



GREATER CAMBRIDGE CITY DEAL

Securing future prosperity

26 October 2016

To: Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Francis Burkitt	South Cambridgeshire District Council (Vice-Chairman)
Councillor Ian Bates	Cambridgeshire County Council
Professor Nigel Slater	University of Cambridge
Vacancy	Greater Cambridge Greater Peterborough Enterprise Partnership

Dear Sir / Madam

You are invited to attend the next meeting of the **GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD**, which will be held in the **COUNCIL CHAMBER, SOUTH CAMBRIDGESHIRE HALL, CAMBOURNE**, on **THURSDAY, 10 NOVEMBER 2016** at **4.00 p.m.**

AGENDA

	PAGES
1. Apologies for absence To receive any apologies for absence.	
2. Minutes of the previous meeting To confirm the minutes of the previous meeting held on 13 October 2016 as a correct record.	1 - 24
3. Declarations of interest To receive any declarations of interest from Members of the Executive Board.	
4. Public questions To receive any questions from members of the public. The standard protocol to be observed by public speakers is attached.	25 - 26
5. Petitions To receive the following petitions:	
<ul style="list-style-type: none">• Petition by Pete Howard regarding the Cambridge access and congestion scheme – 9137 signatures.• Petition entitled 'keep Cambridge open for business' by Neil MacKay regarding the Cambridge access and congestion scheme – 507 signatures.	

Copies of the full petitions can be found with the agenda pack for this meeting on the City Deal website at www.gccitydeal.co.uk under 'meetings and minutes'.

- 6. Reports and recommendations from the Joint Assembly**
To receive any reports or recommendations following the meeting of the Joint Assembly on 3 November 2016.
- 7. City Deal Forward Plan** **27 - 30**
To consider the attached City Deal Forward Plan.

(Changes to the Forward Plan document made since the previous meeting are purposely highlighted using tracked changes).
- 8. City Deal progress report** **31 - 40**
To consider the attached progress report.
- 9. The Chisholm Trail** **41 - 48**
To consider the attached report.
- 10. Building a locally responsive skills system - progress update** **49 - 106**
To consider the attached report.
- 11. Greater Cambridge Housing Development Agency - six month update** **107 - 116**
To consider the attached report.
- 12. City Deal Financial Strategy - 2016/2020** **117 - 134**
To consider the attached report.
- 13. City Deal financial monitoring** **135 - 140**
To consider the attached report.

Agenda Item 2



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

GREATER CAMBRIDGE CITY DEAL EXECUTIVE BOARD

Minutes of the Greater Cambridge City Deal Executive Board held on
Thursday, 13 October 2016 at 4.00 p.m.

PRESENT:

Members of the Greater Cambridge City Deal Executive Board:

Councillor Lewis Herbert	Cambridge City Council (Chairman)
Councillor Francis Burkitt	South Cambridgeshire District Council (Vice-Chairman)
Councillor Ian Bates	Cambridgeshire County Council
Mark Reeve	Greater Cambridge Greater Peterborough Enterprise Partnership

Members of the Greater Cambridge City Deal Joint Assembly in attendance:

Andy Williams	AstraZeneca
Councillor Dave Baigent	Cambridge City Council
Councillor Tim Bick	Cambridge City Council
Councillor Kevin Price	Cambridge City Council
Councillor Roger Hickford	Cambridgeshire County Council and Chairman of the Joint Assembly
Claire Ruskin	Cambridge Network
Councillor Bridget Smith	South Cambridgeshire District Council

Officers/advisors:

Stephen Kelly	Cambridge City Council and South Cambridgeshire District Council
Bob Menzies	Cambridgeshire County Council
Stuart Walmsley	Cambridgeshire County Council
Jo Harrall	City Deal Partnership
Tanya Sheridan	City Deal Partnership
Graham Watts	South Cambridgeshire District Council

1. APOLOGIES FOR ABSENCE

Councillor Lewis Herbert, Chairman of the Executive Board, read out a statement on behalf of the University. The statement highlighted that the University of Cambridge had held a position as a City Deal partner since the programme's inception in 2014, along with the three Councils and the Local Enterprise Partnership, making it clear that the University was represented by a non-voting Member on the Executive Board.

As one of the biggest employers in the City, the University took an interest in City Deal proposals and submitted responses to consultations, in the same way as any other stakeholder. However, where there was any actual or perceived risk of a conflict of interests the University representative on the City Deal Board would choose to abstain from taking part at the meeting. In view of this and the fact that an item on the agenda for this meeting concerned consideration of a preferred bus route from Cambourne to Cambridge, Professor Nigel Slater, who was the University's representative on the Board, submitted his apologies for absence, thereby abstaining from participation during

consideration of this issue.

2. MINUTES OF THE PREVIOUS MEETING

The minutes of the previous meeting held on 1 September 2016 were confirmed and signed by the Chairman as a correct record.

3. DECLARATIONS OF INTEREST

Councillor Francis Burkitt stated that his Register of Interests was lodged with South Cambridgeshire District Council and was available for viewing on its website. In the context of item 9 he reported that he had no other specific interests to declare and confirmed that he was not pre-determined on this matter and therefore intended to participate in the discussion and vote as he would with any other item.

Councillor Burkitt was of the view, however, that it was perhaps good practice to remind people of the following items which he, the Legal Officer and the Programme Director felt were 'interests' that would not disbar him from participating:

- he was a District Councillor for Coton and Madingley, villages which were part of the study, and he therefore naturally knew many people in those villages;
- when the Cambourne to Cambridge public consultation was launched, and in his capacity as a District Councillor, he coordinated and published a response to the public consultation that was branded as CambridgeBOLD. At that time he was a Member of the City Deal Joint Assembly, which was an advisory body with no decision-making powers. When he became a Board Member, with decision-making powers, he ceased doing any CambridgeBOLD work, and the initiative lapsed at that time and effectively ceased to exist, except that it remained on public record as one of the consultation responses;
- he was a Member of Cambridge Past, Present and Future, was a patron and had been a Board Member for four years. This organisation owned the Coton Countryside Reserve and, separately, some of the field in Coton adjacent to Cambridge Road that stretched up the hill;
- he had been at Trinity College Cambridge and had sat on its Finance Committee, with the College owning Moor Barns Farm in Madingley;
- he was born in Cambridge and had lived there on and off for most of his life, so he naturally knew lots of people who lived along the Cambourne to Cambridge corridor.

4. QUESTIONS BY MEMBERS OF THE PUBLIC

Councillor Lewis Herbert, Chairman, reported that twenty-five requests to speak had been received. Questions were grouped together based on their subject and were asked and answered as follows:

Question by Councillor Bridget Smith

Councillor Bridget Smith, as a South Cambridgeshire District Councillor, was extremely keen to ensure that as many South Cambridgeshire residents as possible benefitted from the Greater Cambridge City Deal. She felt that the A428 proposals as they stood were very city focussed and failed to acknowledge that South Cambridgeshire residents needed to get anywhere other than Cambridge or that they also may experience congestion, disruption and high costs getting to their workplace destinations. She asked the following questions:

- how many people of working age currently lived in Cambourne and of those how many worked in Cambridge;
- how many additional people of working age would be living in the new developments at Cambourne West and Bourn Airfield and was it likely that a similar percentage would be commuting to Cambridge from these new developments;
- how many people from Cambourne commuted to the main line station in St Neots and were any of them able to do so by bus;
- bearing in mind that the Greater Cambridge area included all of South Cambridgeshire, would the Board promise that any cycle route from the city through the new A428 corridor would run to the St Neots main line railway station and that any bus service would also carry residents to this location;
- why was the City Deal so focused on getting buses into the centre of Cambridge when that was not generally where people worked.

Councillor Smith asked whether it would be more sensible to run buses to a series of transport hubs located before the congestion pinch points and either for those buses to continue to the key employment sites or for passengers to be able to transfer to buses destined for the employment sites, rather than having to travel into the city centre only to have to travel out again.

Bob Menzies, Director of Strategy and Development at Cambridgeshire County Council, confirmed that he would provide the information requested by Councillor Smith via a written response from the data that his team had access to. Addressing the first point, data from the 2011 census stated that 4,826 people of working age lived in Cambourne, with 1096 of those people working in Cambridge.

In respect of onward journeys, Mr Menzies said that discussions would need to be held with bus operators at a later stage of the process but that Councillor Smith's suggestion was something to aspire to.

Councillor Francis Burkitt made the point that there was a focus on the centre of Cambridge but also lots of other places, with this scheme being one of many things the Executive Board was looking at as part of the City Deal programme. He reminded the Board that he had written to all Parish Councils in South Cambridgeshire District Council regarding transport hubs, the outcome of that piece of work he intended to report into the Joint Assembly and Executive Board in due course.

Question by Councillor Lucy Nethsingha

Cambridgeshire County Councillor Lucy Nethsingha was pleased to see that the Joint Assembly had asked for a route north of Madingley Rise to remain as part of the considerations going forward for the A428, stating that there were huge benefits associated with that route which she felt could bring a new bus route into the new development and the potential for a transport hub.

Councillor Nethsingha felt that this scheme provided a real opportunity to create a transport hub and ensure that a significant number of buses travelled, quickly, around the north of Cambridge without having to go through the city centre and asked the Board to ensure that it could be delivered alongside the Western Orbital scheme.

Councillor Herbert said that the issues raised in the question would be debated as part of considering the A428 scheme at item 9 of this meeting. He made the point, however, that the Executive Board was already anticipating that buses would use the M11 or the

Western Orbital with buses going through north-west Cambridge and the Cambridge North station as well as other key employment sites.

Mr Menzies reported that the modelling had assumed nine buses leaving Cambourne per hour, with six going into the city centre. He emphasised, however, that this was solely an assumption and that the service would evolve in time in response to demand.

Question by Councillor Dave Baigent

Cambridge City Councillor Dave Baigent was supportive of the Joint Assembly's recommendations and said his views had been reflected in the draft minutes of that meeting, which had recently been published.

Question by Councillor Rod Cantrill

Councillor Cantrill made the point that this scheme failed to meet the criteria the City Deal had established to assess such schemes on value for money, environmental and social distributional impact and deliverability, only passing the criteria in relation to contribution to objectives. He was of the opinion that this was particularly the case on the part of the scheme that crossed the fields north of Coton and the West Fields of Newnham, stating that the scheme was also in direct contradiction with the position taken by the City Council's Local Plan regarding the status of the West Fields as one of the most sensitive elements of the greenbelt around the city.

Councillor Cantrill called for the Executive Board to:

- reject the recommendation contained within the report for any form of bus route to go across or along the West Fields or alongside the University Sports Ground onto Adams Road;
- develop proposals for a dedicated cycle route only, excluding a bus route, across or alongside the catchment area of the West Fields;
- develop proposals for a full transport interchange at the west Cambridge site, with buses terminating at that site or travelling north into the north-west Cambridge site or south along the M11 from the site;
- develop proposals for a major park and cycle facility on the West Cambridge site;
- develop proposals for a cycle route that would connect with the enhanced cycle route from Cambourne to Cambridge that would link into the north-west Cambridge site through a dedicated underpass or bridge on Madingley Road.

Councillor Francis Burkitt agreed with the focus on cycling and was also of the view that Councillor Cantrill's proposal for a pedestrian underpass was a good idea. He referred to the County Council's Greenways project that was scheduled to be considered as part of the City Deal tranche 2 programme and supported that aspect of the question.

It was noted that the issues raised in respect of the A428 scheme were likely to be considered as part of debating item 9.

Question by Baroness Cohen

Baroness Cohen highlighted that Heidi Allen, Member of Parliament for South Cambridgeshire, and Daniel Zeichner, Member of Parliament for Cambridge, had recently said publicly that they believed the City Deal was out of date and should be postponed or abandoned in favour of a different and more substantial financial settlement with the Government, which would enable a more holistic approach to transport planning in the

city. Heidi Allen MP had also indicated that she was in discussion with the Secretary of State for Communities and Local Government and Baroness Cohen therefore asked whether the Executive Board agreed with the views expressed by the two local Members of Parliament and whether any approach had been made or any discussions held with Government.

Councillor Herbert explained that the Government investment for the Greater Cambridge City Deal was £100 million over the first five years, with up to £400 million over the following ten to fifteen years but that this would be dependent on the economic growth impact of the investment made. Funding beyond the first tranche of funding would therefore be subject to five-yearly reviews. He said that he was very interested in discussing greater flexibility around City Deal funding with Government and reminded those present that some of those schemes currently within tranche 1 would not be complete within the five year term of that particular part of the programme. Councillor Herbert reiterated that he was very keen and willing to open that dialogue with Government and discuss some key issues regarding the City Deal and devolution, but stated that the current restrictions around City Deal funding, imposed by Government at the outset of the City Deal agreement, had limited some opportunities.

Question by Jo Clegg

Jo Clegg was of the opinion that no further expenditure on piecemeal projects could be justified until the City Deal had properly formulated strategic vision capable of dealing with the problems of the Cambridge area. She therefore asked what action had been taken to persuade the Government to delay the City Deal funding until a comprehensive and workable strategy was devised.

Councillor Herbert felt that it was right to continue to progress the agreed programme of investments, which supported delivery of the vision for Cambridge and South Cambridgeshire as set out in the Local Plans and Transport Strategy. This included city centre congestion proposals and looking beyond 2020 with significant infrastructure improvement schemes. In terms of persuading Government, he said that this was the Executive Board's aim and that he looked forward to discussing this issue with the local Members of Parliament.

Question by Dr Gabriel Fox

Dr Gabriel Fox highlighted that the benefit/cost ratio for the proposed A428 scheme was 0.2 and this project cost five times as much as it delivered in benefits. Under Department for Transport guidance he said that this was considered as poor value for money and was the worst of the five categories. Dr Fox did not see any prospect of the benefit/cost ratio going up sufficiently in order to make the scheme acceptable in value for money terms. He was concerned that the officer recommendations ignored this and instead used the Multi-Criteria Assessment Framework to support them. Under this Framework, option 3 in the report scored 73 points which was a narrow five points ahead of the 'low intervention' option 1. He did not place any faith in the Multi-Criteria Assessment Framework score and did not consider the five point difference to be significant. He also emphasised that the scores themselves did not stand up to any kind of scrutiny.

Dr Fox felt that there was a perfectly reasonable and hugely more cost effective option involving:

- a route from Cambourne to Madingley Mulch which would use uncongested existing infrastructure as much as possible;
- a segregated bus lane inbound on Madingley Rise;

- use of the existing M11 bridge;
- a route through the west Cambridge site to Grange Road avoiding the West Fields.

He asked, given there was a legal obligation on public bodies to achieve best value in procurements, defined as 'the optimum combination of whole life costs and benefits to meet requirements', how the Board could justify pursuing what he called an inappropriate, poor value and unwanted scheme when a far superior scheme was available.

Councillor Herbert informed Dr Fox that a written response would be provided to ensure that all of the points raised in his question were comprehensively addressed.

Mr Menzies explained that the Multi-Criteria Assessment Framework was a Department for Transport tool and that its use was also prescribed within draft guidance. The business case for the scheme had been written using a traditional methodology but it was noted that scoring would change as the scheme developed.

Question by Edward Leigh

Referring to the A428 scheme, Mr Leigh had submitted a document which set out various views in relation to the project brief, the benefit/cost ratio, Girton Interchange, Park and Ride facilities, service subsidy, cycling and walking, a bus route from Grange Road and an evaluation of the options.

He was of the view that to have congestion free public transport the solution could only ever be a segregated bus or rail route and felt that the project brief should instead have set targets for modal shift. With regard to the benefit/cost ratio, he noted that option 3a would cost less than option 3 but did not believe this to be by more than a third. He said that these still, therefore, required the benefits to be six times greater than currently estimated in order to bring the benefit/cost ratio up to a score of 2, which was the usual threshold for public money to be spent on infrastructure.

Mr Leigh said that even if the City Deal could not commission work on the Girton Interchange, there was no valid reason not to examine the business case for adding connections between the A428, M11 and A1307/Huntingdon Road. He added that the Oxford to Cambridge Expressway project was currently looking at the A428 and, he thought, would most likely recommend the addition of connections between the A428 and M11 which would have a very material impact on the business case for options 3 and 3a.

In terms of evaluating options, Mr Leigh claimed that feedback from the public consultation accounted for a maximum of just five points out of a total score of 125, which equated to 4%, and made the point that if public opinion had been given a 25% weighting options 3 and 3a would have come last. He added that the project was intended to underpin the delivery of new housing, as set out in the draft Local Plan for South Cambridgeshire, so asked why 'accessibility to more housing' also counted for only 4% of the total score.

Mr Leigh urged the Executive Board not to progress with the recommended option 3 or 3a and instead commission a business case analysis of the issues he had listed in the document he had submitted.

Councillor Burkitt could not understand the criticism for the Board seeking a congestion free public transport corridor and reiterated that the Board wanted to provide a reliable public transport service along that corridor, with a reduced number of stops. Referring to Girton Interchange, Councillor Burkitt understood that lots of people thought this was the solution. However, he had huge concerns in that any upgrade or redevelopment of Girton Interchange would rely on the Government to provide significant further funding, together

with the need for substantial engineering which would impact the M11 and A428 and undoubtedly prove to be extremely expensive.

Councillor Burkitt noted that one of Mr Leigh's proposals for a business case analysis related to addressing the lack of capacity of Burrell's Walk, Garret Hostel Lane and Senate House Passage for more walking and cycling journeys, which he supported.

Question by Simon Naylor

Simon Naylor referred to the A428 scheme and asked what features of options 3 and 3a made them the best strategic fit with the City Deal objectives and the only option described as a high intervention. He asked whether any of these features could be built into other route options.

It was noted that this issue was likely to be debated as part of considering item 9.

Question by Roger Tomlinson

Roger Tomlinson said that the economic case for options 3 and 3a of the A428 scheme claimed a "£680 million overall contribution to economic growth". He said that this appeared to have been based on a forward projection of 786 new jobs being created in the corridor as a direct result of the supposed improvement in journey time offered by a segregated busway from Cambourne to Grange Road. Mr Tomlinson therefore asked the Executive Board to explain, clarify or justify the following:

- the mathematical basis of this calculation and specific causality;
- any assumptions behind the projection of 780 new jobs;
- how the impact of journey time and/or reliability on the estimated number of jobs had been modelled;
- the degree of uncertainty around the estimated new jobs figure.

Mr Menzies agreed to provide a written response to Mr Tomlinson which would comprehensively address the points he had raised.

Councillor Herbert added that the conventional business case excluded development that was not in the current draft Local Plan, therefore excluding half of the houses proposed at Cambourne and the fourfold increase in employment proposed at Cambourne West.

Question by Rita Langan

Rita Langan asked, given the assertions from officers at the Joint Assembly meeting on 29 September 2016 that the proposed busway would sit in the landscape and was therefore 'virtually invisible', whether the Board would consider excluding from consideration the area of water meadows either side of the Bin Brook to the west of the rugby club in respect of the A428 scheme. She also asked the Board to challenge officers making misleading statements about visual impact and instead demanded clear impact drawings before the area of consideration was restricted to the sensitive greenbelt of the Coton corridor and West Fields.

Councillor Burkitt agreed in principle but said that certain things needed to happen at certain stages of the process in respect of the scheme. Options for the scheme were scheduled to go out to public consultation next year and he said that he and the Board would consider excluding this area at that later stage of the process. He also gave an assurance that officers would be challenged, agreeing that detailed drawings were

needed.

It was noted that this issue was likely to be debated as part of considering item 9.

Question by Kate Scotland

Kate Scotland was unable to attend the meeting, but her question related to the significant local concern for the West Fields, asking why public consultation and the views of local people had been given such a low weighting in the choice of route.

It was noted that this issue was likely to be debated as part of considering item 9.

Question by Stephen Coates

Stephen Coates said that an overwhelming majority of local residents had communicated to their local elected Members their outrage at proposals which may destroy the landscape of the Coton green corridor, which they felt had been protected not only by the High Court in 2008 but also by the democratic Local Plan. In particular he understood that many people felt that the business case for the busway did not include lost jobs which may result from damaging Cambridge's rural setting, reputation, environment, heritage, quality of life and tourism from proposals which were so harmful to the historic city. He added that many also wondered about, what he called, questionable annual economic gains of £22.6 million for the finished scheme and 800 jobs at a potential cost of up to £267 million as claimed by officers, compared to the £300 million per year that tourism already brought to the city according to the Office of National Statistics.

Mr Coates therefore asked the Executive Board to reconsider the location of the Park and Ride site which harmed Coton and asked that an intelligent solution to achieve better bus journeys from Cambourne was identified which did not at the same time cause permanent damage to the unique economic asset which historic Cambridge represented.

Councillor Herbert recognised the landscaping issues and sensitives associated with that area and said that this would be a significant factor when making a decision on a specific route.

Councillor Burkitt sympathised with the views of local residents and Coton Parish Council in particular, but outlined a different perspective whereby someone living in Cambourne had found it more efficient to commute by train via St Neots station to their London office rather than commute via car, bus or cycle to their Cambridge office. He said that people would forsake their cars if there was a faster and more reliable alternative so it was essential for something to be done.

Question by Sarah Street

Sarah Street referred to the overwhelming public opposition to a bus route over the West Fields and referred to a High Court ruling in 2008 and the extensive Local Plan process which gave significant greenbelt protection to the Coton green corridor as well as land across the conservation area into Grange Road. She also made reference to a report produced by LDA Design in 2015 entitled 'The Inner Greenbelt Landscape Study' which gave the two fields to either side of the Bin Brook the very highest protective designation possible.

She therefore asked why the Executive Board was still persisting in including this greenbelt and conservation area of such huge landscape, heritage and ecological importance in its scheme, when all professional advice thus far had recommended that

this be removed from its plans.

Councillor Burkitt reiterated his considerable sympathy but felt that now was the wrong time to remove small sections out of a proposed catchment area. He said that the real way to protect the West Fields from development was to ensure that developers built houses on those sites set out in the Local Plans for Cambridge and South Cambridgeshire such as Cambourne West, Bourn Airfield and Waterbeach.

Question by Carolyn Postgate

Carolyn Postgate said that, in view of the exceptionally poor benefit/cost ratio of the recommended busway option for the A428, she could not help but suspect that there was a hidden agenda for pushing ahead with it. She added that many people suspected that it was a way of enabling large-scale greenbelt development by the back door and was fuelled by serious concerns about the University of Cambridge. Carolyn Postgate highlighted that the University had made it clear in its consultation response and in its planning application for development on the West Fields that it supported the option 3 busway. Given that the University stood to gain financially from the implementation of that route, its role on the City Deal Executive Board even as a non-voting Member, was, in her opinion, a very worrying conflict of interest. She asked the Board to confirm or deny the suspicion that housing development was likely to follow the route of the busway.

Councillor Burkitt made the general point that the University of Cambridge was different to the colleges of Cambridge, with the colleges owning the majority of the land on the West Fields and not the University. Mr Coates provided confirmation that the University did own part of the West Fields.

Councillor Burkitt emphasised that there was no hidden agenda about development with this scheme as implied by the question. He reiterated that the Board wanted to see development take place on the sites allocated in the Local Plans such as Cambourne West, Bourn Airfield and Waterbeach and that the creation of transport infrastructure delivered via this scheme would help to ensure this happened. He said it was this that would protect the Cotton corridor from development, with housing not being allocated close to the city but further out.

Councillor Herbert gave an assurance that the University of Cambridge was treated as any other landowner as part of the City Deal process with no preferential treatment at all, making the point that the University's Executive Board Member, in view of its interests, was not in the room or taking part in discussions as part of the A428 scheme considerations at this meeting.

Stephen Kelly, Joint Director of Planning and Economic Development at Cambridge City Council and South Cambridgeshire District Council, reported that there were distinct differences in the National Planning Policy Framework and Local Plans regarding the treatment of transport infrastructure projects and residential applications. Both the Framework and Local Plans acknowledged that it was not inappropriate for local transport infrastructure to be placed within the greenbelt, whereas residential development would by its very nature be deemed as inappropriate in accordance with these policies.

Councillor Burkitt made the point that you could not prevent anyone submitting an application, but that it could be resisted as much as possible which was why it was so important to have a Local Plan in place.

Question by Eva McLean

Eva McLean referred to the fact that the description of the route in respect of the A428 scheme was stated as saying that it may only affect the very northern part of the West Fields. She also noted that the recommendations claimed to rule out routes that would risk significant impact on the main body of the West Fields and therefore asked how the Board could justify a statement such as this when the economic case stated that “the landscape and visual impact of a scheme is likely to be greatest where there is new infrastructure that crosses open space, in particular conservation areas. Option 3, with the largest amount of offline infrastructure, is therefore likely to have the largest landscape and visual impact”.

Eva McLean also asked how the Board could claim that it did not have a meaningful impact on the West Fields when it threatened to destroy the most sensitive section of the West Fields down the Coton corridor, calling the report misleading in this respect.

Councillor Herbert reminded those present that at this stage of the process the Board was focussing on catchment areas and not specific routes. He acknowledged that there were particularly sensitive parts of the catchment areas proposed in the report but said that the next stage of the process would ensure that significant assessment took place on issues such as environmental impact.

Question by Ian Ralls

Ian Ralls asked how the citizens of Cambridge could be certain that any decision to build a busway across the West Fields was truly in the best interests of the City and the environment when the landowners of the West Fields were in partnership with the planning authority via the University’s representation on the City Deal Executive Board.

