridge would be a good and proportionate solution for Safety purposes

	PartlySupport	<p>Like many S Petersfield residents, we would like to see a safer and less polluted Mill Road and associated side streets.</p> <p>Unfortunately, from past experiences of bridge closures, if the TRO goes ahead in its current configuration, Mill Road side streets west of the bridge will experience additional congestion and pollution , particularly during morning and late afternoon peak travel periods because no additional traffic mitigation measures to mitigate the rat running from the station to Mill Road have been included.</p> <p>We are confident of our facts because we have invested considerable time studying the traffic and associated pollution inside our house before and after bridge closure. We have observed a clear correlation between traffic queuing outside our house and the rapid build up of nitrogen dioxide concentrations inside our house. This will be experienced by the majority of Victorian houses in S Petersfield close to the rat runs and the situation is made worse when the bridge is closed.</p> <p>Rat running between the station and Mill Road has an impact on many roads in S Petersfield including: Covent Garden Cross Street Devonshire Road Felton Street Glisson Road Mawson Road St Barnabas Road Tenison Road Wilkin Street</p> <p>If the S Petersfield rat running issue is not dealt with as part of the TRO, the important No 2 bus will be delayed on Mill Road west of the bridge during rush hours, exactly the time when buses should offer reliable timely services to get people to work on time.</p> <p>*** (***) have submitted a very detailed response to the consultation, including many considerations that have been overlooked in the TRO process.</p> <p>We support *** submission and hope it receives the attention it deserves. *** represents the majority of residents west of the bridge who will be negatively impacted by the proposed TRO.</p> <p>***</p>
Traffic,Safety,Environmental,Other,Financial	PartlySupport	<p>The proposals should go further and consider incorporating a healthy streets approach https://www.healthystreets.com/ with a wide range of benefits for local residents and visitors as well as satisfying traders concerns about decreased footfall where the likelihood will be an increase in visitors and trading. With the planned large scale development on Devonshire road there is a risk of overwhelming levels of traffic on Mill road therefore consider establishing a one way system along the length of Mill Road which in combination will maximise the potential for a healthy street and encourage active travel</p>
Other	PartlySupport	<p>Despite the fact that the scheme will cause my wife and myself some inconvenience, I broadly support the measure. However, it is a piecemeal proposal and really ought to be part of an overall scheme for traffic in Cambridge. Is there is such an overall scheme?</p> <p>This proposal for Mill Road smacks more of "let's do something and see what happens". Many feel that there is an anti-motorist agenda being pushed by a cycling lobby group. While I am broadly supportive of the environmental and health advantages in increased cycling and reduced car usage, it really would help mitigate the growing resentment if the cycling lobby (and the Council??) would also take a far more pro-active role in promoting responsible cycling. Frankly, far too many cyclists in Cambridge are a danger to themselves and to others. I was in Holland, near Amsterdam, at the end of this July. Somehow their cyclists are well-behaved. Why would that be? Their "Dutch roundabouts" are on a bigger, more open scale. The two in Cambridge are cramped, with poor visibility ... not good. We really could and should be doing better.</p> <p>Under the proposed scheme for Mill Road, perhaps some leeway (temporary passes) should be given to delivery lorries/vans for local businesses? Otherwise this proposal is good, but only if it is part of a wider vision. This has not really been well communicated, if at all.</p>

Other	PartlySupport	I don't particularly agree with just closing the bridge without also making the rest of Mill Road more pedestrianised. I liked the previous proposal for more street furniture and making Mill Road more beautiful and allowing more of an outdoor cafe and bar culture. Without doing something to enable that, it feels like a missed opportunity to make Mill Road even more of a community and destination. In COVID with the bus gate, it just felt like traffic all moved to Coldhams Lane and when Mill Road was previously closed at the Brooklands end, there was a lot more traffic rat running through *** (where I live). Are there reassurances that traffic displacement will be monitored?
Traffic	PartlySupport	It would be good to consider local residents having access to reliable alternative traffic routes to get around Cambridge as there seem to be too many restrictions or overlong road alterations (Milton Road) accept that this proposal will be good for pedestrians and cyclists.
Traffic	PartlySupport	I frequently visit my elderly mother who lives in Romsey Town and lived there for many years so I am familiar with the traffic issues. I believe that some kind of restriction of traffic will be helpful but the proposed scheme doesn't seem to make any allowance for delivery vehicles accessing businesses in the Bus gate area. I would also like to see some assurance that consideration will be given to the traffic flow on Coldhams Lane as I think the increased traffic there is likely to cause problems for people needing to access residential streets off Coldhams Lane and it may be that moving pedestrian crossings or re-timing traffic lights will ensure that Romsey Town doesn't live in permanent gridlock.
Safety,Disturbance, Environmental,Othe r,Financial,Traffic	PartlySupport	<p>By resident I mean that I'm a long-term Cambridge resident (since 2013) and have also lived on Mill Road for some time in the past, but now live in Chesterton.</p> <p>I fully support the installation of a bus gate on the bridge.</p> <p>HOWEVER, there are two additional elements that the council needs to consider:</p> <ol style="list-style-type: none"> 1. The council needs to consider that the traffic will not magically disappear, it will be physically moved to alternative routes, i.e. Cherry Hinton road and Coldhams lane. Actions like these require joined up thinking, and do what is possible to prevent moving the problem somewhere else and ending up with disgruntled citizens. This means that additional support needs to be provided to communities living in those areas. What does this look like? Not sure I'm afraid, but there are plenty of studies on this. Ideally, more should be done to actually reduce the traffic altogether, so that the congestion isn't just moved to a different place (I know things have been tried and there are lots of other positives involved in the bus gate, like busses running on time for not getting stuck in traffic, but see my next point) 2. Any action on this needs to be properly communicated AND most importantly, needs to be part of a participatory process with the local communities involved. This has once again become a cause for division in the Mill Road local community (and Cambridge more at large) and this is the worst thing that a council can do, putting its citizens against one another. More should be done to communicate that businesses will not shut or lose business due to the reduced traffic, there is plenty of evidence from around the world about this, and actually footfall increases due to more people walking and having the time to go into a shop rather than just driving by. Positive effects on the local public transport should be really highlighted. Busses are really bad in Cambridge, number 2 during the winter in particular, due to the traffic on mill road. Lots of misinformation is happening online and in facebook and whatsapp groups, and these need strong responses from the council staff. Cambridge needs to re-develop trust in the local authority and its council as the last few moves have really eroded that. This is part of a larger conversation about the need to reform how decisions are informed (e.g. GCP, etc) and the relentless move towards a forever growth of the city, which is leaving too many people (local residents) behind, but that's a story for a different consultation. <p>In a nutshell, yes to the bus gate, but just putting it in without taking action to prevent some of the negative consequences on neighbouring streets and on the backlash from the local community is not going to work and will exacerbate local tensions further.</p>