Councillor Herbert explained that the Executive Board included three elected Members, one from each of the partner Councils who had full voting rights, as well as two non-voting Members, one from the Local Enterprise Partnership and one from the University. These governance arrangements were set out in the original City Deal agreement signed by the Government, which was why the University had a seat on the Executive Board. Councillor Herbert emphasised that only the three elected Members on the Board had voting rights and added that there were considerable merits of having the Local Enterprise Partnership and University represented on the Board and the Joint Assembly. He reminded Mr Ralls that the University was aware of the interests it had regarding land and, as with this meeting, its representative on the Board would not take part in considerations where it had an interest. Councillor Herbert also made it clear that no special favours whatsoever would be granted to the University as a result of it being a City Deal partner.

Question by Chris Pratten

In respect of the A428 report, Chris Pratten thought it was clear that by accepting the recommendations contained within the report would render the on-M11 option impractical and have limited likelihood of acceptance. He said that this implied that further damage to the greenbelt would be required than indicated in the report. Given the short amount of time between this meeting and the presentation of the preferred options for the Western Orbital bus link, he asked whether it made sense to defer the decision in relation to the A428 until it could be made in the context of the report regarding the Western Orbital route.

Mr Menzies confirmed that the Western Orbital was not a tranche 1 scheme and therefore had no funding allocated to it at this stage. He also disagreed with the point regarding the impracticality of the on-M11 option, stating that it was practical. A report on the West Orbital scheme was scheduled for consideration by the Joint Assembly and Executive Board in November which would recommend how to move this particular scheme forward, in conjunction with other City Deal projects.

Councillor Herbert acknowledged that the two schemes did need to link with regard to bus use and the interchange east of the M11.

Question by Robin Pellew

Robin Pellew reported that Cambridge Past, Present and Future strongly endorsed the proposal raised by the Joint Assembly for a comprehensive topographical survey of the capacity of the A1303 to accommodate a two-lane busway alongside the existing carriageway. It also endorsed the recommendation that all potential Park and Ride sites, including a site at Scotland Farm, should be reassessed through a side-by-side comparison against the project criteria that included social and environmental considerations, not just vehicle access and traffic engineering matters. He also outlined the organisation's support for a high quality cycleway linking Cambourne and the villages with the west side of Cambridge.

Mr Pellew's question concerned the inter-connection between the Cambourne to Cambridge busway and the proposed Western Orbital, asking where this connecting hub would be located and how passengers would access it. He made the point that people commuting from the Cambourne area during peak hours did not actually want to travel into the city centre, with their destination more likely to be one of the main employment areas such as the north-west and west Cambridge sites, the Science Park or the Addenbrooke's campus. In order to reach their place of work, Mr Pellew said that most passengers would probably have to change onto a connecting bus, meaning that the creation of an inter-connecting bus hub was essential somewhere on the west side of Cambridge. He asked where this would be and was of the opinion that it was premature to consider a preferred catchment area when details around the start and end of the busway and the location of the Park and Ride were not yet known.

Mr Menzies said that the need to connect around the city to multiple destinations was important and was why the bus service assumed as part of the business case included services through north-west Cambridge to key employment sites. Flexibility was the key issue, so the opportunities for interchange would be limited. However, if the Western Orbital did proceed then there would be a larger choice of routes and a more significant level of interchange at the point where routes intersected.

Councillor Herbert made the point that some of these issues could not be answered at this stage, with the process adopted by the City Deal being one which reduced the scope of the potential options for the scheme through phases of public consultation.

Question by Elizabeth Miller

In reference to the A428 scheme, Elizabeth Miller said that the main arguments for a Park and Ride site at the Madingley Mulch roundabout rather than Scotland Farm appeared to be based on operating cost, accessibility and the assumption that people's behaviour was such that they would not use a Park and Ride facility unless they could see congestion. She explained that Park and Ride use was not an impulse activity and required forethought. She therefore asked whether the Executive Board had any evidence from quantitative research that a Scotland Farm location would get materially less patronage

than one at Madingley Mulch.

It was noted that this issue was likely to be debated as part of considering item 9.

Question by Dr Bill Kalogerakis

Dr Bill Kalogerakis asked whether the area at Scotland Farm was being seriously considered as the proposed location for the new Park and Ride in respect of the A428 scheme and if not, why not.

It was noted that this issue was likely to be debated as part of considering item 9.

Question by Alistair Burford

In reference to the A428 scheme, throughout the consultation period Alistair Burford was under the impression that documents had always referred to a Park and Ride being located at or around the Madingley Mulch roundabout. He therefore asked whether the Executive Board was satisfied that the consultation conducted on the proposed location of the Park and Ride was both thorough and fair.

He added that only two sites had been assessed in the report, those being Crome Lea Farm and Scotland Farm, and asked why sites 1 and 2 which included land owned by the University had been removed from the process so early without any evidence of a thorough assessment of all sites.

Mr Burford also noted that sustainability and future proofing were highlighted throughout the report. He found it strange, therefore, that the qualitative appraisal was based upon the current tail of congestion. With at least an additional 3,000 dwellings planned in north-west Cambridge, Mr Burford asked whether the additional vehicles associated with this additional development would extend the tail of congestion from Crome Lea Farm to the A428, leaving this site unacceptably situated in the middle of the traffic build up similar to that of the current Madingley Road Park and Ride site. He said that, strategically, the site at Scotland Farm situated less than a mile west of Crome Lea Farm was a far more sustainable site and would offer the opportunity of a potential link to the M11 at the Girton Interchange at a later stage.

Mr Menzies made the general point that the area of land referred to in the question was included in the consultation literature that had been published and was still available for viewing on the City Deal website. Initial assessments had been undertaken in respect of all four sites, as set out in the report, and there were environmental impact issues with all of them.

In terms of the Scotland Farm site, it was noted that this issue was likely to be debated as part of considering item 9.

Question by Gerald Radford

Gerald Radford asked, given the strength of opposition within the community if the Executive Board pursued options 3 or 3a in respect of the A428 scheme, whether it was likely to face one or more legal challenges including an application for judicial review. He also asked whether the economic case took into account the costs and delays that would be incurred as a result of legal challenges.

Councillor Herbert reported that it was expected that a public enquiry would be likely should the scheme proceed and confirmed that this had been factored into the programme and cost. He said that this would provide an opportunity to examine and test all of the arguments, therefore meaning that there should not be any grounds for legal challenge.

Statement by Heidi Allen MP

Heidi Allen, Member of Parliament for South Cambridgeshire, recognised that the wider Cambridge region needed a transport and congestion solution and said that the City Deal had offered the first real opportunity to get to grips with the challenge. She believed this could be grasped, but was of the opinion that the current Cambridge to Cambourne proposals were piecemeal, short-term and way off the mark, driven by spending deadlines rather than strategic vision. She therefore called on the Executive Board to pause and reconsider this scheme.

Heidi Allen MP said that there were more imaginative, sustainable and effective alternatives being proposed and wanted all key stakeholders to work together to seek out the right solution. This solution had to work for commuters and residents, but also had to support the local economy today and tomorrow, be future looking with inbuilt capacity and complement other infrastructure projects.

Looking specifically at the recommendations contained within the report, she was struggling to comprehend how they were still open for consideration, stating that she had consistently made it clear to the City Deal partnership that she would be unable to support the route known as area 1 south or, latterly, option 3 and 3a. The consultation responses alone overwhelmingly rejected this route and the benefit/cost ratio of 0.21 represented, in her view, unacceptably poor value for tax payers' money and was well below the usual threshold for public spending on infrastructure. Heidi Allen MP questioned why other projects had been rejected by the City Deal on these grounds and why a different set of standards was now being adhered to, adding that options 3 and 3a also had the worst environmental impact and did not even connect into the city centre.

Heidi Allen MP believed that further opportunities, such as light rail and a Park and Ride at the Girton Interchange, were worth exploring further. She informed the Board that she had spoken to the Secretary of State for Communities and Local Government who had promised that he would look into extending the City Deal's spending deadline. She also reminded Board Members that Cambridgeshire and Peterborough was on the verge of a devolution deal which would provide greater control over infrastructure funding and allow partners to look holistically at transport solutions. Heidi Allen MP noted that City Deal funding must be ringfenced solely for use in the City Deal area, but did not think it was wise to press ahead with this scheme when access to greater funds and control were potentially a few months away. She therefore implored the Executive Board to stop wasting further public money by pursuing options 3 and 3a and asked whether it had the courage to discontinue and reconsider this scheme.

Councillor Herbert made the point that the City Deal was working with the tools at its disposal, as per the original City Deal agreement with the Government. Cambridge to Cambourne had been identified as a key route at the outset of the City Deal agreement due to the significant growth in the area that had been included in the Local Plan. He had welcomed the opportunity to look at other options for connectivity, particularly as part of the Western Orbital scheme proposed for inclusion in the tranche 2 programme. In view of this he did not support the view that the scheme should be stopped and did not believe that the work undertaken to date was of no value.

Councillor Herbert said that he and the Board appreciated the time that local Members of Parliament had spent engaging with partners on the City Deal programme and stated that he was very happy and keen to hold discussions with the Government to seek greater freedom for the City Deal's delivery. He reminded those present of the current arrangement regarding the Government's review process. This consisted of the first tranche of City Deal schemes and projects being reviewed in 2019 which, if unsuccessful, would mean that further funding for subsequent tranches of the City Deal programme would not be made available. Emphasising the significance of the City Deal, Councillor Herbert explained that the funding included as part of the proposed devolution deal was less per year than the next phase of the City Deal alone, making the point that City Deal funding increased as each tranche progressed. He therefore reiterated that he welcomed discussions with the Government about changing the rules with regard to City Deal funding.

In terms of the A428 scheme, Councillor Herbert said that no final decision would be made at this meeting and that this stage of the process was solely a scoping down of the options.

Heidi Allen MP understood the points Councillor Herbert had made but explained that the landscape was very different from when the City Deal agreement had originally been signed, with devolution being a significant aspect of that. In terms of the Cambourne to Cambridge route, she accepted that something needed to be done but did not believe that the recommended option, which was estimated to cost £140 million, was the right scheme.

Councillor Herbert reiterated that no final decision on the scheme would be made at this meeting and re-emphasised its importance and significant value in the context of the Local Plan.

Councillor Ian Bates acknowledged that a potential devolution deal was on the horizon. He welcomed any flexibility that could be given to the funding structure of the City Deal and asked Heidi Allen MP whether she would be willing to facilitate a meeting with relevant Ministers, Members of Parliament, Leaders of Councils and City Deal partners to discuss this and other relevant issues, together with the impact of a proposed devolution deal. Heidi Allen MP confirmed that she would seek to arrange this meeting.

Mark Reeve, from a business community perspective, shared concerns about a lack of vision with regards to a potential devolution deal and welcomed the opportunity to discuss this in further detail as proposed, with a view to working together to make a much better solution for the region.

5. PETITIONS

Councillor Lewis Herbert reported that several petitions had been received, with the relevant petition organisers scheduled to be contacted and encouraged to present their respective petitions as part of the next cycle of meetings of the Joint Assembly and Executive Board.

6. REPORTS AND RECOMMENDATIONS FROM THE JOINT ASSEMBLY

The Joint Assembly had met on 29 September 2016 and agreed a number of recommendations relating to item 9 at this meeting. It was therefore agreed that the Chairman of the Joint Assembly would present the Assembly's recommendations as part of item 9.

7. CITY DEAL FORWARD PLAN

The Executive Board considered the City Deal Forward Plan.

Tanya Sheridan, City Deal Programme Director, presented the Forward Plan and reported that the City Deal scheme regarding the Chisholm Trail had been considered by the County Council's Economy and Environment Committee, at the same time as the Abbey Chesterton bridge.

Discussion ensued on the potential cancelation of the December cycle of meetings in view of the relatively small number of items currently scheduled for those meetings of the Joint Assembly and Executive Board. It was agreed, however, that these meetings should remain in the programme at this stage in view of the number and significance of the items currently scheduled for consideration at the November cycle of meetings.

Reference was made to the item on Cambridge access and congestion scheduled to be considered in January 2017. It was noted that over 10,000 responses had been received to the public consultation in respect of this item so officers would be exploring how best to consider these and report them into the Assembly and Board. It was also agreed that the supporting commentary in respect of this item on the Forward Plan should be replaced with something which more accurately described the current position.

The Executive Board **NOTED** the City Deal Forward Plan.

8. CITY DEAL PROGRESS REPORT

The Executive Board considered the City Deal progress report.

Tanya Sheridan, City Deal Programme Director, presented the report and highlighted that the next stage of public consultation for the Histon Road and Milton Road schemes would need to move to allow community design workshops to take place in advance to inform the proposals and facilitate stakeholder engagement. This meant that the consultations on the detailed design for the two schemes would now take place in the first half of 2017, rather than November and December 2016.

Councillor Burkitt referred to the Smart Cambridge workstream and understood that a contract had been awarded for the development of the app. He was keen for this to be promoted more widely.

The Executive Board **NOTED** the City Deal progress report.

9. A428 CAMBOURNE TO CAMBRIDGE BETTER BUS JOURNEYS: SELECTION OF A CATCHMENT AREA FOR DETAILED SCHEME DEVELOPMENT

The Executive Board considered a report which set out the next stage of the A428 Cambourne to Cambridge Better Bus Journeys City Deal scheme and recommended a catchment area and Park and Ride location. The report also sought to develop a specific route alignment within that catchment area, using the Transport Appraisal Guidance, together with an associated new Park and Ride site and proposed that both of these aspects be approved for public consultation in the summer 2017. The recommended option contained within the report, from the officers' perspective, represented the fastest and most reliable route, equating to a 28 minute return journey between Cambourne and Cambridge, and was the route best positioned to enable effective transport into the city. The wider economic benefits were estimated as being £679 million over a 30 year period with the scheme estimated to cost £142 million to deliver.

Bob Menzies, Director of Strategy and Development at Cambridgeshire County Council, presented the report. It was noted that this scheme supported a number of significant local policies, including Cambridge City and South Cambridgeshire Local Plans, the Local Transport Plan, the Transport Strategy for Cambridge and South Cambridgeshire and the Long Term Transport Plan.

Mr Menzies highlighted that this was still a very early stage in the developmental process for this scheme, with at least two further public consultations due to be held with subsequent decision points for the Executive Board, as well as the high likelihood of the scheme involving a public enquiry. The Board would be required to prove that the scheme was needed and that all environmental issues had been assessed and mitigated against. It was emphasised that the next stage of the process would begin to explore those issues and develop detailed route options, setting out the pros and cons of each. Mr Menzies said it was imperative that that Board could demonstrate that it had not ruled anything out too early and could evidence that it had given due consideration to all possible route options. This was the main reason behind the catchment area being so wide.

Mr Menzies reported that the option recommended in the report consisted of a dedicated, segregated route that was off-road, rather than an option that used existing infrastructure. The fact that the route was segregated would mean that more people would be attracted to use buses rather than their own cars, on the basis that bus journeys would be more reliable as a result. Mr Menzies referred to evidence elsewhere in the county which suggested that this busway would encourage development in areas such as Cambourne and be seen as an attractive quality. He acknowledged that there were significant environmental issues to consider, but he believed these could be mitigated against and that it would be up to officers to demonstrate this as part of the next stage of the process.

It was noted that work had already taken place in terms of landscape evaluation for the proposed Park and Ride sites, with plans being made available which showed how much of each proposed site people would be able to see at ground level, first floor level and how much of each site would not be visible at all. Members were informed that this was ongoing work which would be developed further as part of the next stage of the scheme.

Helen Bradbury, Chairman of the A428 Local Liaison Forum, reported that the Forum had met on 26 September 2016 where 19 elected Members were in attendance. She was encouraged by the debate that took place at the Joint Assembly on 29 September 2016 and generally supported its recommendations. However, she was disappointed that option 3a had been retained.

Helen Bradbury explained that the Local Liaison Forum had stated that it had serious reservations about options 3 and 3a on environmental, social, value for money and public consultation grounds. It was the most unpopular option, with the Forum itself voting unanimously against this option in June 2016, as well as being the most expensive, the most risky and the most environmentally damaging. At £141 million this option cost £57 million more than any other option, with there being significant risks not only in terms of construction but also due to the risk of challenge resulting from conflicts of interest and the environmental and economic cost. The recommended option also scored the worst of all options for CO2 emissions, water environment, landscape, visual impact and heritage impact.

She highlighted that the Forum was reminded that in 2008 the entire Cotton corridor was regarded in a ruling by the High Court as 'critical to the character of Cambridge', with the proposal set out in the report going against the spirit of that judgement which she believed would be open to legal challenge.

With regard to the cited benefits of the recommended option, in response to the claimed two minutes improvement in journey times, she said that evidence had shown that most people tended to value reliability over sheer speed. She also questioned the wider economic benefit figure of £679 million which she said was inexplicably £153 million more than other off-road segregated busways considered, therefore claiming that this was not credible. Helen Bradbury also highlighted that the proposal failed three out of four of its own evaluation criteria.

The Local Liaison Forum had made the following resolution at its meeting:

“The Local Liaison Forum cannot support option 3/3a while the West Fields, the Countryside Reserve and the area south of the Polhil Garden Centre are included in the catchment area”.

She therefore called for those aspects to be removed from the proposal.

The Forum had also resolved at its meeting that the proposal to place the possible new Park and Ride site close to the Madingley Mulch roundabout was not acceptable. Helen Bradbury reminded the Board that the preferred option was within an extremely insensitive location and therefore asked for this to be moved.

Further to these comments, the Local Liaison Forum recommended a proposed hybrid solution of options 1 and 3 that delivered almost the same advantages as option 3a, at a fraction of the cost and environmental damage and which could be implemented immediately with little public opposition, comprising:

- the proposed route 3a from Caxton Gibbet roundabout running through the new developments at Cambourne West, Cambourne and Bourn Airfield as this offered the greatest benefit to residents;
- the route continuing as close as was possible to the existing A428 with a segregated high quality cycleway running to the south in order to best serve the villages along the route;
- a high quality cycleway that would run between Bourn and Cambourne West, via Coldecote, Hardwick and Coton;
- a two-lane busway, down Madingley Rise with a parallel cycleway running off-road via Coton and over the current cycle bridge.

Helen Bradbury informed the Board that the Forum had carried out its own survey of Madingley Rise which clearly demonstrated that, from hedge to hedge, the road was between 18 metres and 24 metres wide, noting that officers had indicated that the width requirement for two car lanes and two bus lanes down that road, including verges, was between 16 metres and 18 metres.

As part of this recommendation, the Forum asked the Board to approve the recommendation of the Joint Assembly that a full topographical survey and feasibility study be carried out on Madingley Rise.

Helen Bradbury explained that the route could then progress over the M11 bridge, with the hybrid option saving at least £60 million with journey times only being approximately two minutes less than with option 3a. Using the same Multi-Criteria Assessment Framework, she explained that a Forum member had calculated the hybrid option scoring 105 which was more than the 73 for option 3a.

A second recommendation from the Local Liaison Forum supported the further investigation of other Park and Ride sites, particularly at Scotland Farm. Helen Bradbury reflected that a Park and Ride at Scotland Farm could be bigger, have far less environmental impact, benefit from four-way access, have minimal impact on residential areas and be nearer to the communities it was intended to serve. She added that situating the site further west would better reduce congestion at Madingley Mulch roundabout and provide better connectivity, including to the Science Park. On behalf of the Local Liaison Forum she therefore asked that the Board gave consideration to Scotland Farm as a Park and Ride site.

A third recommendation supported the Local Liaison Forum's view that more research was needed into the benefits of the busway and how it would tie in with the Girton Interchange and the Western Orbital route. Given the Forum's wish to remove the West Fields, this reduced the catchment area for entry to Grange Road to Adam's Road only, however, the Forum had serious reservations about this and the suitability of Grange Road as the ultimate destination for any buses. Councillor Smith, in her capacity as Vice-Chairman of the Local Liaison Forum, therefore asked the Executive Board why it was so focussed on getting buses into Cambridge, when the key growth employment sites were elsewhere. The Forum had suggested locating a series of transport hubs before the congestion pinch points, at the west Cambridge site and/or at the current Madingley Road Park and Ride, from where the buses could continue to the main employment sites including Addenbrooke's and the Science Park.

Helen Bradbury reported that the Local Liaison Forum was pleased that the Joint Assembly had recommended more research be carried out into how the A428 busway and the Western Orbital would interconnect and therefore asked the Board to approve this.

The Local Liaison Forum's final recommendation followed unanimous agreement at its meeting that the single most beneficial investment made on behalf of residents west of the city would be the creation of an all-ways junction at Girton. Helen Bradbury was of the view that even a single spur from the A428 to the southbound M11 would reduce traffic on Madingley Rise by 30% and therefore put into question the need for a heavy engineering busway solution such as option 3a.

Councillor Roger Hickford, Chairman of the Joint Assembly, reported that this report had been considered and debated in depth at the meeting of the Assembly on 29 September 2016. He took this opportunity to urge the Executive Board to take notice of public opinion, together with the views and recommendations of both the Local Liaison Forum and the Joint Assembly and highlighted that the draft minutes of the meeting of the Assembly had recently been published, setting out in detail the views of its Members.

The Joint Assembly's main concerns related to options 3a and 4, as contained within the report, together with development on the West Fields and the impact on Coton village. It had also requested that a comparison be undertaken on all Park and Ride sites included in the report as options, with the inclusion of Scotland Farm. It was therefore noted that the Joint Assembly had recommended that the Executive Board:

- noted the accompanying Option Assessment Report, the further background papers containing the Outline Strategic Business Case, and the Map Appendix to the report;
- agreed, in principle, that a wholly or partly segregated bus route between Cambourne and Cambridge, with the possibility of the potential for a segregated, cross country super cycleway running close to or through the key villages between Bourn Airfield and the M11 best met the strategic objectives of the City Deal and

- the City Deal Agreement, given the wider economic benefits;
- instructed officers to undertake further appraisal on:
 - possible specific route alignments within Catchment Areas 3a and 4 (with the possibility of a bridge to the north of the existing M11 bridge), noting that both may connect with and potentially go through Cambridge West, in accordance with the scheme design criteria set out in Paragraph 12 of the report, and within established environmental and planning policies;
 - new Park & Ride locations 1, 2 and 3, as set out in Figure 3 of the report, and also Scotland Farm, via comparison.
 - requested officers to:
 - ensure designs for the Western Orbital bus route, the bus route through North West Cambridge to the Science Park, and the management of buses in the city centre fully integrated with this project;
 - sought to deliver all these schemes as close in time as possible to the eastern section of the A428 Cambridge to Cambourne scheme.
 - delegated to Cambridgeshire County Council's Executive Director of Economy, Transport and Environment:
 - authority to act on input from the A428/A1303 Local Liaison Forum, the Parish Councils and Residents' Associations along Catchment Areas 3a and 4, interested members of the Joint Assembly and interested Councillors from the County, City and District Councils, in consultation with the Chairman and Vice-Chairman of the City Deal Executive Board;
 - responsibility to:
 - (i) identify specific route alignments within Catchment Area 3a and 4;
 - (ii) identify a Park and Ride location;
 - (iii) bring back the result of (i) and (ii) to the Joint Assembly and Executive Board for approval prior to release for public consultation;
 - (iv) undertake a public consultation on those specific route alignments and Park & Ride locations, planned for May to July 2017.
 - (v) subsequent to the above consultation, provide a report to the Joint Assembly and Executive Board, targeted for November 2017, containing a recommendation and Full Outline Business Case for a specific route alignment and one Park & Ride location that would then subsequently be developed in detail and an application made for Statutory Approval in 2018.

Councillor Lewis Herbert, Chairman of the Executive Board, invited Members to debate the content of the report together with the issues raised through public questions, the Local Liaison Forum and the Joint Assembly. In terms of the Girton Interchange, he made the point that it would not be possible to take this any further forward at this meeting in view of the Interchange falling under the responsibility of Highways England. He was keen to discuss this further with Members of Parliament further to the indication from Heidi Allen MP earlier at the meeting that a meeting would be arranged.

Reflecting on the arguments for an on-road scheme against an off-road scheme, Mr Menzies said that the key issue was whether or not there was room for what was proposed on an on-road route. He therefore agreed to undertake a topographical survey, to include preliminary design work, as requested by the Joint Assembly and the Local Liaison Forum in respect of Madingley Rise. Councillor Ian Bates agreed that this was a sensible way forward.

In response to a question by Councillor Francis Burkitt regarding publicity of the outcomes of this piece of work, it was noted that this would be made as available as it could be and that it should take approximately six weeks to carry out, with anticipated commencement being January or February 2017. The Board was also given an assurance that the assessment would be undertaken by a third party and would therefore be a neutral piece of work, solely to establish whether or not there was room on Madingley Rise to use existing infrastructure for this scheme.

Councillor Bates informed the Board that he had visited all of the sites reflected in each option, as set out in the report, and had come to the view that route 4 lacked strategic value and was constrained by the woods, a special interest site, the American Cemetery and the M11. For those reasons he was unable to support route 4 being progressed any further. Mr Menzies reported that significant challenge had been received by English Heritage when the Ely bypass was being developed in view of the fact that the American Cemetery was a grade I memorial, so would expect significant challenge in the same respect for any route proposed for the north of the American Cemetery. He added that National Planning Policy gave a very high priority to grade I memorials as well as sites of special interest such as those impacted by the route 4 option. Regarding the scheme's outcomes, Mr Menzies said that use of the bridge would mean a breakdown of reliability and reduced journey times, compared to other options.

Councillor Hickford explained that the Assembly felt that it had not seen enough detail to justify removing option 4 at this stage and had asked what could be done to mitigate against these issues, with use of the bridge not having appeared in the report.

Councillor Herbert had taken into account the Joint Assembly's comments but, having reviewed the analysis of that particular option since the Assembly's meeting, agreed with Councillor Bates that there were a number of significant factors against that particular option. He had therefore concluded that option 4 was not worth progressing further, which was supported by the Board.

With regard to the recommendation regarding the inclusion of a segregated, cross country super cycleway, Councillor Herbert supported this in recognition of the need for improved travel between the west and east having to include a cycleway as well. Councillor Burkitt added that this was in fact an extension of the County Council's Greenways project which was proposed for consideration as part of the City Deal's tranche 2 programme.

Councillor Smith highlighted that this recommendation sought a segregated cycleway instead of, not as well as, any cycleway proposed to run alongside the busway. Councillor Bates made the point that this aspect of the scheme and level of detail would be considered as part of the subsequent design stage.

Councillor Burkitt asked officers to explain why option 3 had been recommended above option 3a. Mr Menzies said that further work was required in respect of option 3a to ascertain what was achievable with Bourn Airfield as a development being an important aspect of the scheme, the details of which were not yet known. He confirmed that further analysis and evaluation was necessary to establish what was physically possible, as well as a better understanding of the implications of development in the area. Until this further work had been undertaken officers were not in a position to be able to recommend or disregard it as a preferred option.

Councillor Herbert welcomed the recommendation regarding a comparison of the Park and Ride sites, together with the addition of Scotland Farm as a potential Park and Ride site.

With regard to the suggested hybrid of options recommended by the Local Liaison Forum, Councillor Burkitt made the point that this represented a route on the very limit of the greenbelt which he thought was worthy of consideration, saying it went beyond the recommendation of the Joint Assembly. He highlighted, however, that some thought would need to be given to where that meant the busway would sit north of the A428.

Reviewing the anticipated footprint of a Park and Ride site, a map had been circulated which used the footprint of the current St Ives Park and Ride as an example. Councillor Burkitt asked whether a Park and Ride site of that size was necessary as part of this scheme and it was noted that it probably would not be, although that detailed work had yet to be undertaken and at this stage the allocation of the site was the issue under consideration.

Councillor Burkitt queried whether Park and Ride site 1 should be removed from the process at this stage. Mr Menzies said that this site had been included on the basis of it being close to and using the existing road network, as well as being located on the north side of the dual carriageway. He therefore felt that it could act as a sufficient Park and Ride site to support the scheme.

Councillor Herbert asked officers, in respect of the Western Orbital route and the recommendation by the Local Liaison Forum regarding an all-ways junction at Girton, how the linkages of such a proposal with this scheme could work. Mr Menzies explained that there would be a lot of factors to consider in the area and that this information would arise as a result of the further assessment of specific routes as part of the scheme's next stage. He emphasised and reiterated, however, that there were practical and environmental issues with every option.

Councillor Herbert sought further clarity around what factors may determine which links were used, for example, to Grange Road as part of this scheme as the basis of being a preferred route. Mr Menzies said that environmental issues around the landscaping of the Bin Brook together with associated flooding and other water courses in the area would be key considerations, as well as any flower, fauna and protect species in the area. He said that the impact of these issues would not be known until the further work previously referred to had been carried out.

Penny Heath was invited to address the Board at this stage of proceedings and made the point that the areas referred to as 'links' to Grange Road actually consisted of residential areas and community roads, each with different characters, making the point that people needed to think sensitively in that respect when considering the options.

Taking into account the recommendations of the Joint Assembly and Local Liaison Forum, the Executive Board:

- (a) **NOTED** the accompanying option assessment report, the further background papers containing the outline business case and the map appended to the report.
- (b) **AGREED**, in principle, that a segregated route between Cambourne and Cambridge, with a Park and Ride near the Madingley Mulch roundabout, best meets the strategic objectives of the City Deal and the City Deal Agreement, given the wider economic benefits.
- (c) **AGREED**, in principle, that the possibility of a segregated cross country super cycleway running close to or through the key villages between Bourn Airfield and the M11 should be explored as part of a wider examination into improving cycle links between settlements in Greater Cambridge.

- (d) **INSTRUCTED** officers to undertake a topographical survey of the A1303 from Madingley Mulch to the M11 and undertake preliminary design to assess whether or not it is feasible to provide a two way busway, a cycleway and a road within the existing highway boundary, and to share the information with the Local Liaison Forum.
- (e) **INSTRUCTED** officers to undertake further appraisal on:
- (i) Possible specific route alignments within catchment area 3a, with catchment area 3 as an alternative if option 3a proves unviable, noting that both would connect with and potentially through Cambridge West, in accordance with the scheme design criteria set out in paragraph 12 of the report, and within established environmental and planning policies.
 - (ii) A new Park and Ride at either Scotland Farm or a new location 4, which combines site 2 with the north portion of site 3, as set out in the report, with the remainder of site 3 not to be used for any Park and Ride facilities, in accordance with the scheme design criteria set out in paragraph 12 of the report, and within established environmental and planning policies.
- (f) **REQUESTED** officers to:
- (i) Ensure designs for the Western Orbital bus route, the bus route through north-west Cambridge to the Science Park and the management of buses in the city centre fully integrate with this project.
 - (ii) Seek to deliver all of these schemes as close in time as possible to the eastern section of the A428 Cambridge to Cambourne scheme.
- (g) **DELEGATED** to Cambridgeshire County Council's Executive Director of Economy, Transport and Environment:
- (i) To act with input from the A428/A1303 Local Liaison Forum, including the Parish Councils and Residents' Associations along catchment areas 3a and 3, interested Members of the Joint Assembly and interested elected Members from the County Council, City Council and District Council.
 - (ii) To act in consultation with the Chairman and Vice-Chairman of the City Deal Executive Board.
 - (iii) Responsibility to identify a specific route alignment(s) within catchment area 3a or, if necessary, catchment area 3.
 - (iv) Responsibility to identify a footprint for a Park and Ride location at either Scotland Farm or new location 4, as set out above.
 - (v) Responsibility to bring back the results of (d), (g)(iii) and (g)(iv) above to the Joint Assembly and Executive Board ahead of the next round of public consultation.
 - (vi) Responsibility to undertake a public consultation on that specific route alignment and Park and Ride location.

- (vii) Responsibility, subsequent to that public consultation, to provide a report to the Joint Assembly and Executive Board containing a recommendation and full outline business case for a specific route alignment and one Park and Ride location that would then subsequently be worked up in detail and an application made for Statutory Approval in 2018.

10. INDEPENDENT ECONOMIC ASSESSMENT PANEL UPDATE

The Executive Board considered a report which provided Members with an update on the procurement of the Independent Economic Assessment Panel, which would undertake the gateway review to which future City Deal tranches were subject. The report also set out relevant background detail regarding the Panel, the gateway review process and the link between these and infrastructure scheme prioritisation.

It was noted that the 2019 gateway review was expected to involve evaluation of the following:

- (a) delivery of prioritised schemes on track and on budget, according to their full business cases;
- (b) realisation of benefits forecast for those schemes that had been delivered in time to measure this, according to their full business cases;
- (c) wider economic impacts.

The Executive Board agreed that details of the successful bidder should be made public as soon as possible.

The Executive Board:

- (a) **NOTED** the overview of the gateway review process for future tranches of funding.
- (b) **NOTED** the progress on the procurement of the Independent Panel on the evaluation of local growth interventions.
- (c) **ENDORSED** the preferred tenderer status.
- (d) **NOTED** the links between the Economic Assessment Panel and the prioritisation of City Deal infrastructure investments.
- (e) **AGREED** that the details of the successful bidder be made public as soon as possible.

11. CITY DEAL FINANCIAL MONITORING

Consideration was given to a report which provided the Executive Board with the financial monitoring position for the period ending 31 August 2016.

Sarah Heywood, Head of Finance and Performance at Cambridgeshire County Council, presented the report and took Members through the summary of expenditure against the profiled budget up to the end of August 2016.

The Executive Board **NOTED** the financial position as at 31 August 2016.

12. CITY DEAL STRATEGIC RISK REGISTER

The Executive Board considered a report which provided the Members with an update on the City Deal Strategic Risk Register.

Tanya Sheridan, City Deal Programme Director, presented the report and highlighted that it contained the latest information regarding the City Deal's Strategic Risk Register, including mitigating actions and control measures in place. She reported that the facilitation of a meeting with Government by Heidi Allen MP, as per item 8 at this meeting, would assist with addressing risk 1 in the Strategy which related to the failure of the City Deal to achieve triggers for future funding tranches.

It was noted that the inherent and residual likelihood and impact scores for risks 4 and 7 in the Strategy, regarding stakeholder engagement and delivery of the strategic vision for the City Deal, respectively, would be reconsidered by officers. Tanya Sheridan also highlighted that the following risks should also not be underestimated at this time:

- risk 11 – inability to recruit and retain sufficiently skilled and experienced staff throughout the City Deal programme and that negatively impacting on delivery;
- risk 12 – inability to recruit and retain sufficiently skilled and experienced staff in the transport infrastructure programme workstream and that negatively impacting on delivery or distracting from strategic focus on sustainable economic growth for the area;
- risk 13 – insufficient capacity among consultants, meaning that the demands of the infrastructure programme cannot be met in full therefore reducing the likelihood of delivering on time and on budget.

The Executive Board **NOTED** the position in regard to the Strategic Risk Register.

The Meeting ended at 8.03 p.m.

Agenda Item 4

Questions by the public and public speaking

At the discretion of the Chairman, members of the public may ask questions at meetings of the Executive Board. This standard protocol is to be observed by public speakers:

- (a) notice of the question should be given to the Democratic Services team at South Cambridgeshire District Council (as administering authority) by 10am the day before the meeting;
- (b) questioners will not be permitted to raise the competence or performance of a member, officer or representative of any partner on the Executive Board, nor any matter involving exempt information (normally considered as 'confidential');
- (c) questioners cannot make any abusive or defamatory comments;
- (d) if any clarification of what the questioner has said is required, the Chairman will have the discretion to allow other Executive Board members to ask questions;
- (e) the questioner will not be permitted to participate in any subsequent discussion and will not be entitled to vote;
- (f) the Chairman will decide when and what time will be set aside for questions depending on the amount of business on the agenda for the meeting. Normally questions will be received as the first substantive item of the meeting;
- (g) individual questioners will be permitted to speak for a maximum of three minutes;
- (h) in the event of questions considered by the Chairman as duplicating one another, it may be necessary for a spokesperson to be nominated to put forward the question on behalf of other questioners. If a spokesperson cannot be nominated or agreed, the questioner of the first such question received will be entitled to put forward their question.

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Agenda Item 5

Recipient: Councillor Lewis Herbert

Letter: Greetings,

In late September I heard from a client who was concerned about how we, Grabbit and Run couriers, were going to be able to service them once the changes the Council are planning for Cambridge by way of peak time congestion charging were implemented.

Firstly, I was dumbfounded as I had no knowledge of the plans.

My husband then attended a meeting at Wolfson College where he was staggered to learn that the consultation was not about 'if' we wanted the changes, but rather 'where' we wanted them – which frankly doesn't seem much of a consultation.

Once I mentioned this to other 'business owners' it became clear that they too had no idea this was happening.

Since this lack of awareness seemed to be almost 100%, and no one seemed to think the impact this would have made any degree of commercial sense, I started an online petition with change.org.

We quickly gained responses from a real cross representation of people in Cambridge, from residents, commuters and people who work in the city and of course the hundreds of businesses who operate throughout the city.

The response has been incredible – with over 9000 people signing and commenting – all of whom did not know your plans and yet will be directly and adversely affected by the planned changes.

It is staggering that so many people from so many walks of life are completely horrified by the plans which will prevent them from going about their normal, everyday lives unless they can fit their lives around 10-4pm or make substantial increases in distance, time taken and inconvenience. For example - builders who won't be able to get to site, electricians and plumbers unable to attend urgent jobs, delivery drivers unable to deliver or collect, un-registered carers unable to care for relatives, a swimming coach who has no idea how anyone will actually be able to attend after school swimming lessons.the list is endless.

Thousands of individuals, each with their own story.

Since discovering your plans just a week and a half ago, we have encouraged people to go to your site and comment on your plans, however the questionnaire is so skewed in favour of the changes, it's hard to view it as remotely fair or independent.

I hope that you will take the time to read the comments on our Change.org petition from over 9,000 people completely opposed to the congestion point solution –

which your own advisor (from Nottingham) said had not been used in Nottingham due to the damage that would be caused to business in the City.

It's frankly hard to see how a scheme that will decimate business and so adversely affect so many thousands of people can remotely be viewed as helping deliver the Cambridge Phenomenon.

In a technological town like Cambridge, surely we could come up with a better solution rather than having this one option forced upon us? One "solution" I might add which seems to benefit so few and will be adversely life changing for so many.

Comments

Name	Location	Date	Comment
Peter Howard	Wicken, United Kingdom	2016-09-28	We're being railroaded into accepting this as a 'done deal' from a council who don't seem to think it matters about businesses losing trade or their employees not being able to easily access work. All options need to be considered and put to a PUBLIC vote BEFORE taking such draconian action. Senior members of the council team have left in protest at this approach and the council needs to stop playing politics and work in a way that helps build Cambridge enterprise, not cut it off at the knees!
Julie Wilson	Perry, United Kingdom	2016-09-28	It will make working in Cambridge impossible
Lisa Ashton	Great Shelford, United Kingdom	2016-09-28	its going to cause my wife issues to get into work in the morning and also the company I work for need to operate in the central areas first thing in the morning
Caroline Hayward	Haverhill, United Kingdom	2016-09-28	I have to travel to Cambridge for work as there are no decent jobs in local town these new measures will make it impossible to keep my job without having to catch a local bus service everyday which are very slow and most of the time unreliable they are crowded and cramped and I begrudge paying nearly £30 a week to stand up to travel to work for 2 hours everyday. I would t have an issue doing park and ride but they need to make adjustments to the price of the service for people who work within the city! We are contributing to the economy and I also pay my taxes! Why should I now be dictated to by the council how I get to my job! They should be bloody thankful at least I work and am not draining their funds!
teresa nightingale	canbridge, United Kingdom	2016-09-28	It's a daft idea
Jill Allen	Ely, United Kingdom	2016-09-28	This whole scheme is simply nonsensical. All it will do is shift traffic onto surrounding roads and not have the desired affect.
c. nightingale	Cambridge, United Kingdom	2016-09-28	I'm signing because it's a joke, just goes to show what idea's a bunch of muppets can come up with.....lmao.
Clare Freeman	Waterbeach, United Kingdom	2016-09-28	It will effectively bring an end to my children's swimming lessons as they wont be able to get there. Which will be the same for all kids having swimming lessons in the city pools. Are they going to close down Parkside Pool as a result as it will become impossible to get there!
Diane Barnes	Cambridge, United Kingdom	2016-09-28	I don't agree with the proposals as it will effectively "kill " parts of the city Also how are community health workers supposed to visit clients in those roads affected which can't be reached by alternative routes ? My daughter is one...!
Лиля Карпенко	Wimpole, United Kingdom	2016-09-28	I already bike halfway to town because it's so congested. If grange road closes it will make my journey a nightmare! I have no park and ride near me in Wimpole and to get to either madingley road or trumping ton will take me hours. Charge a congestion charge instead!!
Sue Nash	Barrington, United Kingdom	2016-09-28	I think it is a ridiculous idea who ever thinks this rubbish up obviously hasn't thought of the people that need to get to work or the business that rely on being able to move round Cambridge freely or disabled drivers that can't use public transport, or the poor parents that have to get there kids to school
karoline sparkes	Cambridge, United Kingdom	2016-09-28	It is hideous! Simply that - I live on Coldhams Lane - trapped. ASK RESIDENTS THAT ARE AFFECTED - then listen to the answers
Beatrice Criminisi	Cambridge, United Kingdom	2016-09-28	This is a terrible idea to relieve congestion in Cambridge. Please sign and share if you live in Cambridge.

Name	Location	Date	Comment
Tina wright	Cambridge, United Kingdom	2016-09-28	It's unfair to Cambridge residents - should be stopping outside residents coming in !
Kostadin Dadrishki	Cambridge, United Kingdom	2016-09-28	That is Stupid
Beverley Calvey	Cambridge, United Kingdom	2016-09-28	This proposal has not been given enough thought, as always the council are quick to revert to bicycles and park and ride as the answer to everything. This is not a city deal for the residents of Cambridge!
Ian Wright	Cambridge, United Kingdom	2016-09-28	i work shifts at Addenbrookes hospital , there are no bus services when I start and finish my shifts, how am I supposed to get to and from work ?
Diane Brown	Cambridge, United Kingdom	2016-09-28	It has not been thought through and there are no contingency plans.
Stacey Gorman	Cambridge, United Kingdom	2016-09-28	I work in Cambridge and the plan is ridiculous.
Jo Markham	Duxford, United Kingdom	2016-09-28	Keep Cambridge moving
Robert Broyd	Cambridge, United Kingdom	2016-09-28	How am I suppose to go about my buissness if all the roads are closed?
Paige Parker	Cambridge, United Kingdom	2016-09-28	This will affect the way I get to work, it's disgusting that this has even been thought about.
Lynda Myles	Cambridge, United Kingdom	2016-09-28	I will not able to do my business drop the children from one school to another with baby with nd too
Sharon Ogden	Cambridge, United Kingdom	2016-09-28	This is totally unfair to workers in Cambridge some of us don't have a choice about the hours we work
Patrick Calvey	Cambridge, United Kingdom	2016-09-28	This will bring Cambridge to a standstill, this needs a full public consultation prior to any action taking place. Yet again CCC are steamrolling into a proposal that they have not given full consideration to. This is just another 'money making scam'. So long as you ride a bike you are fine. Take you pretentious heads out of your behinds and become part of the 'real world'
Sharon Mann	Ely, United Kingdom	2016-09-28	What a ridiculous idea! How on earth will people that need to travel in and out of Cambridge during business hours for work and school be able to do so?!
Susanne Andrews	Cambridge, United Kingdom	2016-09-28	I need to use these roads at the time they will be closed, my grandchildren have to get to school and I have a blind/disabled 1year old granddaughter that goes to a child minder , and my daughter works I have to get them all to their destinations I am also disabled
Marie Hatch	Great Wratting, United Kingdom	2016-09-29	This would be a joke. I already leave very early so as not to sit in horrendous traffic and this will mean I need to leave even earlier just to work to pay the bills - let alone the issues it will cause for business and consumers! If we need to get on the streets to protest this I will be there!!!!
Jeremy Rothwell	Cambridge, United Kingdom	2016-09-29	Cambridge city deal is an unelected body with inappropriate unilateral power and doesn't represent the people of Cambridge
Gavin Parr	Lakenheath, United Kingdom	2016-09-29	I work in Cambridge
lisa Langley	Witchford, United Kingdom	2016-09-29	I work in Cambridge as a FIP work so move around Cambridge all day working with families that desperately need support.
Lee Preston	Swaffham Prior, United Kingdom	2016-09-29	Live and work in Cambridge

Name	Location	Date	Comment
Kirstie Channell	Cambridge, United Kingdom	2016-09-29	This is absolutely ridiculous, my husband works around Cambridge to feed me and our 4 children, how is he supposed to get his tools and building materials around on a bus or bike ??
Sophie longbottom	Cambridge, United Kingdom	2016-09-29	What about people going to the gym? Or taking kids to school before work? Or getting to Cambridge station - the public transport around the city is NOT able to facilitate this.
Manda Coops	Cambridge, United Kingdom	2016-09-29	This is the most ridiculous idea I've heard of in a long while! There is no way this can work. Why should motorists be denied access to roads they frequent daily because they NEED to for work, education, hospital appointments etc. Totally unjustified scheme which is doomed to fail from the start. Not to mention the congestion at Trumpington it would cause. The list of problems is endless. People of Cambridge, make your voice heard!
Emily Baldwin	Cambridge, United Kingdom	2016-09-29	I live at the end of two congestion points and will effectively be locked in in the morning and unable to get to work without a horrendous detour. It is ridiculous!
Barbara Parr	Cambridge, United Kingdom	2016-09-29	Ridiculous idea , how are people supposed to get around , a lot of people do shift work and what about delivery trucks !!!!!!!
Dennis Caswell	Cambridge, United Kingdom	2016-09-29	It's a ridiculous idea and will cause huge increases to what are already ridiculously congested roads in and out of Cambridge. People will still drive. They won't give up their freedom to choose their mode of transport. They will clog up all the other roads.
Claire Louise	Kentford, United Kingdom	2016-09-29	I work in the city centre.. do business here and think closing those roads is ridiculous
Caitlin Williams	Cambridge, United Kingdom	2016-09-29	The most ludicrous idea. The Balsham/fulbourn Road will be gridlocked. Cherry Hinton Road will be gridlocked. How does one get a small child to school in the city centre from a village?? Let alone food companies delivering food/breakfasts , are they supposed to wait until 10am??!
Andrew Wright	Cambridge, United Kingdom	2016-09-29	Need to get to work
Emma Morgan	Cambs, United Kingdom	2016-09-29	Exorbitant park & ride prices currently reduced usage. Doubtful this is any more than a money making scheme. Badly thought out.
Mark Hammond	Thrapston, United Kingdom	2016-09-29	I must use car for work inc commuting. Start at 6am so no public transport available. Leave after 4pm so will be stranded. Will mean I have to leave this job at University
Samantha HACK	St Neots, United Kingdom	2016-09-29	I work on hills Road and the buses from Cambourne are overpriced and unreliable. I am faced with driving taking twenty minutes and costing £50 a month or it taking me 3-6 times as long and double the cost.
Christina Geach	Cambridge, United Kingdom	2016-09-29	Not one person I have spoken to thinks this is a good idea. In fact EVERYONE is horrified. Cambridge is going to come to a standstill. Businesses will be crushed, children will be late for school, people won't be able to get deliveries, reach appointments, have repairs done to houses. The sheer stupidity and lack of foresight beggars belief!
Sarah Borley	Sawston, United Kingdom	2016-09-29	It is a ridiculous idea. How can businesses use public transport when they need to deliver and collect things.
Giuseppe Carata	Cambridge, United Kingdom	2016-09-29	the rationale behind this new plan is not for growth. this will only add more issues rather than solving the traffic and congestion.
Anthony Ryan	Cambridge,, United Kingdom	2016-09-29	This is the wrong solution and a waste of City Deal money

Name	Location	Date	Comment
Wayne Badcock	Cambridge, United Kingdom	2016-09-29	This will make congestion worse and life worse for people who live, work or visit this city. This is aimed at profit for the monopoly bus service who is on the board and has pushed this forward for their profit. NOT at making this city a better place.
Mitchell Fitzjohn	Cambridge, United Kingdom	2016-09-29	This is not the answer to the problem and will have a detrimental effect on businesses in Cambridge. Another Council ill thought through plan. Council members who voted for this should be held to account!
Mark Townsend	Cambridge, United Kingdom	2016-09-29	My mobility impaired partner needs to get to the job centre in town. Which will be virtually impossible if cars are effectively blocked out of the city.
Rohan Platts	Willingham, United Kingdom	2016-09-29	As a music teacher, my job relies on me being able to move between schools during the day, and between private pupils in the afternoon and evening. If I can't get to the pupils, I can't teach..... and we all lose out.
Julie Coteman	Sawston, United Kingdom	2016-09-29	I don't agree with the plans which will have a detrimental affect on my company and colleagues
Naomi Hayes	Burwell, United Kingdom	2016-09-29	Big issue is that a large proportion of those who work in Cambridge don't live in Cambridge, but in ththe surrounding towns and villages! Councils forget this fact! Cars are necessary to get to work as public transport is non-existent, far too expensive and just take far too long from these villages (2hours to do an 11mile journey on bus or 45mins in car? No brainer) would put a lot of people off working in Cambridge.
Ian Slack	Six Mile Bottom, United Kingdom	2016-09-29	This seems primary a scheme to earn money from Park and Ride. If you wish to reduce congestion it makes sense to encourage cycling and walking so please remove the P&R parking charge.
James Loose	Cambourne, United Kingdom	2016-09-29	It will damage business and hurt the local economy.
Julie Stanford	Cambridge, United Kingdom	2016-09-29	I live in Cherry Hinton and it will mean I will be unable to drive out on any Road before 10am and not return between 4pm-6.30pm to where I live
JO PAGE	Ely, United Kingdom	2016-09-29	The idea is preposterous! It is simply not workable!
Carly McLean	Red Lodge, United Kingdom	2016-09-29	I work in Cambridge and its already hard enough getting in and out.
Dean Jackson	Waterbeach, United Kingdom	2016-09-29	It will effect my business
Cathy Gurnham	Bottisham, United Kingdom	2016-09-29	Most people drive into the city to get to work, that's why there is congestion at peak hours. Buses don't serve outlying villages for this purpose, or provide services to work locations outside the city centre. The workplace levy penalises businesses providing jobs and prosperity to the city. It's madness!
Craig Van Aswegen	Girton, United Kingdom	2016-09-29	We live in Cambridge not London! All for growth and progression but this will affect our business and it's hard enough! Absolutely crazy idea
Julie Jones	Sawston, United Kingdom	2016-09-29	I drive into work and drive down Queens Road when I leave work at 5 pm. If I was to rely on the bus I would have to leave home at 7 in the morning to get into work on time and then would not get home until 7. I pay my road tax so should be entitled to drive my car on all roads
Gail Blackwell	Comberton, United Kingdom	2016-09-29	Don't agree with the proposal
Harriet Bridges	Lode, United Kingdom	2016-09-29	I'm signing because the public transport options from my house are NOT viable for accessing my workplace. This does not seem like a reasonable or justifiable option.