Environmental,Traffic,Access	WhollyObject	<p>Cambridge suffers from congestion and I was fully supportive of the congestion charge as this would have ensured a robust alternative to driving was in place through the delivery of a reliable, regular bus network. It is disappointing this did not go ahead. Until such time that the CPCA, county council and GCP address the issues of reliable, regular, fast buses from outlying villages that are flexible enough to meet the needs of busy families they have an obligation to continue to provide access into the city. The Closure of Mill Road should be aborted until this time. Closing Mill Road will push more vehicle onto alternative routes such as Newmarket Road, East Road, Coldhams Lane, Coleridge Road, Devonshire Road which are already either at capacity (or close to it) or not designed for this number of vehicles. Far better solutions can be found to make Mill Road safer and remain flowing such as controlling hours for delivery, enforcement of illegal parking</p> <p>As a resident of Burwell the bus is not a viable option given lack of reliability, poor frequency and duration of journey. The newmarket road P&R is not fit for purpose and the GCP does not plan to relocate. The closure of mill road will make traffic on newmarket road and subsequently the A14 junction at Quy worse. you should be focussing on how people access the city and making that easier first. e.g. moving P&R to other side of A14, creating bus lane, ensuring decent bus services before you take away the options for driving.</p> <p>I currently do the bulk of my city centre shopping/leisure activities in Cambridge. Making Cambridge even harder to get into via car without providing viable alternatives means that i will be increasingly less likely to come into Cambridge for leisure activities/ shopping going elsewhere such as Bury St Edmunds, Ely or online. By making Cambridge less and less inviting to visit for visitors means less and less people will visit the city centre. I am still waiting to see some sort of economic assessment that the impact of measures such as this have on the viability of the city centre</p> <p>Air quality is not a legitimate argument for closing Mill Road and should stop being cited as a reason. Air quality levels for nitrogen dioxide on mill road as measured by the city council are less than half the objective levels set by central government. Historical work undertaken by the city council on sources of emissions demonstrated that cars are not the primary sources of pollutants but buses and taxis. There is no remit to ensure only electric or EURO VI buses will run down mill road although and whilst the city council has a policy to ensure taxis become low emission / electric this is not being adopted by other district council across Cambridgeshire therefore there is no control on emissions from taxis.</p>
Parking	WhollySupport	<p>I have children and find the road very busy when crossing the bridge. Cars drive far too fast and it is unsuitable for such large vehicles. Enforce speed limits and shut the road. Side streets in Romsey should also be made residents parking, the whole area is currently a car park for town shoppers and commuters who want to avoid paying for parking.</p> <p>It is very dangerous at either side of the bridge for pedestrians and cyclists and car drivers regularly turn into Devonshire Road when this is signposted to not be a turn.</p>
	WhollySupport	<p>I am writing in support of the bus gate, with reservations.</p> <p>Inevitably some of the traffic will be displaced onto other routes across the railway, and I ask that you monitor these and adjust as necessary.</p> <p>In particular, turning right from Coldhams Lane onto Newmarket Road currently has a low throughput, because of the traffic lights for River Lane which is always red to Newmarket Road when Coldhams Lane is green. This means that often traffic backs up here (and in cases backs up far enough that traffic wanting to turn left cannot). This will only get worse with more traffic using Coldhams Lane.</p> <p>Please consider retiming these traffic lights so that traffic travelling right from Coldhams Lane onto Newmarket Road doesn't have to immediately stop</p> <p>***</p>
Traffic,Safety,Environmental,Access	WhollySupport	<p>I wholly support this proposal for all the reasons in the 'Statement of reasons' document. My only concern or query is related to the following:-</p> <p>- "Pedal Cycle" means a unicycle, bicycle, tricycle or cycle having four or more wheels not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as to be treated as not being a motor vehicle for the purposes of the 1984 Act. -</p> <p>With the development and increased use of electrically assisted pedal cycles, some of which are more like motor scooters, it is difficult to know where the line is drawn between them being a "Pedal cycle" and a motor vehicle.</p> <p>My concern is with non-exempt versions of these vehicles, how they are defined, how they can be detected, and how their restriction can be enforced. I suspect that in many cases APNR cameras would not be of much help, as many of them do not seem to have any kind of number plate or registration marking.</p>

Safety	WhollySupport	The bridge must be closed immediately
		Consultation after consultation, a clear majority has supported a modal filter on Mill Road. We have faced lengthy delays due to legal technicalities. I urge the County Council to proceed rather than entertaining further delays. After over three years, I see no justification for further postponement.
	WhollySupport	Regards, ***