Name	Location	Date	Comment
Tracie Thurston	Cambridge, United Kingdom	2016-09-29	my work delivers into cambridge and this would cause lots of problems with our customers that need their deliveries either early in morning or late at night, bad bad idea
A Selhi	Ely, United Kingdom	2016-09-29	I need to access the city by car at these times and I don't see where vehicles are to park during these times.
Jodie Miller	Milton, United Kingdom	2016-09-29	This idea is ridiculous.
Adam Glinsman	Cambridge, United Kingdom	2016-09-29	You just know there has to be a host of more sophisticated responses than shutting down key routes at peak time. It's like Soviet style central planning. Start with congestion charging for a start.....
Graeme Gardiner	Cambridge, United Kingdom	2016-09-29	I cannot visit clients to collect work
William George	Cambridge, United Kingdom	2016-09-29	This is not the solution. It's really not...
Jenny Orange	Cambridge, United Kingdom	2016-09-29	I live in the centre of the closed roads and will effectively be taxed if I need to use my car. I can foresee traffic chaos and even more pollution as drivers making essential journeys try to find a way around the closures.
jo norman	Cambridge, United Kingdom	2016-09-29	It will just cause more congestion and is not practical for businesses or anyone, if they are trying to get people to use the park & ride then they need to take away the parking charge
Nick Duffield	Red Lodge, United Kingdom	2016-09-29	The idea is unrealistic for people commuting to work from outside the city.
Nicola Gifford Cowan	Cambridge, United Kingdom	2016-09-29	<p>I live in Cambridge (Cherry Hinton side) but I work in Bar Hill - I have worked there now for 10+ years. I know from when my car breaks down and I have to take two buses (one into the city centre and one back out) how long the journey takes and that I will not be able to work a 7:50 hour day AND get to my childcare provider by the 6pm closure (they charge parents a hefty fine for arriving after 6pm so not an option). In all likelihood I will have to negotiate reduced hours with my employer (if they will let me). In turn, I will suffer a drop in wages, which will make childcare harder to afford.</p> <p>As part of my job, which requires me to visit the unit's second property in Bourn, to be a car driver and car owner.</p> <p>Note: depending on what time I leave in the morning, I will either drive through the city centre and down Huntingdon Road or I will go via Trumpington. To get home, I typically, go via Grantchester or off the M11 at Trumpington. If there is traffic chaos following an accident I try to go via Girton and back through town via Coldham's Lane. The A14 via Stow-cum-Quay is too busy. Therefore, it is not possible to limit ones route in and out of Cambridge.</p>
Noah Konig	Fulbourn, United Kingdom	2016-09-29	These plans are ridiculous and will cause daily chaos throughout Cambridge and the surrounding areas.
Zoe Holliday	Cambridge, United Kingdom	2016-09-29	I have two children at two different primary schools that start and finish at the same time, one on Hills Road and one on Mill Road. It cannot be done on bike or foot.
Alison Wright	Cambridge, United Kingdom	2016-09-29	I'm signing because it means the journeys i make everyday will be severely disrupted. I will have to take a route that is five miles longer on roads that are already heavily congested - contributing to making the traffic even worse.
Nadide Ozcan	Cambridge, United Kingdom	2016-09-29	I am travelling to work from Cromwell Road to Chesterford, and I need the route to be kept open to do this.

Name	Location	Date	Comment
Janine Wallman	Cambridge, United Kingdom	2016-09-29	I live between Mill Road and Coldhams Lane and need to access these roads to drop off and collect my children from two different schools as well as after school clubs. I also need to access Coldhams Lane to get to work. This is the most ridiculous idea I have ever heard of. Do these people live in the real world?
Karen Lankester	Linton, United Kingdom	2016-09-29	It's going to cause all sorts of problems for people getting to and from work/shift patterns, dropping off children at 2 schools. Also my being a carer it is going to be difficult as I will not be able to visit before and after work.
Lyn Adkin	Cambridge, United Kingdom	2016-09-29	My husband is disabled and has a Blue Badge. Travelling will be a nightmare.
Jonny radbone	Hilton, United Kingdom	2016-09-29	Its a stupid idea and will damage local business. Also if your banning cars ban cyclists too.
Christopher Jones	Cottenham, United Kingdom	2016-09-29	This is a ludicrous-ill-thought-out scheme to simply raise money, whilst pretending to solve one problem that the council faces, whilst ignorantly creating numerous problems for industry, business and personal journeys. I echo Cllr Bick's comment that this ignorant approach is, 'terribly disappointing that the board has decided to proceed with a series of control and prohibition measures which will make journeys difficult and frustrating and will create all sorts of adverse consequences.'
Charmaine Tanner	Pampisford, United Kingdom	2016-09-29	This will affect me in some way

Name	Location	Date	Comment
Helen Kent-Armes	Helions Bumpstead, United Kingdom	2016-09-29	<p>We have 4 children (ages 5 - 17 years old) that all go to Cambridge schools. I personally work in 3 locations both in south and north Cambridge following the school drops.</p> <p>This scheme has clearly not been thought out properly. Not only, will you cause grid lock on the south side of Cambridge you haven't considered and clearly not spoken to schools about the safety rules and restrictions from they impose on parents for younger aged school children. Children are unable to use their bus services due to their age and 'insurance' purposes for starters. These children are not released into custody of another parent/adult without notification and due diligence on the part of the schools.</p> <p>How does one drop then your kids into school? We have no local independent schools in Haverhill and certainly no daily bus service into Cambridge from Helions.</p> <p>There is already a natural gridlock on most mornings on the A14 Cambridge/Huntingdon which isn't being addressed.</p> <p>Cambridge City is an already saturated space already (there's not much new development centrally) however, there are new developments going on in other places in/around Cambridge which are causing the problems in particular the developments at Addenbrooks site, We have seen a definite increase in traffic over the last 5 years coming from the A1307 as housing is cheaper in this area, However, neither the road or Linton village take the increased volume of traffic - again, this isn't being addressed.</p> <p>Therefore, the only option for us is to drive our children in/out of Cambridge. We're appalled at the suggestion of this ill thought out control scheme and the lack of understanding. You have not attempted to build and improve on infrastructure, but just add pressure to parts of it. That's clearly been left down to the individual or businesses to deal with. There will be consequences and knock-ons from these types of controls.</p> <p>Cambridge is a high biotechnology growth area and is well recognised for that. Why put off new businesses coming into the area with crazy control schemes that can't be accommodated effectively.</p>
Tanya Price	Burwell, United Kingdom	2016-09-29	My Mum is 82 and still works, she needs to be able to drive into the Centre of Town at these times to get there!
Tony cooke	Cottenham, United Kingdom	2016-09-29	This is a very poor plan for the city and its occupants
Karen Webb	Cambridge, United Kingdom	2016-09-29	I work in the centre of Cambridge and will be adversely affected by the road closures. I am fortunate to have a parking space at work but wouldn't be able to use it!
Rohan Gardner	Cambridge, United Kingdom	2016-09-29	Need my car to drive to work and this would affect my route. Paid a lot of money for car insurance.
Barbara Saward	Fyfield, United Kingdom	2016-09-29	I'm signing because I have no option but to drive to Cambridge where I work. I do not live near a train station therefore I cannot get a train and I cannot cycle 84 miles a day to get to work and back.
Katy Williams	Ely, United Kingdom	2016-09-29	Public transport is not reliable and very expensive. I work between 8.45 am and 5.00 pm and I cannot change the time.
Anthony Davenport	Bourn, United Kingdom	2016-09-29	This will disrupt research and teaching between two major University sites, Addenbrookes and central Cambridge
Tara Lescott	Impington, United Kingdom	2016-09-29	I'm signing because I believe there are better alternatives and as a working mum & business owner I will no longer be able to operate

Name	Location	Date	Comment
sarah welch	Oakington, United Kingdom	2016-09-29	This is not the answer to the congestion. This will prevent people from visiting our fabulous city and alienate the local community who want to shop, work and enjoy being in Cambridge
Samantha Broad	Impington, United Kingdom	2016-09-29	I have a blue badge and need to driven or pushed in a wheelchair. I can't cycle or walk and buses very difficult.
Anne Tappin	Newmarket, United Kingdom	2016-09-29	I don't believe this plan is beneficial to businesses in the city.
Andrew Ede	Cambridge, United Kingdom	2016-09-29	I live inside the road blocks and work outside the city. it will be impossible for me to get to work iof this goes ahead.
Bridget Lawrence	Cambridge, United Kingdom	2016-09-29	90% of my work is in and around Cambridge I drive my van with my tools on so can't take them on the bus ? I thought they were going to have a pass you could purchase ?
Debbie Holland	Cambs, United Kingdom	2016-09-29	What a shambles....
Helen Smith	Sawston, United Kingdom	2016-09-29	I work in Cambridge and this would effect me as the buses do not go as early as I need to be into work, I also can't afford to be using buses every day as they are too expensive.
Debbie Faulkner	Histon, United Kingdom	2016-09-29	I am currently on maternity leave and planning to return to my job in Mill Road in 2017. My job requires a car and I will also be juggling childcare. This will be impossible without access during these periods.
Sarah Ablett	Cambridge, United Kingdom	2016-09-29	I work with health service workers based in the city and they have to do home visits. How will they be able to do this with these roads closed. Also you have to travel on Hills Road and Mill Road to get to the Railway station. If the bus prices were halved maybe more people would use public transport. There are GP practices on Mill Road how are disabled people going to get to these for appts. There is no public transport from my area to Mill Road.
Steve Lee	Stapleford, United Kingdom	2016-09-29	I run a cleaning business and need to get my van into the city centre early mornings before the stores open.
Cathy Yearsley	Cambridge, United Kingdom	2016-09-29	It is a ridiculous suggestion
John Day	Cambridge, United Kingdom	2016-09-29	I disagree with the Cambridge City Deal proposals.
Benita Benedetto	Cambridge, United Kingdom	2016-09-29	We have a business in the city. We park at a private space off kings street as we work from 8.30 until 11 at night. No buses run at that time of night home. This will just cause more congestion and less people visiting Cambridge. You will destroy trade.
Lowri Marks	Histon, United Kingdom	2016-09-29	This is ill thought out. Reducing congestion at what cost to small business I'm concerned we won't see adequate improvement in public transport
TIM HEATH	Cambridge, United Kingdom	2016-09-29	THE EFFECT ON CITY CENTRE BUISNESS (EDUCATION AND RETAIL) WILL BE SEVERE THE EFFECT ON STAFF BEING ABLE TO GET TO THEIR EMPLOYERS WILL BE MAKE STAFF RECRUITMENT AND RETENTION MUCH HARDER. THIS IS MADNESS
Allison Richardson	Cambridge, United Kingdom	2016-09-29	I need to move around Cambridge during the day to collect mu son from school on one side of Cambridge and take him to regular hospital appointments at Addenbrookes. As I work I need to use my car as this makes my journey quicker.

Name	Location	Date	Comment
Rob Proctor	Burwell, United Kingdom	2016-09-29	I'm a driving instructor and this draconian measure will prevent a large proportion of my pupils from taking driving lessons before and after their day at Hills Rd SixthForm College or Parkside Community College. Or maybe that's what the council want?
Susan heath	Girton, United Kingdom	2016-09-29	This is madness Food deliveries for colleges and schools arrive early and wake the residents at what unearthly hour or arrive late leaving no time to cook the food ?
Simon Dix	Cambridge, United Kingdom	2016-09-29	Keeping cars out of city centres is a good idea if there is a viable alternative in place, but there are two underlying issues here: bicycles (the council's obsession, judging by the amount of money it is prepared to waste on them) are not the answer, and we have an abominable public transport system: it's expensive, the buses are out-of-date monsters, and the people running the company couldn't organize a proper timetable if their lives depended on it.
Miranda Hamilton	Babraham, United Kingdom	2016-09-29	I travel to the gym on Coldhams Lane Monday-Friday at 6am, leaving to drive out of town into Harlow by 8am to get to work. I do not go INTO town, and this bars me from going about my daily business BEFORE the traffic starts, I can get IN but can't get OUT. Utter bloody madness, for everyday people going about their everyday business to channel traffic through Trumpington. I live near Newmarket, so can't even get across to the Trumpington with any degree of ease. Please tell us this is NOT true
Allan Butcher	Nuneaton, United Kingdom	2016-09-29	People thought I was mad for moving out of Cambridge but this just confirms I did the right thing
Maryam Bassily	Cambridge, United Kingdom	2016-09-29	This is ludicrous! How will u get my kids to school then drive to work?
Peter Howlett	Impington, United Kingdom	2016-09-29	It's not all about buses and cycles, despite the county councils policy's the car will never go away
Nikita Sinha	Cambridge, United Kingdom	2016-09-29	I'm signing because I wholeheartedly believe that these plans are detrimental.
Steve Clifton	Barton, United Kingdom	2016-09-29	Prohibition and restriction are not the answers to Cambridge traffic problems, instead some serious thought to giving better access to parking and quicker access to the town. E.g. it is a traffic violation to go through the Addenbrookes link road to get to Cherry Hinton. stop restricting road use and free up the city!
Alexandra Stansall	Linton, United Kingdom	2016-09-29	If this comes in to effect both myself and partner will not be able to get to work. This is a completely ridiculous suggestion no doubt thought up by those that live within a cycling distance of the town centre. Due to the astronomical house prices in Cambridge living within a cycling distance of work is just not possible for most. Public transport links to our village are also extremely expensive and if we have to resort to using will double our cost to commute to work
Bev Payne	Barnardiston, United Kingdom	2016-09-29	My husband and myself work in cambridge
April Atkinson	Burwell, United Kingdom	2016-09-29	Closing those roads is just ridiculous and public transport from many areas is entirely insufficient for those who have no choice but to travel into Cambridge regularly.
Emma McCrea	Biggleswade, United Kingdom	2016-09-29	If these plans go ahead I'll be unable to get to and from work. I live in Biggleswade and work in Cambridge, I have two young children I have to drop off and pick up at school and nursery before and after work. Cycling or park and ride are not an option for me, for time and cost reasons
Diane Saunders	Hardwick, United Kingdom	2016-09-29	This is one of the most ridiculous ideas that has ever come from the very people who claim to be acting in the interest of the businesses and people of Cambridge. Stop this nonsense once and for all.

Name	Location	Date	Comment
Mandy demartino	Cambridge, United Kingdom	2016-09-29	I am signing because I live on Cherry Hinton Road and they say the traffic will increase by 50%. It is already at a standstill during rush hour.
JASON BALDWIN	Sawston, United Kingdom	2016-09-29	AristoCaters is a local Sandwich company supplying most of the Colleges dropping 60 deliveries before 9am , then a further 60 deliveries of Platters & Fresh Baguettes , This City Deal means we would need to send in 7 vans all in one go from 10 am rather than 2. from 6am and 2 from 9am . I am very sure it will only make congestion increase after the rush. I would simply install a congestion charge for businesses and this would pay for a Genuine free park and ride for commuters. (Common Sense Always Prevailes..)
Susan Nutt	Brandon, United Kingdom	2016-09-29	It affects my ability to get into the city and station.
Dom Marasca	Cambridge, United Kingdom	2016-09-29	I'm in the construction business and have many different jobs all in and around town! This idea would be ridiculous for any small business owner in the construction industry!!!
Sarah Reading	Huntingdon, United Kingdom	2016-09-29	It's an absolutely preposterous "solution"
Jason Bailey	Cambridge, United Kingdom	2016-09-29	I live on Gwydir Street, how am I meant to live from there with the roads shutting?
Sean Fall	Cambridge, United Kingdom	2016-09-29	Another sticking plaster on a massive wound - ill thought creating more bottle necks and polution - just moves traffic somewhere else
DAVID HAYDEN	Sutton, United Kingdom	2016-09-29	i often have work in cambridge , plus family in mill road so need to be able to get in at all times via my van or car
Aimee smith	Cambridge, United Kingdom	2016-09-29	Traffic is already terrible on trumpington road. This is an unrealistic plan. It's also stupid. I cycle, but I do not like having so much traffic around my house in trumpington.
Colin Myles	Histon, United Kingdom	2016-09-29	It is flawed, unrealistic and will damage the city.
Felicity Collins	Cambridge, United Kingdom	2016-09-29	These road closures will cause absolute gridlock.
Colin Myles	Histon, United Kingdom	2016-09-29	This is unrealistic, will damage the city and the assumption everyone works in town is ridiculous. Stagecoach will fleece the public even more then they do now.
Kelly Aro	Cambridge, United Kingdom	2016-09-29	I live in Cambridge and will make travelling through out very difficult
Simon Ogilvie	Burwell, United Kingdom	2016-09-29	I live in Burwell and work in Station Road, Cambridge. My daughter is at Hill's Road sixth form college so I drive her to school and then in to work. I can't do that by public transport, or at different times. This plan is unworkable.
millie kwok-Cinque	Cambridge, United Kingdom	2016-09-29	Why waste money implementing another idea that wont help the people of Cambridge and commuters, just like the ridiculous huge cycle lanes/floating bus stops on Hills Road and Huntingdon Road. Scrap this rubbish idea now...just like the parking charge at P&R!!!
Kevin Doyle	Cambridge, United Kingdom	2016-09-29	Will turn Cambridge into one long carpark, penalising those who live and work here. Daft
Holly Swallowe	Saint Ives, United Kingdom	2016-09-29	If you actually wanted to cut congestion in the city, ensure there is a 24 hour public transport service so medical staff, hospitality workers and the rest can get to work without driving!

Name	Location	Date	Comment
Emma Bruce	Sawston, United Kingdom	2016-09-29	<p>1) I work in the hospital and this makes it increasingly difficult for essential workers to get to work - already Cambridge can not compete with London for living wage or up north for cheaper living for key workers.</p> <p>2) Traffic will be worse on the roads not blocked off for commuters into Cambridge.</p> <p>3) it will drive visitors away from Cambridge - I will go to saffron waldon or Bury from where I live.</p> <p>4) the hospital will pass on costs to the workers and as you know we have no had a pay rise for 8 years and have in fact had the equivalent of a pay cut.</p> <p>5) patients will not be able to attend hospital appointments or visit relatives in hospital.</p> <p>6) the cost of parking in the city is punitive enough without adding other measures</p>
Sarah Janes	Pampisford, United Kingdom	2016-09-29	I don't believe this is the solution to the traffic problems in Cambridge.
Carolina George	Great Shelford, United Kingdom	2016-09-29	Trumpington Road is already a chaos. and that is not the solutions.
Philip McBrien	Cambridge, United Kingdom	2016-09-29	It will turn Coleridge Road into more of a rat run than it already is, and my children need to cross it to get to school.
maria smith	cambridge, United Kingdom	2016-09-29	I can not do this working ,I work at grange road ,so how do I get to work ,
Michael Stead	Cambridge, United Kingdom	2016-09-29	I am totally against this anti business idea implement it and I will move out of Cambridge
Peter Ransom	Histon, United Kingdom	2016-09-29	They are definitely trying to shut Cambridge and make it off limits to people unless you are a student or tourist. If you are a tourist you can only come to Cambridge between 10AM and 4PM unless you walk or pay extortionate fees on buses or taxis (watch the fares rise for this time period when this does start)
Hugh Tonks	Cambridge, United Kingdom	2016-09-29	I'm signing because this proposal is a poorly-planned, hopelessly optimistic load of tosh that will cause utter chaos.
Yvonne Brookes	Weston Colville, United Kingdom	2016-09-29	I work in Cambridge (in Mill Road) but finish at 8pm in the eve. If I can't take my car I will have no way of returning home. I disagree with the council's decision.
Jennifer Carr	Cambridge, United Kingdom	2016-09-29	I live and work in Cambridge and would be affected
Adam Neville	Bluntisham, United Kingdom	2016-09-29	Out of touch councils and politicians making decisions that will be bad for Cambridge and hitting the honest people who travel to work,take their children to school.
Amanda Mansfield	Impington, United Kingdom	2016-09-29	It is purely ridiculous
Sinead Rooney	Cambridge, United Kingdom	2016-09-29	My clinic is on Hills Road and this plan will be hugely detrimental to me and my patients as many drive to see me. My son is at Parkside school, last year I had to drive him to school for 3 weeks when he broke his leg. This plan is ludicrous.
Paul Ford	Sutton, United Kingdom	2016-09-29	I work at Brookfields hospital on Mill road and need to get there by car which I also use for patient visits. This will make me unemployed as I won't be able to get to work or do my job effectively
Kathy Le	Ely, United Kingdom	2016-09-29	It's a stupid and unconsidered idea by stupid Councillors who got paid too much for not doing much!

Name	Location	Date	Comment
Karl Wilson	Histon, United Kingdom	2016-09-29	Childcare and work needs make this unworkable. Poor planning and no consideration for the people of this city make this scheme purely a money maker for the council and not for the people.
Nicola Curtis	Wardy Hill, United Kingdom	2016-09-29	I work as a Practice Manager on Hills Road. We see many patients over a week and the only method is by car due to their illness or personal situations. This ridiculous road closure will have detrimental effects on our business.
Samantha Sizer	Cambridge, United Kingdom	2016-09-29	Will affect our business being locksmiths we need 24 hour access all routes
ANNE GEORGE	CAMBRIDGE, United Kingdom	2016-09-29	Trumpington Road is congested enough but is vital access for people like myself needing to pick up children from school there. This plan will cause chaos and not solve anything.
Neil Taylor	Cambridge, United Kingdom	2016-09-29	it is a mad campaign based on a fantasy view of buses as mystical saviours, that a few minutes off a bus route is worth more than any other hassle, at the expense of much loved trees and roadside space. it divides the city into halves, benefiting the outsiders more than those who actualy live here.
Lorena Arredondo	Ely, United Kingdom	2016-09-29	Because it would make it extremely difficult to get into Cambridge and back , for business in general, for days out , shopping trips etc
Emma Scott	Cambourne, United Kingdom	2016-09-29	I am a healthcare professional needing to visit patients homes and need to carry vital equipment. If professionals cannot get to patients homes to administer adequate care then it will have a massive impact seen in the number of admissions into the acute hospitals, thus costing the system even more!
Andrew Knowles	Willingham, United Kingdom	2016-09-29	what a load of rubbish. cambridge council are absolutely useless. they haven't the slightest clue how to run anything.
Annie Lawler	Fulbourn, United Kingdom	2016-09-29	I'm a care support worker in Cambridge, we visit clients who live in the roads that they want to close, how will this work for the likes of us, district nurses etc
Liz Harris	Duxford, United Kingdom	2016-09-29	These road closures will make it impossible for me to drop children off at school, get in to work, pick them up and then get them to activities. Park and ride doesn't take me to where I need to be and takes too long. I could take the train, but oh it costs £9/day to park plus the cost of the ticket. It's insanity.
mark sizer	Cambridge, United Kingdom	2016-09-29	This will affect my business greatly in many ways.
Pamela Hay	Cambridge, United Kingdom	2016-09-29	This is ridiculous Cambridge traffic is a nightmare this is only going to make things worse . Whose idea was it to build loads more houses then close roads ridiculous
Chas Hodges	Oakington, United Kingdom	2016-09-29	This is another stupid plan that will adversely affect many local businesses and public travel journeys in general. If this happens it will mean total chaos for any journey into Cambridge.
Banni Koviely	Cambridge, United Kingdom	2016-09-29	this project will effect my business
Lauren Ann	Cambridge, United Kingdom	2016-09-29	My mum lives out of cambridge meaning i would never really be able to see her around work and road closures etc. People are going to lose their jobs and there will be a higher increase of people that sign on. It will be impossible for the people who do work to live same with everyone else. They are just trying to fuck our lives up basically
Anne Bury	Oakington, United Kingdom	2016-09-29	I consider this a grave error of judgement.. Traffic will be condensed into fewer streets increasing congestion and journey times considerably and aggravating pollution significantly.

Name	Location	Date	Comment
Jeremy Johnson	Cambridge, United Kingdom	2016-09-29	this is a very poorly thought-out bodge, with massive side-effects. The 'consultation' that CityDeal have been legally forced to conduct consists basically of them ignoring any objections.
Lisa Buttner	Impington, United Kingdom	2016-09-29	It will be detrimental to the local economy and hurt small businesses in Cambridge City Centre. If small businesses close down the centre will become a ghost town which will affect tourism and the culture of the city. Also, NHS and social care staff will be unable to make home visits or meetings within city centre clinics therefore affecting patient care. Many children who attend city centre schools who live too far away to cycle will be unable to get to school on time.
michele vardaro	Cambridge, United Kingdom	2016-09-29	I work as support worker and the guy I support needs to go through these roads, sometime in peak time. It is no possible to use public transport for him but only the care we drive for him (Blue badge).
Andrew Wilkinson	Cambridge, United Kingdom	2016-09-29	This is a ridiculous proposal. I say do the complete opposite! To parallel flood management, the side roads and localities should be opened to soak up the traffic, not closed!
Amanda Coney	Witchford, United Kingdom	2016-09-29	My son plays rugby on Grange Road. Matches start at 6pm and warm up is from 5:30. How are we meant to get there from Ely if we can't use a car?
Helen Pinhey	Cambridge, United Kingdom	2016-09-29	This will be a complete nightmare for our family with children at school in the centre of Cambridge. One child has epilepsy, how can we get to her quickly if necessary with roads closed. The council members supporting this are completely mad. They have no regard for common sense.
Donna Allsopp	Linton, United Kingdom	2016-09-29	It's a ridiculous proposal
Amanda Langley	Cambridge, United Kingdom	2016-09-29	It's totally ridiculous and hasn't been thought through at all!!!
JO randall	Great Abington, United Kingdom	2016-09-29	I'm a full time mature uni student at ARU. Without the ability to drive in and out of Cambridge, I will be unable to attend university and still be a hands on mother to my school-aged children. The bus service is not reliable nor frequent enough for me to rely upon it and still be back to collect the children from after school club on time.
derek smiley smiley	bury st edmunds, United Kingdom	2016-09-29	you cant even be bothered to give us a ice rink, concert hall, we have the corn exchange ffs...you are more interested in world status and making stupid modern art statues of our heroes Snowy, just to impress stuck up twats...get a grip xxx
Neil Whiteside	Cambridge, United Kingdom	2016-09-29	I want not be able to host Cambridge 105 Breakfast if this goes ahead. Simple as that.
Clare Crook	Cambridge, United Kingdom	2016-09-29	I am signing this as a participate in a Boot Camp that takes place in Cambridge from 6.15-7pm. This will affect Charlie's business as her customers won't all be able to get to Boot Camp.
Chris Down	London, United Kingdom	2016-09-29	This is utter garbage. Over-complicated and expensive, it denies road use at peak hours and will gridlock the city on the few routes which remain open. It will be yet another failed attempt to try and force residents to behave a certain way using a stick, instead of persuading them with a carrot. Introduce a congestion charge in the very centre, anything but this mangled nonsense of a plan.
Jennifer Reed	Histon, United Kingdom	2016-09-29	I'm signing because this means I won't be able to get to the station by car for the 7.45 train. This will result in overcrowding on earlier trains and half an hour added to my commute that is already 2h 10 mins long.

Name	Location	Date	Comment
peter ward	cambridge, United Kingdom	2016-09-30	its stupid
ali hammond	Longstanton, United Kingdom	2016-09-30	they dont think about other people just about themselves
Sarah Westlake	Linton, United Kingdom	2016-09-30	It will become impossible for me to manage childcare and getting into work. Additional transport time and costs on top of extra childcare costs to allow for travel time. Working full time with children is already difficult and hardly see them. With these additional travel and time constraints, I expect I'll have to seek alternative work elsewhere. Already won't be seeing children much and being able to get back in time for school run will be impossible!
Sophie Clarke	Cambridge, United Kingdom	2016-09-30	I oppose the plans and don't think we have adequate public transport as an alternative
Sheila Potter	Cambridge, United Kingdom	2016-09-30	I work on Cherry Hinton road. I get in early to avoid traffic now. I will need to leave even earlier in future to ensure I beat restrictions !!!
Christoher Kitchener	Haverhill, United Kingdom	2016-09-30	Because I work in Cambridge and I require access
Louise Boylan	Cambridge, United Kingdom	2016-09-30	I work in the city centre, if I couldn't drive in I would be able to take my children to school and get to work on time
Chris Shaw	Cambridge, United Kingdom	2016-09-30	There is no way this city can operate with these ideas. Trade will suffer and the traffic will just gridlock! Not everybody can or chooses to bike.
ian kingsley	Cambridge, United Kingdom	2016-09-30	i have a business that relies on getting around the town at all times of the day and this will become a nightmare for our company .
Victoria Hoskins	Essex, United Kingdom	2016-09-30	I don't feel that public transport in and around Cambridge is sufficient or reliable enough to be able to implement these plans. If it's congestion that's the issue, perhaps the council should stop approving new housing developments and overcrowding the city even more. This is not the answer to congestion, it will make the issue worse as I don't believe it will encourage people to use the expensive public transport option, as I believe it's not an option at all.
Doug Gannon	Cambridge, United Kingdom	2016-09-30	Central Cambridge will die Mill Road closed will be cutting off the feed to central Cambridge
Colin Bithell	Newmarket, United Kingdom	2016-09-30	I work, shop and socialise in Cambridge . That would certainly change if these plans are implemented .
Rachael Betson	Cambridge, United Kingdom	2016-09-30	I am disabled and use my car to get to work down most of these roads
Judith Balls	Cambridge, United Kingdom	2016-09-30	This seems a ridiculous idea as it will negatively affect so many.
Julia Cox	Cambs, United Kingdom	2016-09-30	I would not be able to run my business!!!
susan arnold	comberton. cambs, United Kingdom	2016-09-30	Congestion will continue regardless
Charlotte Wall	Cambridge, United Kingdom	2016-09-30	I run an outdoors Bootcamp on the parks in Cambridge for many women. I drive a van and many of them drive to me. We finish at 7am. This could effectively put me out of business and 100's of women will lose their Bootcamp class.
H Durrant	Bury St Edmunds, United Kingdom	2016-09-30	This is a disaster for disabled, and older people, park and ride for shopping with children is a pain, I avoided Cambridge after park and rides extra charge. They will kill the town off if they carry on. on line shopping will win
Tracy Rolls	Cambridge, United Kingdom	2016-09-30	Think of the genuine local people that have built up businesses to be completely screwed over will not work , retail park built in middle of town ,

Name	Location	Date	Comment
Vicky Quirke	Cambridge, United Kingdom	2016-09-30	It's a ridiculous idea and will cause caos.
Natasha Power	Cambridge, United Kingdom	2016-09-30	This will be massively detrimental to my husbands businesses
Steve Swain	Saint Ives, United Kingdom	2016-09-30	Its a ridiculous idea !
Matt newman	Cambridge, United Kingdom	2016-09-30	I work on mill road, these proposals could cost me my job!!! Never mind the crap about making jobs, what about all the business that will be forced to close if these road closure happen?
Edward Williams	Willingham, United Kingdom	2016-09-30	I run the largest independent swim school in Cambridge (Elite Swimming Academy.) All of our customers come to us after school and 90% drive. If this goes through we could be put out of business losing 30 jobs and stopping 1000 children every week learning to swim. I can not dtress enough how highly opposed to this I am and it has clearly not been looked at from the point of view of the many small businesses like myself who will inevitably go out of business very quickly.
Hannah Mordin	Saffron Walden, United Kingdom	2016-09-30	Traffic is bad enough and rather than stopping all cars how about stop building houses and work on infrastructure. Its a joke.
Peter Webb	Bar Hill, United Kingdom	2016-09-30	I need access to deliver to local small business's, who won't survive these restrictive practices.
Lorraine Stead	Cambridge, United Kingdom	2016-09-30	We have s business in the city and we need our engineers to get into the unit with their vans to get their parts and paperwork for their jobs plus we may have to carry out works in those roads at those times. It's ludicrous
Mary Blackman	Cambridge, United Kingdom	2016-09-30	This is madness. It will inconvenience our visitors and our residents, and benefit nobody but the taxi firms. Don't do it.
Paul Bennett	Teversham, United Kingdom	2016-09-30	The City Deal will kill off the small businesses that are heart & soul of Cambridge which we need to thrive as a community and a city. Council proposals should be immediately scrapped and those that have pushed them through should be removed from the council.
Mike Power	West Wickham, United Kingdom	2016-09-30	I run a business in Cambridge and it could make it impossible to continue.
amanda Drummond	Cottenham, United Kingdom	2016-09-30	I work in Cambridge and this will affect both me and my colleagues on our access to work. I also think it is wrong that my employer who offers free parking to its staff will have to pay for the privilege.
Julie Hogg	Lode, United Kingdom	2016-09-30	This will kill businesses in Cambridge, drive key workers elsewhere and put and intolerable burden on the education and health sector workers who are already struggling. Cambridge will become a ghost town. This is unbelievably badly thought out and demonstrates a complete lack of joined up thinking by the council
Charlotte griffiths	Stow cum Quy, United Kingdom	2016-09-30	I've only just learned about this: am going to read up on it, but it does seem that a lot of people don't feel properly consulted on these changes. Already wondering who'll financially benefit from these controls: and surely it'll just make the roads that are left open into horrendous bottlenecks?
James Northfield	Hardwick, United Kingdom	2016-09-30	I work for a electrical / mechanical firm that does a lot of work in Cambridge & it's bad enough having to park miles away & walk in with tools but this proposal is ridiculous. Nobody will get any work done in Cambridge because it will be too hard to get to work

Name	Location	Date	Comment
Helen Scott	Cambridge, United Kingdom	2016-09-30	How will people like District Nurses, home care people, couriers, workmen etc get around? I don't think this is very well thought out.
Claire Brown	Girton, United Kingdom	2016-09-30	I want support local business and keep a community feel to Cambridge and not give big business the go ahead to take over
Carl James	Cambridge, United Kingdom	2016-09-30	Absolute loonery, will create more problems. All thought up by out of touch, cyclists, who wake up in the morning and try to justify their jobs. Couldn't organise a piss up in a brewery.
Lorraine Stead	Cambridge, United Kingdom	2016-09-30	So our engineers won't be able to work in properties in the city during those times. We will probably have to close the business we won't be able to sustain it only working during the permitted times. Absolutely ridiculous
Daniel Hardingham	Wicken, United Kingdom	2016-09-30	It simply does not make logical sense. It is an ill-conceived plan.
Holly Hill	Cambridge, United Kingdom	2016-09-30	This will have absolutely not traffic calming effect, only make the roads we all have to use to leave the house in the morning utterly log jammed.
Alison White	Bottisham, United Kingdom	2016-09-30	I work as a community Dietitian so I do home visits. My job already takes me longer than it should this will make it even worse there are lots of house bound people who rely on different service to provide support what will happen to them?
Heather Taylor	Fulbourn, United Kingdom	2016-09-30	Complete and utter madness! This plan is the sort of thing you read about on April Fools Day!
Janette Hunter	Impington, United Kingdom	2016-09-30	All this will do is move the congestion to other routes.
John Lewis	Reach, United Kingdom	2016-09-30	The current infrastructure leading to the park and rides are insufficient at peak times- e.g quy. Our business relies on vans being a able to drive between multiple sites within Cambridge so preventing the use of certain roads will make access difficult and increase the time it takes to Service clients- driving costs up
Melanie Cole	Swaffham Prior, United Kingdom	2016-09-30	I'm a teacher at Parkside and don't have time after dropping 3 children at school/childminder to drive to and wait for a bus!
Terri Stigwood	Impington, United Kingdom	2016-09-30	I run day long training courses for clients in the centre of Cambridge. This involves me transporting large boxes of props and training materials so I need to use my car. Using Taxis would be too expensive and using a bus would just be impossible
Finn Prevett	Fen Ditton, United Kingdom	2016-09-30	Myself and my husband both run independent businesses in the city centre and to keep the businesses running efficiently, thus employing over 30 people between us, we need to be able to acesse the businesses at all times of day. Alongside this, I attend a fitness group in the mornings and evenings, along with around 100 other ladies and it would mean attending to this would be impossible, thus putting another business out of business!
Claire Borley	Cambridge, United Kingdom	2016-09-30	I'm a photographer & it will be tricky packing cameras, studio lights & backdrops into a rucksack in order to catch a bus!
Donna Cutmore	Fen Ditton, United Kingdom	2016-09-30	To support local business

Name	Location	Date	Comment
Meline Joaris	Cambridge, United Kingdom	2016-09-30	This idea of morning and evening road closures will simply make traffic worse! I'm sure the city council of this beautiful city can come up with a better plan. Like make the park and ride free and run until later in the evening so more people will use it. This road closure business is going to be so detrimental to all small businesses in town!
Jessica Savory	Bath, United Kingdom	2016-09-30	I often use hills road as my mum lives on it so would be unable to visit!
Claire Claire Robinson	Cambridge, United Kingdom	2016-09-30	This scheme is unacceptable and punitive to those living in the city centre. We will be coralled in our neighbourhood.
Stephen Maycock	Cambridge, United Kingdom	2016-09-30	The City Deal proposals are just ludicrous. Let's have a proper light rail or underground solution.
Lorna adams	Bar Hill, United Kingdom	2016-09-30	I have 4 children who all swim and train at park side pool 4 times a week!!!!
grenville child	St. Ives, United Kingdom	2016-09-30	This is the most stupidist plan I have seen, and considering what has happened in Cambridge that really does say a lot
Paula Whitt	Bourn, United Kingdom	2016-09-30	Transport should be fair and varied and available to everyone
Siobhan Purcell	Brentwood, United Kingdom	2016-09-30	This will have a detrimental effect on local business.
Cheryl Wingfield	Dullingham, United Kingdom	2016-09-30	I am a carer and need my car to get to clients houses
mandy wootton	cambridge, United Kingdom	2016-09-30	The reason there is so much congestion is the present road restrictions and the continuing building of housing development's that ordinary people cannot afford to buy. You push workers further out to the villages, with extremely poor public transport and then cut the road system off.....madness.
kathy males	Willingham, United Kingdom	2016-09-30	This will basically kill the city centre . There is no affordable way to get into Cambridge from my village - it needs to be thought through properly! It's just as much MY city as anyone else's but I can't afford £6.50 PER day to commute.
Sian Morris	Arrington, United Kingdom	2016-09-30	As a parent of a child who attends a city school and a small business owner this proposal will have a hugely negative impact on our lives and business. Not only we will lose family time due to longer journeys I will lose money through the impact on my driving school
Lloyd Townsend	Cambridge, United Kingdom	2016-09-30	I am surprised if the council have a valid mandate from the Cambridge businesses that contribute massively to the local budgets via their business rates to do this. This kind of radical change. If appropriate, needs a lot of careful consideration and consultation of the people and businesses it will impact upon. Personally, I have already moved a significant proportion of my business interests out of Cambridge to a neighbouring city that appears to be far more interested in helping local businesses. If Cambridge continues to make business difficult, then I suspect the results will become obvious... But probably too late to save local businesses from the potentially disastrous consequences.
Claire Hills	Cambridge, United Kingdom	2016-09-30	I am a palliative care HCA and do a lot of travelling in Cambridge. My children go to school in Cambridge and I have to drive due to work.
Jeni Sawford	Cambourne, United Kingdom	2016-09-30	It will make life impossible for residents of Cambridge, and push more traffic onto roads coming into Cambridge.
Julie Moktadir	Histon, United Kingdom	2016-09-30	This will impact on my children being able to swim at Parkside pools where they train.

Name	Location	Date	Comment
Thomas Clark	Cambridge, United Kingdom	2016-09-30	Using buses, it's a 3 hour round trip from Mill Road to the West Cambridge Site. The only realistic options for daily commute of this small distance are bike and car. For those who can't cycle, this deal will be immensely destructive.
Saeed Hamid	Kingston upon Thames, United Kingdom	2016-09-30	I am based at the Beechwood Complimentary Practice, Hills Road. My company has had a clinic here for 5 years. The attraction was close proximity to Cambridge Rail Station, parking for my clients. I have made considerable investment in setting up my clinic at the Beechwood Practice to the extent I no longer need to travel by car with my equipment, I have been for sometime now been travelling by train from London. I have therefore already made a small contribution in reducing my carbon footprint. The council's proposal will have a devastating affect on my business as all my clients are disabled or have young babies/children and they need their cars for transportation. There is no way the can use park & ride scheme as it would not be practical. This proposal will require me to rethink my business here in Cambridge to the extent I will have to relocate to another area (not feasible as I would then have to travel by car!!!) or shut down my business here altogether. I therefore strongly oppose this scheme. Thank you.
Ady Powell	Cambridge, United Kingdom	2016-09-30	This will have a detrimental effect on me
nick gilmour	Histon, United Kingdom	2016-09-30	Public transport is too disorganised to cope with this. Adding more busses into town won't help, there needs to be a way to move around Cambridgeshire on public transport without having to go to Cambridge. If hundreds of commuters weren't forced to go into Cambridge just to get a bus back out again then congestion would be much better.
Clare Delderfield	Cambridge, United Kingdom	2016-09-30	It is madness. A congestion charge would be much better
Neil Hughes	Newmarket, United Kingdom	2016-09-30	Sounds the best way
Kate Cocksesse	Cambridge, United Kingdom	2016-09-30	This is a crazy idea, what about people who live inside these areas but work outside of Cambridge, does this mean people won't be able to drive home matter they finish work? Or escape the city early???? Not to mention all the businesses and jobs that will suffer- or sick animals that have to be driven to the vets
Nick Caporaso	Cambridge, United Kingdom	2016-09-30	I work in mill road , it will be a nightmare!
Jono Holland	Ipswich, United Kingdom	2016-09-30	We don't need more buses we need a modern future proof solution
Rachel Hampton	Cambridge, United Kingdom	2016-09-30	Again no one is considering people that need care or there carers. Cherry Hinton showed how there was no thought for people who were unable to get about well. Not everyone has a blue badge or can afford Taxi's and bus's are not comfortable enough for people to travel on. So you will isolate people yet again.
lucy garner	Histon, United Kingdom	2016-09-30	Business owner on cambridge market
David Abraham	Cambridge, United Kingdom	2016-09-30	I run a business in Cambridge and the congestion is already bad, this stupid plan will stop the traffic completely and many businesses will end up closing their doors and make the centre a ghost town
Dave Wilson	Colne, United Kingdom	2016-09-30	I'm a driving instructor, closing the roads would severely restrict my business and that of many of my colleagues
alana doherly	Portglenone, United Kingdom	2016-09-30	I have a friend who has 2 businesses in this area and it would make her daily routine very difficult :(

Name	Location	Date	Comment
David Morley	Newmarket, United Kingdom	2016-09-30	I'm a driving instructor with many current and hopefully future Cambridge pupils. This would adversely affect every Cambridge teenager approaching driving age(currently 17), causing them huge disadvantage in job applications as the majority of job vacancies say a full driving licence is either required or would be an advantage.
Rubin Allen	Cambridge, United Kingdom	2016-09-30	This will create obesity in the community!
Sian Hammond	Histon, United Kingdom	2016-09-30	My 2 daughters are competitive swimmers who train at Parkside mornings 5.15-7.15am and evening times ranging between 5-8.30pm. This would mean we would not be able to get home after morning training and could not get the n for evening training! A bus would not be an option as the amount of kit they have to carry would make it impossible and in the morning our cars would already be at Parkside! This will have a major impact on the swimming club for our children.
Norman Rogers	Over, United Kingdom	2016-09-30	ITS STUPID
Adam Fuller	Benwick, United Kingdom	2016-09-30	I'm a driving instructor and this would be detrimental to my business
Gemma Bullock	Cambridge, United Kingdom	2016-09-30	I'm signing as I think this is a ridiculous idea... it's going to affect so many businesses & jobs & families!! Get real
Lori Forder	Peterborough, United Kingdom	2016-09-30	Ridiculous to stop commuters coming in to a city where nobody can afford to live. The traffic is bad enough in the mornings without limiting our entrances.
michelle brasnett	Cambridge, United Kingdom	2016-09-30	I take my children with special needs to collage as Cambridge council charge to take them on the mini bus and they have no concept of in dependent travel
Carla Giacobbe	Cambridge, United Kingdom	2016-09-30	Strongly opose this ridiculous idea
S Shadbolt	Royston, United Kingdom	2016-09-30	This hasn't been thought through sufficiently.
Graham Yates	Earith, United Kingdom	2016-09-30	There's no real real plan it's all a little bit here a bit more there .
Steve Isaacson	Soham, United Kingdom	2016-09-30	It's a stupid thing just another way of getting money out of people try helping people for a change
Maxine Johnston	Foxton, United Kingdom	2016-09-30	We need to be able to travel into Cambridge City when we want not just when the council want us to. I do not work in Cambridge City but I know a lot of people that do and have to go in during these hours how are our tradesmen supposed to do their jobs?
Christine Stevens	Over, United Kingdom	2016-09-30	PCCPs will just push congestion onto other areas and encourage rat running. Current park and ride capacity is not sufficient. This will cost thousands of pounds, job losses and potentially business closures just in the trial phase!
jamie grant	cambridge, United Kingdom	2016-09-30	i live on coldhams lane this proposal is ludicrous!
roger matthews	Cottenham, United Kingdom	2016-09-30	I believe the council are holding back of things the public want. We need more for the young ones .
AMANDA TAYLOR	Cambridge, United Kingdom	2016-09-30	Introducing checkpoints in the city is not only an abuse of power but a formula for chaos. I like mazes but not first thing in the morning!
Liesl Haworth	Cambourne, United Kingdom	2016-09-30	This is a stupid idea.
Amanda Douglas	Fulbourn, United Kingdom	2016-09-30	This is a truly terrible plan.

Name	Location	Date	Comment
Tonia Underwood	Nottingham, United Kingdom	2016-09-30	Although I don't live in the area I have friends there. This just hasn't been thought through! What about disabled people's access too!
natalie bloor	Cambridge, United Kingdom	2016-09-30	I work and live in Cambridge so it would not be ideal as I also have children that need collecting from 3 different schools around the same time as each other
tina shah	Cambridge, United Kingdom	2016-09-30	I live in Cambridge and do need easy access to my surgery, dentist, etc in the city centre as I have limited mobility, use crutches to aid walking and have a disabled badge.
Peter Rank	Bottisham, United Kingdom	2016-09-30	This will cause consideranle additional cost to my business
Nick Dickson	Duxford, United Kingdom	2016-09-30	I'm disabled, and use a blue badge, and when I need to get into my head office (on Hills Road) I use my car. You'll effectively be putting me out of a job. You're also forgetting all of us paupers who live in the South Cambs villages who have no realistic or reliable public transport into Cambridge anyway. Bringing this ill conceived plan into fruition will only shut down the many excellent small businesses working in Cambridge (including the market), isolate more housebound and disabled people, and put the lives of others into such a mess that Cambridge will cease to exist. An utterly ridiculous idea which needs stopping immediately.
Andrew Worsfold	Over, United Kingdom	2016-09-30	It doesn't solve the problem because proposers are looking at the wrong problem! Instead, a second ring road is required, or underground road system similar to that in Basel.
Vicki Lant	Cambridge, United Kingdom	2016-09-30	Whilst some control is required, such as a congestion charge, blanket prohibition will destroy significant aspects of economic infrastructure that also support residents' quality of life. This insane proposal is based on a theory and not on a proper appraisal of how people live & have quality of life. It must be re-thought
Carol Dean	Cambridge, United Kingdom	2016-09-30	This idea is totally ridiculous. Unless I've missed the point that Cambridge is CLOSED. The Council has caused what problems we have with past ideas. Turn off half the traffic lights for a start would ease a lot (traffic always moves better when they are not working). And I never could work out why they are on roundabouts, they flow much better without as well as stop people trying to beat the lights!!
John Salisbury	Girton, United Kingdom	2016-09-30	J. G.Salisbury
Robert Sheldrick	Swaffham Bulbeck, United Kingdom	2016-09-30	The idea is stupid
simon gibson	gt cambourne, United Kingdom	2016-09-30	As a fencing contractor I do a lot of work in Cambridge city and this will massively affect my ability do so. It's about time Cambridge City Council started making transport round the city better rather than thinking the constant funnelling of increasing traffic numbers into smaller spaces is the way forward
Suzy Howes	Cambridge, United Kingdom	2016-09-30	This will discriminate against disabled people who cannot manage public transport and need to drive into the City.
Anes Foeglein	Cambridge, United Kingdom	2016-09-30	Doesn't help with the actual problem of getting people where they need to be

Name	Location	Date	Comment
Peter Baldwin	Cambridge, United Kingdom	2016-09-30	I run a small tech business just outside this zone and my staff and I unanimously agree that this will have serious negative impact on making Cambridge a viable place to work in. My children, and hundreds of other children and students, currently ride to school along roads just outside these proposed closures. These streets are already choked and forcing cars to rat-run around random blockages will make cycling on these roads even dangerous and untenable in many cases. This is an appallingly ill-thought out idea that will throttle a City that is trying to grow and thrive.
Sam Edney	Royston, United Kingdom	2016-09-30	I work in Cambridge and this would be shit...
Ben Elliott	Huntingdon, United Kingdom	2016-09-30	These plans are a really bad idea. It will adversely affect my business and I really don't think it will have the desired outcome.
Elaine Broomes	Cambridge, United Kingdom	2016-09-30	I'm signing because this is totally ludicrous...how do you expect people to go about their lives...we cant all be on the road between 10 and four,get cambridge moving with filter lights, opening roads, no right turn out of coldhams lane onto newmarket road, bus stops in convenient places so as not to block roads to name but a few.
Shuj Raja	Peterborough, United Kingdom	2016-09-30	I commute to Cambridge everyday. Roads are already terrible to drive on.
Sirlene Moore	Cambridge, United Kingdom	2016-09-30	Because it will effect me and my husband on how to get to work in time as both of us start 8 am and there is no other way to get to work in time as buses services are not reliable in Cambridge and we have to Cross the city to get there...
Loreto Salinas	Cambridge, United Kingdom	2016-09-30	I live right in the heart of the city and my husband has to drive. He is a Cambridge United football coach and has to carry various heavy equipment to different locations in the city to carry out his coaching sessions. It would be impossible for him to get around by bus.
Justin Smith	Cambridge, United Kingdom	2016-09-30	This would effect me daily for work
Ashley Wright	Newmarket, United Kingdom	2016-09-30	I work in the city and I need to drive in and around the city to do my job.
Oli Prevett	Cambridge, United Kingdom	2016-09-30	This would affect the running of my business dramatically!! And further add to congestion around cambridge
Gill Haigh	Teversham, United Kingdom	2016-09-30	This is Stupid
Michael Lowther	Cambridge, United Kingdom	2016-09-30	I run a plumbing and electrical company servicing hundreds of properties within the city centre. All this will do is drive up costs to those living there and frustrate engineers trying to meet timelines.
Rebecca Sinclair	Newmarket, United Kingdom	2016-09-30	As a small business we need to be able to drive from area to area but with one road in is going to cost me in time
Emma Woolacott	Cambridge, United Kingdom	2016-09-30	I'm a driver and need my car in mill road in order to be able to drive home.
Gill Amps	Cambridge, United Kingdom	2016-09-30	It will effect my work with older people, no consideration for businesses or disabled persons.
Jack Ashurst	St Neots, United Kingdom	2016-09-30	As someone who commutes to uni, this sounds like a terrifyingly bad idea
Georgina Hall	Kingston upon Thames, United Kingdom	2016-09-30	as a frequent visitor to family still living in the area

Name	Location	Date	Comment
Nralie King	Cambridge, United Kingdom	2016-09-30	I live in the centre of town and work in Girton. All my exit routes will be closed off. Am I expected to get to work for 6.30am everyday! A stupid idea which hasn't been thought about properly. They've already made their decision and the "consultation" is a total waste of time.
Laura Benedetto	Cambridge, United Kingdom	2016-09-30	It's a terrible idea
Georgina Scull	Cambridge, United Kingdom	2016-09-30	Ridiculous. Trumpington Road is already at a standstill for most of the morning and afternoon/eve rush hour. How about they actually price the buses at a level that people can afford? Shouldn't we be supporting business growth not penalising them?
Sean Johnson	Colchester, United Kingdom	2016-09-30	My girlfriend drives and for her to have to then walk to work would then mean she would have to walk back from work at 11/12 at night and she would have to walk down Mill Road at that time on her own.
Dave Preston	Huntingdon, United Kingdom	2016-09-30	I live outside of Cambridge because I can't afford to live there and have to commute to work in the city. This would have a huge impact on being able to get to and do my job!
Sophie Barker	Carlisle, United Kingdom	2016-09-30	I rely on the stated routes that are in planning to be closed to get to and from work. I work late hours and do not want to walk alone, in the dark in order to get home. It is dangerous for me and many others who would not be able to use their car if these changes are put in place.
Stephanie Allen	London, United Kingdom	2016-09-30	I ☐☐ Cambridge the way it is.
Jacqui Brown	Haddenham, United Kingdom	2016-09-30	Not workable in the real world for people to be bullied into using park and ride for anything other than light shopping.
Michael Dunn	Cambridge, United Kingdom	2016-09-30	Businesses not being able to take deliveries or delivery themselves between 7-10. That is madness! And that is tip of the iceberg.
Sarah Smith	Shepperton, United Kingdom	2016-09-30	Has detrimental effect on family members working
Francois de Menthon	Cambridge, United Kingdom	2016-09-30	Patients in pain will not be able to reach our medical practice for treatment
Jacky Thulborn	Milton, United Kingdom	2016-09-30	The City Deal is a ridiculous waste of money and creates more problems that in solves for those of us who live and work in the 'real world'
Tami Oren	Cambridge, United Kingdom	2016-09-30	Theses changes are going to be disastrous for so many people and businesses in Cambridge , it simply can not go to plan . For me personally it means I can not take my son to and from school or to after school activities!
stephen bidwell	Teversham, United Kingdom	2016-09-30	can some one explain HOW this will benefit cambridge.?
Ruth Charles	Swavesey, United Kingdom	2016-09-30	I have limited mobility so drive in and out of Cambridge to get to work. I drive around the city during office hours to do my job. This will make it impossible for me to keep working without and extra £200-300 a week spent on taxis.
Richard Brookes	Cambridge, United Kingdom	2016-09-30	The proposed solution is flawed and will have a huge impact on small businesses and retail.
Anthony Frayling	Cambridge, United Kingdom	2016-09-30	I don't think the Council is interested in consulting on this - it's a tick-box exercise for them. The whole city deal has given them millions to spend and they are determined to spend it, come what may. As has been pointed out, this will be extremely damaging to the Cambridge and district economy. I have never in my 62 years been on a demonstration but if one could be organised I would certainly take part.

Name	Location	Date	Comment
Alex Seber	Cambridge, United Kingdom	2016-09-30	I think it's going to discriminate against Cambridge residents trying to get to work.
Steve Eggo	Cambridge, United Kingdom	2016-09-30	Its a really bad idea
ROY SMITH	Cambridge, United Kingdom	2016-09-30	The bus service we have 18 is rubbish and as a garden and care worker will affect my business
carole ryder	Poole, United Kingdom	2016-09-30	Businesses need people to come into Cambridge and this is also an attack on schoolchildren especially at schools like St John's
Emily Baldwin	Cambridge, United Kingdom	2016-09-30	This is a ridiculous idea. I live in the city centre at the end of two congestion points and will be effectively trapped in the city. There are no buses that enable me to get to work via my kids' school. I find the City Deal's response to people's legitimate concerns that we just need to 'adapt' patronising and offensive.
Rachel Darler	Waterbeach, United Kingdom	2016-09-30	This plan does noth
Sam Flower	Over, United Kingdom	2016-09-30	Because whilst we need to reduce congestion and use of cars this doesn't appear thought through or ensured the public transport facilities and costs support the scheme
Kenny Forrest	Kirkcaldy, United Kingdom	2016-09-30	Im signing this because as local city centre employer/business owner my staff (who we encourage to cycle to work) and in particular my clients will be severely penalised by the introduction of this system. As a resident I believe it would impinge on my liberty as a citizen to travel in my city in the means of MY choice and at the times I would like to do so.
Nick Knights	Milton, United Kingdom	2016-09-30	I'm signing because the effect that PCCPs and WPLs will have on businesses in Cambridge will be catastrophic, not to mention the negative environmental impact and the damage that will be suffered by tourism and commerce as an additional result.
Stephen Clarke	CAMBRIDGE, United Kingdom	2016-09-30	Movement in the city is already too restrictive - this will be an even further restriction on trade
Alice Duncan	Cambridge, United Kingdom	2016-09-30	As a former Cambridge citizen with school age siblings I find this exceptionally careless and unthinking. Cambridge City Centre is home to a large number of schools and restricting the parents in this way is, I think, actively malicious.
Lisa Lyons	Haverhill, United Kingdom	2016-09-30	I work on Clifton Road, but live in Haverhill. There is no park and ride on the route I take in to work; and my husband car-pools with me and has to then drive out to Newmarket Road. Closing the proposed roads is going to make the car-pooling that we already do pointless.
tom gipson	Cambridge, United Kingdom	2016-09-30	Business needs
Joe Caprani	Cambridge, United Kingdom	2016-09-30	What is a 10 minute drive to work for me on a clear run is already regularly 40 minutes or more. This will add to my pain, create additional pollution and is completely nonsensical.

Name	Location	Date	Comment
Diane Barnes	Cambridge, United Kingdom	2016-09-30	What about carers/community health workers - my daughter is one - who need to visit their clients at home ? Can't all bike or bus... So can't the elderly be helped out of bed, have breakfast made etc before 10.00? And public transport links need to be improved 200% before it's even considered anyway ..What about shop workers etc etc....Crazy idea thought up by people who I'm sure don't actually live or work IN the city..
David Hart	Fulbourn, United Kingdom	2016-09-30	I have children that I need to take to after school activities in the city, and doctors and dentist surgeries where the route is via the closed roads! Bus with 3 young children? walking the rest of the route that the bus doesn't cover in the rain? seriously uneconomical in both time and money - what an absolute farce!
David Lyons	Haverhill, United Kingdom	2016-09-30	My Wife works at the industrial park at the junction, and I work at North Cambridge. The impact on our journeys in and out would be considerable, and Buses from Haverhill are way too slow to get to/from our respective offices. Public transport in the area, let alone Cambridge, is definitely not up to the task, even with the proposed changes. If existing traffic rules (e.g. no parking in morning/afternoon times) was being enforced properly, it would help a lot. Better separation of Cycles/Cars on major routes would also help, and be much safer for all parties concerned.
Louise Dexter	Cambridge, United Kingdom	2016-09-30	As I live in Glisson Road, there will be no way out because both roads are shut. I car share to get out of town to one of the science parks.mhow am I supposed to get to work? The buses don't return in time foe school pick up,
lynne ferguson	CAMBRIDGE, United Kingdom	2016-09-30	Whoever thought this one up has not considered the hardship it will cause the workers, the actual people who keep Cambridge going. I do not want to have to walk down to the park and ride to get on a delayed bus, which is full of germs,, coughs and sneezes, rife. Sweat boxes in the summer. I have a very physical, not stop job, and the last thing I want is to have to walk half a mile each way before and after I start it. Think about the many domestic staff of a certain age, who still need to work.
damian saunders	burwell, United Kingdom	2016-09-30	I think the council are a joke. They are in it for the revenue and not with the best interests of Cambridge at heart
David Coey	Haddenham, United Kingdom	2016-09-30	I don't want Cambridge to be a no go area for me and others. If plans go ahead I will shop in Peterborough.
Sandra Pope	Cambourne, United Kingdom	2016-09-30	It will make my daily commute to work and back an absolute nightmare and more costly!
Sam Sandercock	Girton, United Kingdom	2016-09-30	I am vehemently opposed to the city peak time road closure measures without far wider public consultation and huge improvement to the existing public transport options
Lizi Prior	Cambridge, United Kingdom	2016-09-30	It would make working in Cambridge very difficult for me and everyone else that drives or travels into Cambridge
Polly Plouviez	Cambridge, United Kingdom	2016-09-30	I believe this plan is not thought through enough and will effect small businesses and people in general being able to lead their life's.
Patricia Smith	Burwell, United Kingdom	2016-09-30	The city deal will be a disaster and drive businesses away from Cambridge. I no longer shop there because it is too expensive to use public transport and I haven't used the park and ride at Newmarket Road since the charges went up. I feel sorry for anyone having to travel in to work especially the staff at addenbrookes who are already charged for parking and are low paid.

Name	Location	Date	Comment
Stephen Martin	Duxford, United Kingdom	2016-09-30	I drop my children off at school in the city centre, on Hills Road, every morning at 730am. This madness will likely result in me forcing to change schools for my children. This is madness and will cause significant disruption to everyone's life who works in the city or does business in the city. Don't impose this restrictions!
Phillip Lahr	Cambridge, United Kingdom	2016-09-30	This will just make an all ready expensive Cambridge even more so for everyone. Including people who don't drive or even ow. A car like myself.
peter matlock	Fen Ditton, United Kingdom	2016-09-30	I work for Cambridge University and Tavel into the city to my place of work on grange road this will effectively stop me from getting there I don't think the council have considered all the university workers the largest employer in Cambridge
Emma Hasler	Burwell, United Kingdom	2016-09-30	I work in Cambridge, and this proposed plan would make my life a great deal more difficult
Rachel Aucott	White, United Kingdom	2016-09-30	I'm signing this because I think there are better options being presented by organisations like Smarter Cambridge Transport but are not being considered by the Greater City Deal.
Jenny Hull	Milton, United Kingdom	2016-09-30	I will no longer be able to carry out fire protection works in Cambridge due to hours of closure
emma jackson	Little Gransden, United Kingdom	2016-09-30	I work for a small business on Mill Road which will be deeply affected by this regarding deliveries, customers, etc.
Tania Kaldor	Great Shelford, United Kingdom	2016-09-30	I think it will make the traffic worse and people with children at different schools will be on the road longer weaving through and around the streets. Also it will be easier and therefore more enjoyable to shop elsewhere. Who wants or can carry heavy bags??
Stephen Martin	Duxford, United Kingdom	2016-09-30	This is going to disrupt so many lives. How are people meant to take their children to school, or pick them up? How are courier services meant to function? This madness from the City Council has to stop. It is going to destroy Cambridge city.
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Bernadette Dean	Saint Neots, United Kingdom	2016-09-30	This plan to land lock businesses and the university is ridiculous. Many people that work in Cambridge can't afford to live in the city so live further out where it's more affordable. However the public transport into the city from these locations is expensive and unreliable. Also many people have commitments outside work that necessitate having their cars with them not having to faff about with the park and ride to return to their car to drive home etc.
kim anstee	Newmarket, United Kingdom	2016-09-30	Its pathetic, whoever dreamed this 1 up has got to be a MORON.
Sharon Roberts	Cambridge, United Kingdom	2016-09-30	I'm signing because my work is through this and also my partner is a self employed worker and has customers within this area !!
Samantha Saxon	Bedfordshire, United Kingdom	2016-09-30	this will ruin a lot of independent businesses operating on these roads

Name	Location	Date	Comment
Margaret Jones	March, United Kingdom	2016-09-30	I'm signing because this will create an absolute nightmare getting in and out of work for anyone who lives in the surrounding villages. Stupid idea being pushed through with little consultation.
Lee Nunn	cambridge, United Kingdom	2016-09-30	This is a ridiculous idea.....As if the roads aren't already clogged up with traffic...Its just going to move the problem to different parts of the city..... It seems to me that the council are obsessed with traffic lights at the moment....Why not take out all of the traffic lights and put in roundabouts in as this will make the traffic run so much smoother...
liz nutt	cambridge, United Kingdom	2016-09-30	I work as part of a a Cambridge county council family service and my colleagues and I need to be able to visit families across the city and the wider area. This proposal will make the working days of hundreds of health and social care workers incredibly difficult and reduce service access for the city's most vulnerable, many of whom do not have the financial or psychological resources to use public transport.
Fiona Grant	Papworth Everard, United Kingdom	2016-09-30	Under this proposal my workplace (on Grange Road) would become a virtual island. In order to avoid the charges I'd have to go South of Cambridge and back in which makes no sense at all. The Madingley P&R car park is already almost at capacity, buses from Papworth Everard are not very frequent and the "congestion" part of the traffic is almost cleared after getting passed the P&R. It just makes n logical sense and there isn't a strong enough infrastructure, nor is there likely to be before charges are introduced. As someone with a chronically ill parent, having my car at work so I can get to them if needed is also very reassuring.
Max Delderfield	Cambridge, United Kingdom	2016-09-30	This is bonkers!
Wend Willsher	Poynton, United Kingdom	2016-09-30	Cambridge has so little for the Cambridge people all geared up for university. Come on give something back to the lovals
Alex Fisher	Ely, United Kingdom	2016-09-30	This is going to cause utter chaos. A major rethink is needed about closing major roads into the city during peak times. Instead of targeting people traveling into Cambridge to work (those who have been forced out by ever increasing house prices), why not start by seeing how improvements can be made to the journeys of those who live within Cambridge yet still use their cars because public transport and cycleways are inadequate?
David Marlin	Haslingfield, United Kingdom	2016-09-30	This needs proper consultation. The impact on Trumpington Road (which leads directly to at least 4 schools) will be disastrous and will mean the Park and Ride will not function either.
Mark Smith	Witchford, United Kingdom	2016-09-30	As a business owner who provides electrical services within the city, I am struggling to find any positives from these proposed road closures. If we are required to attend an emergency job within the road closure times & we can't attend because the roads are closed, how does that help the productivity of the city business with no electric, let alone the safety! For a " City Deal" I cannot see how investors would want to invest in the city knowing that at certain times of the day their staff may not be able to get in. Cambridge is not London with a huge public transport system to help. Their is no underground, etc. This is a poorly thought through idea without looking at the wider impact on business within & outside the city.
Julie Eden	Newmarket, United Kingdom	2016-09-30	As a small business owner I know the detestation this will cause
David Whitford	Soham, United Kingdom	2016-09-30	It affects getting to and from my company's yard. (cpr Ltd)
Aaron Nichols	Cambridge, United Kingdom	2016-09-30	It's a stupid idea!

Name	Location	Date	Comment
Gail Fordham	Histon, United Kingdom	2016-09-30	I disagree with the proposal
Kerry Biamonti	Cambridge, United Kingdom	2016-09-30	This will make it totally untenable to reach my vets in town when they are open, it will be impossible to reach my dad to help him shop who i visit weekly. It will make it impossible to get to the hospital for early morning appointments for my dad when i have to take him. The list seriously goes on as to the effect it will personally have on mine and my families daily living lives. The effect on small business will be catastrophic! Cambridge city will become a ghost town as businesses leave to move elsewhere!
Sophie Ailyati-Singleton	Swaffham Bulbeck, United Kingdom	2016-09-30	All sense has been lost and this will kill businesses overnight
Polly Beaugrand	Willingham, United Kingdom	2016-09-30	It's a ludicrous plan!
Karen Webb	Cambridge, United Kingdom	2016-09-30	If it does go through I'd be very tempted to ignore the 'closures' and not pay the fines. Let them take me to court - its a ridiculous scheme and I'm confident the magistrates would agree!
ben frost	Cambridge, United Kingdom	2016-09-30	Public transport is terrible in Cambridge, not enough guided buses, charges for parking there also. Whoever thought this up has probably never worked in the private sector in their life, lives in town and rides a bike to work. Lucky them!
Jacqueline Malhotra	Cambridge, United Kingdom	2016-09-30	These plans will be devastating to all businesses within the City limits. Tradesman will no longer be able or willing to service any properties, commercial or residential. Independent retailers will struggle to receive deliveries. Parents will not be able to use the nurseries or schools near their workplaces as the public transport system is inadequate for any multi-drop commute to work. It shows a complete lack of understanding of why Cambridge workers need their cars.
Daisy Biamonti	cambridge, United Kingdom	2016-09-30	The list of incredibly negative impacts this will have is on a catastrophic scale. This will Tear apart local businesses, quality of life for many, tourism and stunt the elderly or vulnerable in their times of need if they are blocked in which my own grandfather would be living on Huntingdon road. I cannot fathom how this has been approved. This absolutely must not happen.
ben frost	Cambridge, United Kingdom	2016-09-30	Sadly the civil servants in Cambridge are not answerable to anyone. They fill in the forms to say they have consulted the public and go ahead and do what they want. Its like the guided bus, a rising bollard system on the old railway lines would have been far cheaper. Now we have system with nowhere near enough buses at peak hours, that drive past you in the morning. To top that they now charge you to park at the out of town stops. In whose interest are these people working for?
Elizabeth Davies	Hilgay, United Kingdom	2016-09-30	I regularly go into Cambridge as I am a uni student there and I commute so I need to be able to travel in there during the times that they are proposing bans on cars
Christopher Stevens	Cambourne, United Kingdom	2016-09-30	Your only interested in people who live in the centre of Cambridge the rest of us have the right to travel to work. This will ultimately affect business, create more pollution and increase grid lock on the free roads. Zero thought has gone in to this
Terry Frost	Cambridge, United Kingdom	2016-09-30	The city is place of commerce, strangle it it will die and our city needs businesses to pay rates and employ the people of Cambridge's surrounding area's

Name	Location	Date	Comment
sally dalziel	Corby, United Kingdom	2016-09-30	<p>I travel in and around Cambridge very frequently. This will be horrendous. You will put off not only me, and i spend an awful lot of money socialising and shopping, going to the cinema, coffee shops, deli shops, bike shops, Hope Yard (vintage & secondhand) the list goes on and on.</p> <p>No-one needs this disruption, to be enforced onto buses that will now be much more full with other disgruntled inhabitants/tourists/students/shoppers/browsers and meanderers.</p> <p>Rethink this schedule. Much easier to keep people happy than for them to wreak revenge and vote you out the next chance they get. You're welcome.</p>
Craig Bickley	Barton, United Kingdom	2016-09-30	It will have a negative effect on my business
john brown	Cambridge, United Kingdom	2016-09-30	This idea is ill thought out and poorly planned. Suitable (i.e. timely and cost effective) public transport systems must be in place before such draconian measures are introduced.
Sue Farr	Cambridge, United Kingdom	2016-09-30	I'm signing because I need to get into work everyday and as I work for the NHS the caring profession hopefully there will be concessions for us.....
paul roberts	cambridge, United Kingdom	2016-09-30	It's a joke come on look after residents
Chris Todd	Histon, United Kingdom	2016-09-30	I often have to visit clients at their homes in Cambridge, very often with heavy surveying equipment. I am not going to cart this around on a bus and walk it to sites. RidicuLoud concept.
Claire Sewell	Cambridge, United Kingdom	2016-09-30	This will create chaos and make people's lives more difficult.
martin Dilligaf	cottenham, United Kingdom	2016-09-30	Plain stupidity.how the hell can this work
Lesley Faulkner	Isleham, United Kingdom	2016-09-30	Most ridiculous thing I've heard of, council trying to completly kill off any business in Cambridge. Park and Ride is over priced, you need to readdress this if you want people to use public transport.
Sarah Smith	Witchford, United Kingdom	2016-09-30	It is the most ridiculous idea I have ever seen, it's going to make people's journeys into work so much harder and time consuming, it is completely unfair on those that work in the city but cannot afford to live there. Also the few roads around the city centre that remain open will be full to bursting with traffic.
Daniel Northrop	Cambridge, United Kingdom	2016-09-30	These measures would drastically damage my business, as we rely on daily deliveries at all hours, as well as us doing our own deliveries. This may result in job losses, resulting in numerous effects to livelihoods of those we employ.
Dawn Hookway	Girton, United Kingdom	2016-09-30	Im a business owner !
J G	Hauxton, United Kingdom	2016-09-30	Crazy idea. Needs further thought and some acceptable alternatives, such as free and more frequent public transport (preferably without steamed up windows!) to encourage people to use it before cutting off the city centre. Trumpington Road is busy enough already surely?! People will work and shop elsewhere.
Ella Vasey	mirfield, United Kingdom	2016-09-30	This is outrageous!!!
Selina Pearson	Cambridge, United Kingdom	2016-09-30	No one drives in Cambridge by choice.
Prue Rayner	Girton, United Kingdom	2016-09-30	I was born and brought up in the environs of the beautiful city of Cambridge. Those in charge have already destroyed it enough.
Wendy Whalley	Cambridge, United Kingdom	2016-09-30	We live just off mill road it's such a stupid idea

Name	Location	Date	Comment
Trevor Goddard	Milton, United Kingdom	2016-09-30	It will gridlock city
Julie Challis	Cambridge, United Kingdom	2016-09-30	I work in the community as a phlebotomist for the NHS
Judith Matear	Woodditton, United Kingdom	2016-09-30	This plan is madness. I, like many others cannot afford to live in Cambridge but need to go into work and use a car because there is no bus service in my village!
Amanda Jones	Cambridge, United Kingdom	2016-09-30	It's just crazy to
Ivan Petyaev	Cambridge, United Kingdom	2016-09-30	I am signing
Phil Burton	Haarlem, Netherlands	2016-09-30	Im from Cambridge and hope to move back one day. This idea is beyond stupid
Sebastian Barker	Cambridge, United Kingdom	2016-09-30	I'm signing because the city deal is the worse deal ever. It does not intelligently address the issues at all. Community should always come before wider roads and traffic schemes. Milton road scheme is nonsense. We are a community not a corridor. Nothing should be done in the north side of Cambridge before the effects of the North Cambridge railway station has been seen.
Helen McEleney	Cambridge, United Kingdom	2016-09-30	Closing Hills Road will push lots more traffic onto Cherry Hinton Road, making our bike journeys to school much more dangerous and increasing air pollution in our neighbourhood.
sally Hulme	Cambridge, United Kingdom	2016-09-30	Before any of these measure are put in public transport needs drastically improving, particularly from burwell area where buses have been slashed. Workers have little choice but to use cars. Remember we have no guided bus way like some areas. Imposition of these measures would be disastrous!
Loïc Tchoukriel	Cambridge, United Kingdom	2016-09-30	This plan is really dumb.
Yasemin Demir	Eaton Socon, United Kingdom	2016-09-30	It will effect my business
Hilary Tunncliffe	Cambridge, United Kingdom	2016-09-30	I am signing because it is ill thought out, will penalise those who can't afford to live in Cambridge anyway so have to commute and will make recruitment for many city centre firms very difficult. Also, we who do live in the City Centre will be effectively trapped.
Charlotte Borley	Cambridge, United Kingdom	2016-09-30	Cambridge is a historical city and is being ruined by all of these proposed changes and greed of developers who want to cram as many people into this beautiful city as possible. Stop destroying Cambridge! The city isn't exactly poor so to say more business is needed is ridiculous. Please sack the idiots that think this is a good idea!
Sharon Barnard	Cambridge, United Kingdom	2016-09-30	This is a ridiculous idea - how are all these people meant to commute to and from work? I sure as hell cannot believe they will provide enough buses for these people!!
Mandy Anderson	Lode, United Kingdom	2016-09-30	I work in Addictions and need my car to visit clients at home. Are the council prepared to pay for my taxi's??
Roger Biamonti	Impington, United Kingdom	2016-09-30	The proposal would seriously affect a lot of small businesses and not only that it would affect everyone that lives and works in Cambridge. Why anyone never thinks about investing in new transport solutions like an underground or something more inhibitor I don't know. Everything that is planned always seems to be an money making enterprise that hits commuters and workers in their pockets. I work in the Cambridge and like my job. I am against this plan.

Name	Location	Date	Comment
Susan White	Fen Ditton, United Kingdom	2016-09-30	This will be severely damaging to businesses in Cambridge and make life even more difficult for the elderly, disabled and families with young children who cannot easily access buses to get where they need to go. Addenbrookes Hospital will also be inaccessible for people living in these areas.
Rob Davenport	Ramsey, United Kingdom	2016-09-30	I have drive into Cambridge as there no local bus service that would get me to work when I need to be there
Sava Tihov	Cambridge, United Kingdom	2016-09-30	A solution is needed but this is not the solution. And as far the Council Officers involved - someone need to review the contracts they have awarded and the connections between them. Would not be surprised if there is a backhander or two going on.
Oliver Jenkins	Wistow, United Kingdom	2016-09-30	I commute to Cambridge and these plans will cause utter chaos.
Alan Rogerson	cambridge, United Kingdom	2016-09-30	Many people need to set up market stalls in the morning. This could ruin someones business.
Charlie Brown	Cambridge, United Kingdom	2016-09-30	Because it's a ridiculous idea!! Will cause so many problems and is ludicrous and quite frankly insane.
Corinna Pippard	Chaceley, United Kingdom	2016-09-30	My mother lives off the Trumpington Road, the congestion there is already horrendous!
Laura Jennings	Over, United Kingdom	2016-09-30	What sort of people come up with these ridiculous ideas in the first place! Probably people that are able to work from home regularly, or they are within walking / cycling distance from their place of work. Many people rely on being able to travel freely in and out of the city, restricting this during peak times won't help matters. All you are going to do is needlessly push traffic onto already heavily congested roads, and for what benefit other than to tick a pointless objective off your list!
Andrew Watson	Cambridge, United Kingdom	2016-09-30	A government Quango unanswerable to voters needs to be Stopped.
Gianna Biamonti-Bello	cambridge, United Kingdom	2016-09-30	Ill thought out idea what about local residents .I am not opposed to reducing traffic but we need more time to think of workable ideas.
Victoria Smith	March, United Kingdom	2016-09-30	I travel into Cambridge on a regular basis. I have business to do there and I like to take visitors in for leisure. This idea is complete and utter lunacy. As are the car parking charges. I was taking an American around for the afternoon just a couple of weeks ago and it cost me £24 for the car park! I can park in central London for 24 hours for the same money!!!! And they have congestion charging. The Council needs to think again.
teresa roberts	Twynning, United Kingdom	2016-09-30	I visit my aunt and it will prevent me from doing that
Nicholas Constantine	Brampton, United Kingdom	2016-09-30	I run a small business in Cambridge and it would nearly be impossible to trade if there was only one route into Cambridge
Danche Popova	Cambridge, United Kingdom	2016-09-30	This is going to cause lots of issues
Sheryl Booth	Kings Lynn, United Kingdom	2016-09-30	Just how are people who live in the area supposed to manage? I use a wheelchair adapted vehicle and come over 40 miles to visit my elderly Mother, who lives off Hills Rd and I can't use public transport. No thought about the traffic chaos it will cause, especially when trying to get to Addenbrookes. As it is it can take an hour during peak times to get there from the A10. Cambridge will suffer badly if this goes through.
tracie barber	camrnidge, United Kingdom	2016-09-30	Wel that's me not going into Cambridge anymore , ely , Newmarket and bury and even st Neots st Ives Bedford will be getting our famalies business if this happens

Name	Location	Date	Comment
Karen Alexander	274_0, United Kingdom	2016-09-30	Another policy decision with no thought for knock-on effects, just for short-term ... short-term what? Yes, motor traffic is a problem everywhere in the developed world. Blocking off roads is NOT a solution.
stacey Chapman	Cambridge, United Kingdom	2016-09-30	I am a teacher and getting to work on a bus is not feasible.
Andrea Davies	Newmarket, United Kingdom	2016-09-30	The alternatives people are supposed to use don't exist. I use the train from Newmarket. It is rammed full and only one per hour. There are a couple of buses, also already full. No services to the east Cambs villages and no evening buses at all. Fix all that and road closures won't be necessary! People don't drive in Cambridge for fun. Buses from Newmarket area are terrible, they were better twenty years ago. Make them cheaper, more frequent, run seven days a week from the villages and later at night. It wouldn't cost 500 million!
Mudassir Miah	Cambridge, United Kingdom	2016-09-30	As if Cambridge isn't enough of a no go area already!!! You might as well call it Prison-ridge!!! ???
Leah Biamonti	Reach, United Kingdom	2016-09-30	My father who is elderly will be without the support he needs from his family if these restrictions are in place.
Rick Cavill	Watlington, United Kingdom	2016-09-30	This proposal would have a huge impact on our plumbing business, we carry or a lot of work in and around the city centre
Chris Robertson	Harston, United Kingdom	2016-09-30	A stupid idea for a blanket closure. May solve congestion but what price get real!
Donna Thornton	Littleport, United Kingdom	2016-09-30	I, like other health professionals, need access to my city at all times during normal working hours, with huge bulk equipment that cannot be carried on a bus. It's a ridiculous and scandalous scheme and only serves city residents who work locally or travel by bike.
Alison White	Waterbeach, United Kingdom	2016-09-30	It's a ridiculous, exclusionary plan that doesn't look to have been thought through or consulted on properly.
Amy Wallhead	Saint Ives, United Kingdom	2016-09-30	I work in Cambridge and it would adversely affect me, the firm I work for and our clients.
Sam farrington	Cambridge, United Kingdom	2016-09-30	I wouldn't be able to get home from work with this in place
Ian McIntosh	Sawston, United Kingdom	2016-09-30	I have many friends who work in Cambridge it will bring massive problems and expense to them. This is total madness
Andy Stock	Cambridge, United Kingdom	2016-09-30	There are much better options than the current proposals. Closing roads will push congestion to other areas and cause significant problems to business.
Kerry Asby	Cambridge, United Kingdom	2016-09-30	Because I am a business owner and this will effect my business massively.
michael naughton	Burwell, United Kingdom	2016-09-30	Consultation was nonexistent, conspired by morons who want to make a name for themselves in London.
Jonathan Simpson	Cambridge, United Kingdom	2016-09-30	My business will fail - i fix PC S laptops and Macs around Cambridge - I need to drive to customers as 8 times out of 10 I need to take the PC away to fix and deliver back the next day. I can not do this on a cycle as a tower PC is too heavy, laptops can be dropped - bus is not an option if I have to see up to 6 customers in different locations of the city per day.
Katrina King	Cambridge, United Kingdom	2016-09-30	No consideration for members of public
angela joseph	newton, United Kingdom	2016-09-30	I think a congestion charge would be a better option during these hours.
rachel carmichael	Haverhill, United Kingdom	2016-09-30	It's lunacy

Name	Location	Date	Comment
Julie Gabriel	Cambridge, United Kingdom	2016-09-30	I am signing because it will make travel to/from work in the city almost impossible for anyone who isn't fit enough to cycle and doesn't live on a bus route. It will also penalise the many people who work in Cambridge but can't afford to live in the city.
Debbie Lienau	Longstanton, United Kingdom	2016-09-30	The congestion will be intolerable and there are not enough planned buses to cope.
Anna Hamilton	Cottenham, United Kingdom	2016-09-30	This plan is shortsighted will cause more congestion
Louise Clarke	Cambridge, United Kingdom	2016-09-30	It's unfair. I can't afford to live in the city where I work. Driving in is the most convenient and cost effective way for me to travel to work.
Jim Chivers	Cambridge, United Kingdom	2016-09-30	As I have my own decorating business I need to travel in my van to get to work within the local area.
Amanda Folkes	Little Walden, United Kingdom	2016-09-30	It is a ridiculous idea and will not only cause more congestion from traffic but will be detrimental to the businesses in the area due to customers only being allowed to enter the city between particular times as not to risk being locked in. This will also impact the cost of parking if using a car. Plus the cost of using a bus works out more expensive if there are 2 or more people in one group using the service and therefore cheaper to drive in. Will be a disaster for the city if this does go ahead.
Emma Shepherd	Over, United Kingdom	2016-09-30	This is absolutely ridiculous imagine the traffic on the one street you can get into cambridge. People don't want to share buses, what about people who are claustrophobic and don't like busy places?
Anna Wylie	Cambridge, United Kingdom	2016-09-30	I live and work within this area and have mobility problems. How would I even get to and from work?! What about the B&B my mum runs, how would people get in to her? What about parents with a newborn, toddler and 1 in school, especially if they're not in the catchment area. They can't exactly cycle to pick up their kids. This is just a ridiculous idea and I can't quite believe anyone has made a plan to do it!
Daniel Greenfield	Cambridge, United Kingdom	2016-09-30	This may be fine for students cycling, but this is going to cause much higher congestion which will severely impact the Cambridge Tech economy.
Brenda Cox	Cambridge, United Kingdom	2016-09-30	How are we supposed to get workmen, delivery men to our houses?
Ben Swann	Brandon, United Kingdom	2016-09-30	It's a ridiculous plan!
Nicola McGregor	Stretham, United Kingdom	2016-09-30	It has not been thought through properly
Susan Cowling	Saffron Walden, United Kingdom	2016-09-30	I think it is unfair to stop people work in the city with no other way of getting in or out of the town. The shops need deliveries and leaving it until after 10am or 4pm mean the lorry drivers are using up their time on the tachographs unnecessarily. I enjoy getting into town before it gets to busy before the crowds get in.
Victoria Parker	Royston, United Kingdom	2016-09-30	I have friends who are GPs who work in north Cambridge villages and live on those roads who will not physically be able to get to work! No train, no bus - what are they supposed to do - levitate?
P D Carpentry & Building Cambridge	Cambridge, United Kingdom	2016-09-30	Laughable, clueless
Della Gould	Cambridge, United Kingdom	2016-09-30	The meeting to discuss this situation was held at 8 o'clock in the morning on a weekday. When most people are doing the school run and heading into work. How is this fair?

Name	Location	Date	Comment
Jayne Greenwood	Cambridge, United Kingdom	2016-09-30	I don't Believe this is the answer to our congestion
Carrie Carter	Cambridge, United Kingdom	2016-09-30	I commute to work and my mum looks after my children and she lives in one of the designated areas which will be closed off in peak times. This is a insane idea and will only create more congestion on other routes.
Abigail Howard	Impington, United Kingdom	2016-09-30	We have clients in this area, how do we get to them and work a full day? This is not acceptable to go ahead.
Tony Morgan	Cambridge, United Kingdom	2016-09-30	It will block people in the city who need to circulate to their work or other commitments at these peak times.
Anna Murray	Cottenham, United Kingdom	2016-09-30	It's ridiculous...
Chris Whichello	Cambridge, United Kingdom	2016-09-30	I am signing this because I do not agree with. Is this really consultation? It is the 'powerful' minority taking no notice of the 'uninfluential' majority.
Hannah Austin	Fen Ditton, United Kingdom	2016-09-30	I travel out of Cambridge every day to work in a village. The buses do not run early enough, and would make my 20 minute commute nearly 2 hours, having to change a bus in town. I would no longer be able to go to work, and would then not afford to live in Cambridge
Russell Clarke	Bar Hill, United Kingdom	2016-09-30	Instead of trying to restrict the traffic going into Cambridge, look hat how it can flow through Cambridge. Instead of copying other cites and hitting people in the pockets, be innovative and create new solutions. Be brave and go a different direction instead of flowing the crowd.
James Hmpstead	Stow cum Quy, United Kingdom	2016-09-30	Im a business owner and find this plan astonishingly ridiculous
Tina Smith	Cambridge, United Kingdom	2016-09-30	It's a crazy idea!!
Sheila Wilson	Stetchworth, United Kingdom	2016-09-30	Because some people need to get into the town and closing those is stupid
irene cuthbert	Cambridge, United Kingdom	2016-09-30	This hasnt been well thought out, I wont be able to get to my patients if these roads are closed, the rest of the roads will be grid locked, people wont use bikes, walk or use the dreadful over priced bus service, this needs a rethink, theyre also trying to use a form of blackmail, if they dont close these roads theyll have to bring in a congestion charge, rubbish, all the traffic schemes theyre doing is clogging cambridge more and more and seems to be done this way deliberately, they persecuting the motorist constantly
mal faloon	cambridge, United Kingdom	2016-09-30	I am a local business owner and believe this will have a detrimental effect on business in the area -- I also believe this move will have a detrimental effect on the quality of life of elderly and disabled residents in the inner city of Cambridge
Tara Spooner	Bar Hill, United Kingdom	2016-09-30	This will never work - it's already hard enough to get home if you have an early start late finish as the buses just aren't there. What business will ever come to Cambridge with these stifling restrictions.
Jane Horwood	Cambridge, United Kingdom	2016-09-30	I think this will be death knell for a lot of businesses in Cambridge. We need more investment in cycle paths from outlying villages and better lighting so that winter travel as well as summer is more viable. This will also damage small business es more than large ones, and they are already struggling with huge rents. Parking at the park and ride should be free. Disappointed in the short sightedness of these council officers.

Name	Location	Date	Comment
Juliette Atkinson	Cambridge, United Kingdom	2016-09-30	My office is in Station Road, I run a letting agents with house all around the inner ring road. Most people view properties at the beginning or the end of the day how will they get to these viewings? Make school and college students go on school buses and this includes the private schools and your congestion is solved. Every school holidays the roads are much less congested.
Alice Usher	Royston, United Kingdom	2016-09-30	I work at Cambridge County Council and need my car for work. This would be an absolute nightmare for me!
bill mckim	Ely, United Kingdom	2016-09-30	I work in the city and need to drive daily and pr
Keith Hamilton	Cambridge, United Kingdom	2016-09-30	Both ways into my road are likely to be affected (Coldams Lane and Mill Rd!) and I have to go to and from work twice each way so I don't even know if I will be able to get home without waiting for a couple of hours
Roxana Nazemi	Cambridge, United Kingdom	2016-09-30	I live here and use my car.
Jane Chapman	Cambridge, United Kingdom	2016-09-30	I am signing this because I work in the community. Am feel strongly as its hard enough getting to are clients with out causing more closer to rds.
Lucy Crosby	Cambridge, United Kingdom	2016-09-30	I fear that clients won't be able to bring their pets to us for treatment first thing and risk their welfare by waiting. Plus, my staff will struggle to get into work.
Wolfgang Schmied	Cambridge, United Kingdom	2016-09-30	I'm not impressed by the results outlined in the available documentation, primarily in the short list report. The proposed measures primarily appear to (financially) penalize commuters and force them singularly to switch to bus connections. The current bus system in Cambridge, independently from congestion-related delays, is woefully inadequate in terms of routing and density - e.g. on east-west routes, and associated with a high cost. The proposed additional buses are unlikely to solve these problems. The proposed road closures could be made more acceptable if exclusions were made for alternative modes of 'ecological' transportation - e.g. small electrical vehicles (e.g. see iRoad car sharing in Grenoble) and/or some form of ride sharing taxi service. A flexible commuter service run with small (electric?) buses, defined pick-up/ flexible drop-off locations and perhaps supported by local businesses as a service to their employees could alleviate several problems. The alternative discussions regarding a congestion charge are sensible and could help fund the improvements discussed above.
sally jones	Cambridge, United Kingdom	2016-09-30	This is ridiculous
Martin Hale	Willingham, Cambridge, United Kingdom	2016-09-30	It could be too late to say what you could have done!
Jade Garner	Cambourne, United Kingdom	2016-09-30	I work in central Cambridge, this will cause not only an issue for myself travelling to and from work, but also the business I work within could be affected.
Richard Haughey	Cambridge, United Kingdom	2016-09-30	This will be the ruin of Cambridge

Name	Location	Date	Comment
Charles Lidbury	Royston, United Kingdom	2016-09-30	It's common sense to not do this- it will simply discourage people from going to the city. Learn the hard way if you wish!
Serah Gautrey	Earith, United Kingdom	2016-09-30	After attending the briefing meeting it is not going to work!!
phillip Le Mottée	Chatteris, United Kingdom	2016-09-30	The true reason for congestion is the excess use of school run traffic and sixth formers self driving. They should be banned and investment in simple controls to impose use of busses on school attendees. Its an old idea that worked in the 60's 70's and 80's before kids had cars supplied by their parents. I have to travel in 25 miles because of the artificially inflated valuation of property in the city and now 2 good incomes may support a 35 year mortgage rather than a single good income supporting mortgage and family as was in the 80's and earlier. the researchers need to do their job and stop making it up as they go.
Sue Hitchin	Huntingdon, United Kingdom	2016-09-30	I don't understand how the powers that be in Cambridge consistently fail to understand that the city is a magnet for people who live outside Cambridge. They go there to work, study, conduct business, shop and for leisure. These changes will make it harder for people to carry out these activities. The planners behind this are hopelessly short-sighted.
Sarah Twigg	Caxton, United Kingdom	2016-09-30	I'm signing because I have severe arthritis, live 11 miles out of the city and have a young child at school in the centre. I NEED access with my car!
Alison Blakeburn	Cambridge, United Kingdom	2016-09-30	I can't run my business on the market, alongside fellow traders, restaurants and many other businesses in the city! How does this make any sense?
Anita Dawson	Longstanton, United Kingdom	2016-09-30	I work in Cambridge. This will make life very difficult for many and will have adverse effects on business. Current residents of Cambridge and the surrounding suburbs are being punished for government and council decisions to build so many new houses with little new infrastructure in an old city that cannot cope with such an increase in population size. It was unrealistic to think the majority of new residents would cycle or even be self-sufficient within the new build site, as is the case with Northstowe.
Matthew Catley	Loughton, United Kingdom	2016-09-30	I have a business in central Cambridge that will be destroyed by this scheme
Clare Impey	Bar Hill, United Kingdom	2016-09-30	I work in Cambridge and drive in. This is ridiculous
Martin Dawson	Cambridge, United Kingdom	2016-09-30	As someone who works for Network rail what's going to happen if I/we need to get to the centre of Cambridge in an emergency to prevent catastrophic rail failure which could endanger lives... once again the rich and those that don't even live in and around Cambridge are making the rules.
Marion Moss	Cambridge, United Kingdom	2016-09-30	I don't agree with this, it will kill Cambridge as a city
Suzie Thorpe	Bishop's Stortford, United Kingdom	2016-09-30	You literally cannot close roads, it's illogical. What you should do is perhaps bring congestion charges in?
Matthew Mills	Oswestry, United Kingdom	2016-09-30	I work in Cambridge and HAVE to use a vehicle to do my work. This plan will essentially put me and many people I know out of business.
Kate Gilmour	Cambridge, United Kingdom	2016-09-30	It is damaging to cambridge businesses, it doesn't seem to make sense to close off so many main roads at peak hour and I live in Grange Road and want to be able to drive down my street when I need to.
Hannah Gannage-Stewart	London, United Kingdom	2016-09-30	There is no logic to this move and at the very least it needs a great deal more consultation and consideration.
James Joyce	Cambridge, United Kingdom	2016-09-30	What a ridiculous thing to do. Hope it doesn't go ahead!

Name	Location	Date	Comment
Akua Reindorf	Cambridge, United Kingdom	2016-09-30	This seems to mean that I will be locked into Newnham unable to get my car down Grange Road to commute to London. How is it proposed that those of us living inside the controlled zone would be able to actually exit the city? I can't understand how this can possibly work for anybody.
Catherine Blee	Cambridge, United Kingdom	2016-09-30	I'm a local resident who feels the plans have been ill thought out with respect to those who already live within Central Cambridge. If you work 50 miles away it's not feasible to travel other than by car and these measures shouldn't be designed to penalise those living here.
Arabella Poulton	Newmarket, United Kingdom	2016-09-30	My fellow business is in cambridge
Amanda Walker	Cambridge, United Kingdom	2016-09-30	I walk, mainly. But what about disabled people?
ramesh subbiah	March, United Kingdom	2016-09-30	I work in Cambridge
Mina Nazemi	Cambridge, United Kingdom	2016-09-30	It's insane to close half the city and will make life for residents even worse!
Sarika Deshpande	Cambridge, United Kingdom	2016-09-30	I would not be able to get to and from the hospital where I work. Neither would my GP colleagues be able to do their job!
lin fenge	Huntingdon, United Kingdom	2016-09-30	Logic seems to have been ignored here. How are the city center businesses supposed to function with such restrictions. Yes make public transport more attractive, but honestly, live in the real world.
Anna Lee-munro	Willingham, United Kingdom	2016-09-30	This is a ridiculous idea! The buses can hardly cope with all the workers and students as it is.
Tom Hughes	Cambridge, United Kingdom	2016-09-30	Im signing because it's a horrific idea and just plain stupid.
Alan Warren	Penticton, Canada	2016-09-30	Being born and bred in Cambridge, this City Deal is just one BIG mistake.
Pauline Daniel	Cambridge, United Kingdom	2016-10-01	Traffic in Cambridge is already atrocious - this will make it worse.
Sarah G	Cambridge, United Kingdom	2016-10-01	This is ridiculous. What about people who are disabled and can't manage the walk involved getting a park and ride? This will effectively bar me from working in the city!
Rosie Nudds	Cambridge, United Kingdom	2016-10-01	I am caring for my Mother with early onset dementia. I have to arrive at her house to wash dress, feed and administer medication prior to ten o clock Travelling along Coldhams lane and mill road. I can't cycle or taxi as I need my car to ferry her around as her disease means she is unable to walk far, and cannot cycle. Her GP surgery is not in the bus route from her house
lisa jay	Cambridge, United Kingdom	2016-10-01	i,m sign as this is a joke for the businesses how are they going to cope with this!!!!!!!!!!!!
Shannon Fryer	Harlow, United Kingdom	2016-10-01	I go to Anglia Ruskin university and it is an unfair statute that will negatively effect a lot of the population of Cambridge.
june ireland	Haddenham, United Kingdom	2016-10-01	this is a stupid plan, it will just grid lock the city completely, annoy the retailers, people who have to work there, emergency services. People who have elderly family members in Cambridge who need immediate help. Ohh and the list goes on and on.... Dont let this happen
Jen McTrusty	Red Lodge, United Kingdom	2016-10-01	I think it's a ridiculous idea, and not much common sense is involved in the planning! No thought for businesses what so ever. It won't just affect businesses in Cambridge but the whole delivery systems will have to plan their journeys around when they can and can't get into Cambridge. A Selfish idea.

Name	Location	Date	Comment
Roo Bee	Australia	2016-10-01	I'm signing because Cambridge is my home and I want it to stay the way it currently is. This idea is ridiculous
Sarah hallett	Cottenham, United Kingdom	2016-10-01	This is a completely ridiculous proposal. Cambridge will grind to a halt and the public and business will be very badly affected. Please, please re-think what this will do to a thriving City!!!!
Simon Webb	Cambridge, United Kingdom	2016-10-01	It's just ridiculous and improves nothing
Mark Mills	Longstanton, United Kingdom	2016-10-01	Because there is not a connected cheaper alternative. For example Buses need to run until trains stop so you can use park and ride and get late trains home!
Charlotte Panter	Raunds, United Kingdom	2016-10-01	I travel into Cambridge every Wednesday and Friday to deliver commercial vehicle parts how will I take a lorry fifth wheel on the bus !! I don't think the companies that I deliver to when they're vehicles are broke down will be best pleased if I can't get parts to them until after 10 every hour a vehicle is off the road it cost the company thousand and now you want to make them pay more. I don't live in Cambridge anymore and to be honest with you I'm quite glad perhaps if things like this carry on more and more people will move away from Cambridge too is this what the council wants ??
Andy Barker	Mildenhall, United Kingdom	2016-10-01	I work in CAMBRIDGE and my mum lives in Cambridge
Dan Holt	Cambridge, United Kingdom	2016-10-01	Will be trapped every day!
Victoria Plompen-Philip	Heusden, Belgium	2016-10-01	This is a ridiculous idea and will bring city to a standstill. Dropping children at school who are too young for buses will take hours.
madelane gillings	Cambridge, United Kingdom	2016-10-01	My children have to cycle to school along one of these alternative routes which is already dangerous enough without adding extra cars/lorries etc to it during peak time as this deal suggests
Ledy Surbey	Cambridge, United Kingdom	2016-10-01	We have a business on mill road
Barry Brown	Cambridge, United Kingdom	2016-10-01	It will penalise residents and local businesses.
Rose Preston	Cambridge, United Kingdom	2016-10-01	I am a resident who will find it very difficult to get about due to poor public transport and need to use my car when trying to get to certain areas. The plans will just make different problems not solve the current ones.
Alison Yorke	Cambridge, United Kingdom	2016-10-01	As a resident of Cambridge and South Cambridgeshire I feel that the City Deal has got things completely wrong and is also completely and is bull dozing its measures through without real thought or real consultation. This team of people is supposed to be helping not thwarting business and residents alike.
Rosica Bates	Cambridge, United Kingdom	2016-10-01	aS a city resident, the proposed peak-time road closures will make it impossible for me to move round the city in an efficient manner by car, which is essential for me to visit my clients and run my business. Public transport is not a viable option.
Zoe Korniotis	Cambridge, United Kingdom	2016-10-01	I work in town and won't be able to get home easily anymore

Name	Location	Date	Comment
Matt Blayney	Royston, United Kingdom	2016-10-01	I am a Cambridge man born and bred...well until I was forced to move out of my home town because of the ridiculous price of houses. I have to commute into the city from a nearby town for my job and now Cambridge is going to force me to stop doing that. Something seems to be telling me that the city I once proudly called home doesn't seem to care about the heritage of its indigenous community anymore and seems transfixed on forcing out anyone who isn't a tourist, student or IT developer.
Helen Holgate	Cambridge, United Kingdom	2016-10-01	Living in south Cambridge I will be unable to take my children to their after school activities which are in north Cambridge. My children are too young to cycle on the road and it's not feasible to detour via the M11. This would take me miles and miles the wrong direction, and with the awful traffic in that direction, add an hour onto what should be a simple 20 min journey.
Kelley blanchflower	Over, United Kingdom	2016-10-01	The cost of public transport is ridiculously high and I doubt this will help that. I can't see how this will support local business. It will just encourage people to go shopping elsewhere
Ben Clements	Cambridge, United Kingdom	2016-10-01	I'm signing because I am a builder and I need access to all these roads at peak times, so to close them, how are we meant to get around and work for a living!
Denise Pride	Cambridge, United Kingdom	2016-10-01	I'm about old and disabled people, and people who live within the planned closed area, how will I get my car out of Cambridge or travel within the area.
Catherine Gaynor	Cottenham, United Kingdom	2016-10-01	I work in the care profession and elderly vulnerable people would undoubtedly suffer. Stop building so much housing in Cambridge! Especially with no driveway or garage facility. Totally ridiculous idea.
Nicola Walshe	Cambourne, United Kingdom	2016-10-01	This will cause havoc for businesses and working parents who have to drop children in one location and then get to work quickly in another.
hayley butler	Cambridge, United Kingdom	2016-10-01	I work for a small local business in town and we need to deliver stock using a car between Barton and Trumpington Street! How on earth will we manage that?!!!
Laura O'Leary	Little Wilbraham, United Kingdom	2016-10-01	My husband is a chartered building surveyor, he needs to be able to access these roads in order to collect keys to do his job!
Fiona Willis	Cottenham, United Kingdom	2016-10-01	I have to work two jobs and that involves being able to drive to get to them. The price of public transport is nowhere near as cost effective as petrol and due to timing of job start and finish, unless I can guarantee a bus at that time I will be late which would then lead to me losing my second job. How are people meant to get their children to school? Many teachers live outside the area to get to their school. What about all the specialist devices that need to move around school to school, for meetings. Annual reviews, observations to ensure children are receiving the support they need - this can not happen!
Leon Martin	Eaton Socon, United Kingdom	2016-10-01	I work on mill Rd. And need to be able to get in and out regularly to do site visits. Never had trouble getting in or out due to traffic anyway
David Radcliffe	Fordham, United Kingdom	2016-10-01	I travel into work, in Cambridge, from Isleham, for 9am and my return journey is around 6pm. I also often carry out visits to people's houses in Cambridge during the morning and late afternoon.
Julia Costello	Cambridge, United Kingdom	2016-10-01	The impact on lower income earners, small businesses and those with young children will be significant. I agree there is a problem but punitive measures always tend to punish those who can least afford it. Why not rewards for car pooling, improving public transport infrastructure first etc.
Alan Roberts	Comberton, United Kingdom	2016-10-01	I am signing because without the infrastructure this will cause chaos and the parking charges at the park and ride will be astronomical and again no thought going into this

Name	Location	Date	Comment
Joanna Salisbury	Fulbourn, United Kingdom	2016-10-01	For those who live outside Cambridge, work in Cambridge and/or need to travel to various locations in and out of Cambridge, this deal will make a working day untenable.
rebecca garrill	cambridge, United Kingdom	2016-10-01	I don't understand why there can't be a congestion charge instead, use that money to improve public transport. works well in other cities
Allison Davenport	Sanford, NC	2016-10-01	I want to drive my child to school occasionally!
ANNA Bonfield	Lode, United Kingdom	2016-10-01	I won't be able to work, as bus's do not fit with my working hours/childcare
Anne Altarelli	Cambridge, United Kingdom	2016-10-01	We live in the city. How will we drive to work in the morning ?
David Stroud	Cambridge, United Kingdom	2016-10-01	I work in the city & I know this will have a huge effect on my co-workers & also the shops within the city.The scheme is madness & yet another nail in the coffin for trade & tourism in Cambridge.
Wayne Moss	Fordham, United Kingdom	2016-10-01	Customers won't pay me as a builder to work 10:30- 3:30 in Cambridge. More council lunacy.
sophie lawrence	cambridge, United Kingdom	2016-10-01	I am a nanny working down Mill Road, and need my car with me in order to take my charge to everyday activities. I also have to make sure I'm at work on time so that my bosses can catch the correct trains. This would cause chaos for everyone living & working in Cambridge & would really affect businesses.
Bruce Christian Gill	Great Shelford, United Kingdom	2016-10-01	I do volunteer work for Camsight and need to travel across town to reach my clients, too far to cycle, will have to stop my help if this comes into force
William Wilson	Soham, United Kingdom	2016-10-01	im an accountant based in Sawston and need to visit lots of clients in Cambridge, sometimes collecting/delivering boxes of records and this would negatively impact our business and in the long term the centre of Cambridge.
Clare Coates	Cambridge, United Kingdom	2016-10-01	This will seriously affect all residents, schools , the Colleges and businesses.
Jess Fisher	Littleport, United Kingdom	2016-10-01	It's not been thought about properly, this will make so many services unavailable to those that need them.
Nindy Dhaliwal	Great Wilbraham, United Kingdom	2016-10-01	An infrastructure needs to be put into place before this can go through. It will cause more congestion. Their is no bike route link from where we live and the bus service is once daily. How will this actually work?
Veronica Turner	Burwell, United Kingdom	2016-10-01	The plan is ridiculous. My son is in and out of Cambridge during the day taking cars to garages how will that work?
Elizabeth Mackenzie	Histon, United Kingdom	2016-10-01	This is ridiculous !! I take buses and wouldn't be able to get to places and work and uni when I need to ! I pay slot of money to use the bus service and to not be able to use it and have REGULAR buses would be ridiculous ! Who is this going to help ? No one
Craig Knight	Fenstanton, United Kingdom	2016-10-01	I signed because this is just pathetic and won't fix anything, will cause more delays and aggravation for commuters.
Mary Waygood	Royston, United Kingdom	2016-10-01	I study and work in Cambridge and this will completely change my life. Who are these people and how can we stop them????
Simon Moseley	Bar Hill, United Kingdom	2016-10-01	This scheme will only congest other routes further by pushing all the traffic that way and significantly increase my mileage and journey time
Raych Clay	Upper Cambourne, United Kingdom	2016-10-01	When I work in Cambridge, I need to get there early. The bus takes so long!!

Name	Location	Date	Comment
Penelope Hayes	Cambridge, United Kingdom	2016-10-01	I live on a road which is currently a ring road and ref current volume of traffic makes exiting my drive difficult and dangerous. The volume of current traffic already heavy will increase to such an extent and be almost stationary during these peak hours. Exiting my drive will be impossible. My road is also used by emergency vehicles on a regular basis and the inevitable traffic increase will slow down and even stop their transit.
Gemma Hayden	Cambridge, United Kingdom	2016-10-01	I work for a small business who will not be able to afford the proposed charges for car parking spaces on site. This means I will have to rely on public transport which is expensive, unreliable and will more than double the time it currently takes me to travel to and from work.
Tom Johnson	Silver End, United Kingdom	2016-10-01	I commute into Cambridge for uni and this really would make things a lot awkward
Linda Grace	Loose, United Kingdom	2016-10-01	I am signing as this has not been thought out, people like Rosie Nudds who cares for mother needs to get to her every morning to administer medication. Before 10am
Bex Lewis	Cambridge, United Kingdom	2016-10-01	I'm signing because I think this is a ridiculous idea! There is no need to minimise traffic ... it's fine at the minute and the resulting congestion in the proposed idea will be unbearable and, quite frankly, dangerous! Keep Cambridge happy and beautiful - don't make it angry and antisocial
JackieBaker Baker	Cambridge, United Kingdom	2016-10-01	The council does not listen to the consumer, but changes things because they CAN, why not just use some common sense and instead of flexing their muscles actually think about the consequences of their actions.
Kelly Cooper	Cambridge, United Kingdom	2016-10-01	I'm signing because there's already enough traffic on the roads without this crazy idea put into place. Too much greed & not enough common sense!!
Scott Hilsden	Cambridge, United Kingdom	2016-10-01	I live in and work in cambridge and work either 7-4 and 8-5 and need to be able to drive round cambridge for my job.
Katherine Pitchers	Bollington, United Kingdom	2016-10-01	I used to live in Cambridge and still have friends for whom this would have devastating effects.
Josie Chapman	Cambridge, United Kingdom	2016-10-01	Whatever plonker thought this up needs to resign immediately!!!!!!
Chloe Copeland	Bottisham, United Kingdom	2016-10-01	Won't be able to get to college or work on time
Caroline Page	Swaffham Bulbeck, United Kingdom	2016-10-01	I work in and around Cambridge and the bus service is awful as it is where I live there is only one bus an hour if that, I think it will damage the trade in the city center as well!
Elizabeth Hill	Sawston, United Kingdom	2016-10-01	I work in a school and need to travel by car because I am not mobile enough to walk the distance I would have to walk from the bus stop. Travelling by bus would also add a further 1.5 hours to my already 10-14 hour day. Are you trying to kill Cambridge as a town because soon it will be impossible to recruit anyone to work in the city.
Sarah Wynne-jones	Great Shelford, United Kingdom	2016-10-01	Ridiculous trying to get little kids to school

Name	Location	Date	Comment
Andrew Gaskin	cambridge, United Kingdom	2016-10-01	<p>The main reason the traffic is so bad in Cambridge is because there are too many cars and</p> <p>Laughable. We need to improve the flow of traffic around Cambridge, the only way to do that is a full review of the one way systems and bollards. Why does the council insist on trying to funnel traffic through roads that were not designed to cope with the volumes we now have on our roads. This is a poorly thought out plan and makes me question the intelligence and motives of those in charge.</p>
Katherine Hughes	Papworth Everard, United Kingdom	2016-10-01	Cos closing the roads is a bloody stupid idea!
Duncan Telfer	Exning, United Kingdom	2016-10-01	I am a tradesman that works in cambridge on a daily basis this deal going through would seriously jeopardise my business, resulting in mortgage payment defaults and probably losing my house as an end result!
Edna Murphy	Cambridge, United Kingdom	2016-10-01	I commute to London and live in north Cambridge. I won't be able to drive to the station and alternatives (bus, taxi) too slow, too expensive. Can't always cycle!!
Julia robinson	Coventry, United Kingdom	2016-10-01	I lived in Cambridge for 6 years and still come back frequently for work and leisure. This is madness and effectively making the place a no go zone. What about existing businesses without the new zones and indeed people that need to get in for work and appointments or out for the same? I'll thought through and not practical. The prohibitive car parking prices hasn't stopped people from driving into town when they need to.
dawn arnold	cambridge, United Kingdom	2016-10-01	This planned road closure plan is ill considered and dangerous. Forcing traffic including trucks and vans down rat runs where children are walking to school is downright idiotic.
Judith Greenwood	Cambridge, United Kingdom	2016-10-01	Complete over kill - improve the park and ride facilities, make them affordable and improve the bus services so people can use them FIRST!
Zane Wray	Willingham, United Kingdom	2016-10-01	Because it's mad! I work in and around Cambridge all day long! It will cost me lots of money
Natalie Mbarani	Cambridge, United Kingdom	2016-10-01	It will cause so many families problems with getting children to schools when they live out of catchment, and workers issues getting to work.
Carole Adams	Australia	2016-10-01	This is such an insane idea clearly thought up by someone who won't be impacted by such ridiculousness! Maybe something does need to be done, but it's NOT this. Maybe consultation with the community would be the first step, taking into consideration the impact on business, employment and general lifestyle would be the second step - and firing the jerk who came up with this idea should be the third and final step. Ludicrous!!!

Name	Location	Date	Comment
Paul Munro	Cambridge, United Kingdom	2016-10-01	The plans dont make sense and the City Deal people are driving (or should i say cycling) ahead anyway in spite of the opposition to the plan. They have taken the advice of a cycling group but not us, the car and van group, probably the majority. The plan wont work. Legal Civil disobedience to highlight the issue will come next
Athena Petrou	Cambridge, United Kingdom	2016-10-01	We have a guest house in Hills Road that we need to access to open Reception for guests arriving/checking out and Cook & serve breakfasts 7.30am onwards
Lup Yau	London, United Kingdom	2016-10-01	It's just another money grabbing scheme from the council
Wendy Johnson	Cambridge, United Kingdom	2016-10-01	It's a crazy idea and will make life even more frustrating for everyone! no one will want to live in Cambridge, visit Cambridge or do business in Cambridge... or maybe that's what they want?φ
Shelley Foreman	Cambridge, United Kingdom	2016-10-01	This is ridiculous. It can't go ahead.
Calvin Monk	Impington, United Kingdom	2016-10-01	From their own FAQ: http://www.gccitydeal.co.uk/citydeal/download/downloads/id/317/pccp_faqs.pdf 11. Will there be consultation? Yes. PCCPs are likely to benefit or affect a great deal of people, groups and businesses and we will want to work closely with all of these to seek the most effective solution. To allow for feedback on real-life experience, we are proposing that consultation takes place during the course of an experimental order in 2017. Implementing something and then asking what people think is not what I understand as consultation.
Ashley Willmott	Cambridge, United Kingdom	2016-10-01	I have lived in Cambridge all my life and work there this will be a nightmare and destroy all businesses there
Jessica Smith	Cambridge, United Kingdom	2016-10-01	The concept is stupid and horribly thought out. It will harm the people who need the help more
Joe Baxter	Stevenage, United Kingdom	2016-10-01	This is ridiculous. I love Cambridge and lived and worked there for many years. Can't let this happen, it will affect so many people. Maybe close down traders.
Katherine Lilley	Derby, United Kingdom	2016-10-01	I travel to Cambridge to work and drive a 3.5T van this would be a nightmare
Susan johnson	Cambridge, United Kingdom	2016-10-01	It's ridiculous when the university have parking within there depapartments xxx
Dee Irving	Ely, United Kingdom	2016-10-01	I feel this will be be a further barrier preventing people from visiting or carrying out business in the city. The council seems hell bent on restricting the movement of residents and visitors. What about those who HAVE to travel around the city to care for the elderly or vulnerable? An ill thought out plan.
Theo Davies	Cambridge, United Kingdom	2016-10-01	I work on the other other side of town but live centrally... this would cause huge issues for me and my family

Name	Location	Date	Comment
Calvin Monk	Impington, United Kingdom	2016-10-01	<p>n what world does this constitute consultation?</p> <p>http://www.gccitydeal.co.uk/citydeal/download/downloads/id/317/pccp_faqs.pdf</p> <p>"11. Will there be consultation? Yes. PCCPs are likely to benefit or affect a great deal of people, groups and businesses and we will want to work closely with all of these to seek the most effective solution. To allow for feedback on real-life experience, we are proposing that consultation takes place during the course of an experimental order in 2017. "</p>
adam saunders	newmarket, United Kingdom	2016-10-01	I live in south Cambridge and work in south Cambridge city. If this goes ahead I will have to go all the way around Cambridge just together in. Meaning a 10 mile trip becoming a 24 mile trip. Plus more even more congestion around Cambridge. Nuts and a nuts plan.
Alice Lloyd	London, United Kingdom	2016-10-01	There needs to be more consultation about better options for all. Buses need to be cheaper than parking to incentivise people.
Simon Long	Cambridge, United Kingdom	2016-10-01	This has to be one of the most stupid ideas ever proposed - a child of 5 could see that closing roads is going to increase congestion, not reduce it.
Andy Millard	Fen Ditton, United Kingdom	2016-10-01	As a taxi driver I welcome some sort of reduction in the amount of traffic, however I don't feel this is the correct solution. Everyone who has to drive in this city knows that when the schools are off the traffic flows reasonably well, this is what needs to be addressed, bring back school buses departing from the park and ride sites for instance.
Allan Drew	King's Lynn, United Kingdom	2016-10-01	Work in the city
Jenna Pearce	Red Lodge, United Kingdom	2016-10-01	I'm a nanny in central Cambridge. I need my car to get to the family's house and drive the children around to where they need to be during the day.
Jessica Mayhew	Cambridge, United Kingdom	2016-10-01	Mayhew
Mark Lorraine	March, United Kingdom	2016-10-01	I work in Cambridge and think these proposals are ridiculous.
Sarah Ardley	Histon, United Kingdom	2016-10-01	Cambridge is already a total nightmare to drive around. Transportation is terrible!!! My other half works in town how is he supposed to make a living?! This is ridiculous and can't happen!!
Paul Webb	Cambridge, United Kingdom	2016-10-01	Cambridge will die.
Paul Draper	Cambridge, United Kingdom	2016-10-01	It's a crazy idea...it will kill business !!
Andrew Lyon	Histon, United Kingdom	2016-10-01	Absolutely stupid idea that will only cause problems for anyone trading in these areas the only business that will benefit is taxi firms and stage coach oh and of course the council
Louise Haynes	Fulbourn, United Kingdom	2016-10-01	It won't help the flow of traffic. people will have to leave for work even easier
Hannah Moulton	London, United Kingdom	2016-10-01	My family home is on Coldhams Lane.

Name	Location	Date	Comment
Sarah Binge	Burrough Green, United Kingdom	2016-10-01	I need to be able to visit clients in Cambridge city centre throughout the day and therefore all roads need to be accessible.
Joyce Fenton	St Ives, United Kingdom	2016-10-01	This will make it nigh on impossible to visit Cambridge friends and will also make their lives much more difficult e.g. picking up young children from school, taking them to after school activities, etc. It will also make it difficult to work as I have to carry a variety of books and other heavy items in the car.
Stephanie Ward	Papworth Everard, United Kingdom	2016-10-01	Public transport is nowhere near the standard needed especially out in some of the villages. Crowding yet more houses into areas already suffering with heavy traffic is not the direct issue being discussed here but I don't know if anyone at the Council/City Deal has considered this impact as part of wider plans?
Mark Radda	Cambridge, United Kingdom	2016-10-01	This is madness. A great way to increase traffic on residential streets and discourage people from working or visiting Cambridge. Whoever is behind this idiotic idea should step down immediately.
Justine Hatfield	Cambridge, United Kingdom	2016-10-01	This is not going to solve the problems in the area it will make it worse. The local businesses will fold.
Christiane Offenhaeuser	London, United Kingdom	2016-10-01	I used to live in Cambridge and am planning to move back. The traffic is bad enough already now and we cannot risk it to get any worse never mind the financial and logistic impact especially on smaller companies and their workers.
Kelly anstee	Cambridge, United Kingdom	2016-10-01	This is crazy, u can't force park and ride, it doesn't work for a reason, and it's not to do with what time of day it is. Idiots. U should give everyone a free bike and see what happens then!
claire francis	Cambourne, United Kingdom	2016-10-01	These plans are ludicrous.
Louise Dunn	Histon, United Kingdom	2016-10-01	Such a deal would be the death of Cambridge. How are students supposed to get to school? Patients to the hospitals? Disabled shoppers? If forcing people on to buses is the aim, then a SERIOUS change needs to happen to Stagecoach. The bus system in Cambridge is embarrassing for such a "world-famous" city and just makes the city look stupid in front of its foreign visitors. I'm utterly amazed that anyone who is a normal functioning adults would think this was a good idea. Shocked.
Wendy Klein	cambourne, United Kingdom	2016-10-01	I think this solution is draconian and in a city like Cambridge will only make things worse. Buses are private and will not reduce their fares because of increased ridership.
DAVID WHEELDON	Fulbourn, United Kingdom	2016-10-01	I'm signing because I believe this measure to be strongly against the interests of businesses, employers and employees in Cambridge.
Tina Jones	Cambridge, United Kingdom	2016-10-01	Work. In a business that delivers to colleges and schools etc at 7 am
Kerry Criso	Ely, United Kingdom	2016-10-01	I will be carnage for Cambridge city centre for workers and the shopping/retail/restaurant . Cambridge is a beautiful city and no one will come Don't do it CCC !!!!!
Kayleigh Nuray	Cambridge, United Kingdom	2016-10-01	This is an unwelcome plan that will upset many local people, businesses etc. I live near a proposed road closure, this makes me worry how I will get around Cambridge with my children. The council should listen to the voices on the street, and not the fat cats. I hope this petition and the others opposed against this ludicrous idea succeed.
Kate Bols	Comberton, United Kingdom	2016-10-01	I have a small business in the centre of Cambridge and this will have an effect on that...

Name	Location	Date	Comment
Tina Jones	Cambridge, United Kingdom	2016-10-01	Working for a fruit and veg business we deliver from 7am to Colleges, Universities, restaurants and schools in the city!! They won't get their produce so no one will be fed!! Who ever thought this idea up needs their head examining!! Building new houses yet for what? Cambridge will have no businesses left, only tourists and cyclists allowed!!
Donna Bramwell	Cambridge, United Kingdom	2016-10-01	I work in a school in Cambridge which is on west road - I will not be able to access where I work/park without going on grange road or queens road therefore need to find alternative transport often lugging in large items to work for teaching purposes- buses expensive & unreliable & I live to far out to cycle - winter months will be impossible let alone the effect it will have on the school I work in - parents & staff unable to get in?? How is this helpful in anyway apart from ruining businesses it will cause congestion & ludicrous parking elsewhere!!!!
Sandra Low	Cambridge, United Kingdom	2016-10-01	Lived in Cambridge all my life and my parents before me and never heard anything so ridiculous. This would also impact/ruin the Cambs city lively hoods.
Rebecca Salmon	Burwell, United Kingdom	2016-10-01	I work in Cambridge, and despite changing my working hours to be outside of 'normal' rush times, these proposals of extended rush hour times will now affect how I can work.
Sue Cornwell	Cambridge, United Kingdom	2016-10-01	Sue Cornwell
Henry Joyce	Cambridge, United Kingdom	2016-10-01	This is not a workable plan. Yes contestation needs to be cut but there is not sufficient facilities put in place to cover this.
Martin Scott	London, United Kingdom	2016-10-01	I play drums. I need to move them in and out of town to get to gigs. So do my bandmates: guitars, amps, PA. park and ride or public transport simply not an option. This 'deal' hurts the city, the arts, and anyone not fortunate enough to be physically able to cycle or take s bus.
colin minney	Saint Ives, United Kingdom	2016-10-01	I drive an ambulance for a charity. I collect disabled people , take them to the club, and then return them home in the evenings. We are a charity, and a blue badge holder. Will there be allowances for this?
John Kivlin	Cambridge, United Kingdom	2016-10-01	It's another ridiculous idea by people who obviously don't live in the city. Pathetic idea
Dominic Humphrey	Cambridge, United Kingdom	2016-10-01	Because the proposals are ridiculous
Maciej Pawlikowski	Cambridge, United Kingdom	2016-10-01	This is ridiculous idea. The only way to clear congestion in Cambridge is to provide free park and ride service as well as redesign bus routes.
Chris O'connor	Cambridge, United Kingdom	2016-10-01	I am a painter and Decorator and most of my work is in Cambridge. I generally have to use my van daily to transport tools and materials.
Jen Parcell	Longstanton, United Kingdom	2016-10-01	My partner owns a business who deliver to businesses from 6am. He wouldn't be able to get to work or get deliveries out. It's ridiculous
Caroline Lloyd-Evans	Cambridge, United Kingdom	2016-10-01	This is MAD and unworkable: how would parents drop kids at school and get to work? How will businesses survive?? THE WAY TO FIX CONGESTION IS TO MAKE PARK AND RIDE COMPULSORY AND FREE FOR MOST... obviously not for e.g. building tradesmen or the elderly or those going to hospital.
Cyril Allen	Over, United Kingdom	2016-10-01	Surely a public consultation should proceed such an idiotic descision. Who do the newly elected really represent. Obviously not the City Traders and services. Another ill thought out project that does not support the needs of local people.

Name	Location	Date	Comment
Amanda O'Connor	Cambridge, United Kingdom	2016-10-01	Have never heard of anything more ridiculous than this, a normal working day starts in the morning from 7 to 8am.....why are you stopping people to go to work? Are you going to pay for the missed hours of work??
Luci Kurc	Cambridge, United Kingdom	2016-10-01	Road closures are a ridiculous idea which will encourage congestion in other places and increase air pollution as people will be forced to take longer alternative routes. The council need to realise that they have made bad planning decisions for the city which are having to be rectified by us. People won't start using public transport and taxis - this is simply going to move the problem elsewhere.
Helen Winter	Cambridge, United Kingdom	2016-10-01	I need to work and get into Cambridge via grange road and find this totally unacceptable. Working shifts and deliveries during these times, not to mention additional cost of buses is going to cripple average wage workers..
emily randle	Cambridge, United Kingdom	2016-10-01	The public transport options simply aren't currently good enough for the council to introduce this, and Trumpington Rod is already completely full at these peak times anyway.
kirstie olivadoti	Girton, United Kingdom	2016-10-01	I have osteoarthritis of the spine which is degenerative and walking can be a daily struggle for me due to sciatica and excessive pain through out the day, although i am classed as disabled I'm not a ' priority' enough to have a blue badge. but this means i still depend on my car as my legs as i can't walk the distance from my own house to the bus stop and i have to sit at regular intervals. This means for me i don't walk far from where my car is parked and enforcing this would mean cambridge would be a no go for shopping or working for me and i would have to consider other options. Such as possibly moving to a different town away from my home town and family as it would make life extremely difficult for me my husband and children!
kate Craddock	Ely, United Kingdom	2016-10-01	I work in the city as does my son and daughter
Patricia Wenman	Cambridge, United Kingdom	2016-10-01	It's just a ridiculous idea
Elizabeth Tatham	Cambridge, United Kingdom	2016-10-01	Ludicrous plan no thought whatsoever.
tamara bibby	London, United Kingdom	2016-10-01	I have to drive into Cambridge to visit my 85 yo mother. I drive 300 miles to do this so have luggage and two dogs. How do you suppose this is going to work for me? Stupid!!
Beth Collett	Cambridge, United Kingdom	2016-10-01	This is a ridiculous plan that will virtually rule non city centre habitants out of the city for no valid reason.
Carol O'Nions	Impington, United Kingdom	2016-10-01	What a ridiculous idea. Have they really looked into the impact this will cause? I don't think so!

Name	Location	Date	Comment
Marian Preston	Huntingdon, United Kingdom	2016-10-01	<p>I'm signing because:</p> <ol style="list-style-type: none"> 1. I work on Coldhams Lane, so I NEED to have access. 2. I live in Huntingdon, and there are no decent transport links that would bring me close to my place of work. I already car share to reduce impact on an environmental level, as well as cost. 3. I cannot afford to live in Cambridge, as can't many others, so this is going to have a huge impact on them. 4. WHY make access via Trumpington Road only, when it is ALWAYS congested now, let alone when these plans are introduced. 5. If this gets the go ahead, I would seriously have to consider changing my job to avoid these issues - unless you can improve the points above. If there was a train link from Huntingdon to Cambridge, then that would be fine...but there isn't.
Tracey howell	Great Staughton, United Kingdom	2016-10-01	Total joke.feel so sorry for small businesses .this is pure greed.
Cornelia Ross	Burwell, United Kingdom	2016-10-01	The City Plan seems deeply flawed and ill-thought through on every level. How will businesses function? How will people get to work? How will children get to school? How will people with disabilities cope? None of these questions has been adequately addressed. Park and ride buses will not suffice. It is not practical/possible for many people to walk/cycle. Delivery and trades people cannot take the bus. Friends who have rung the Council to ask for advice as to what to do about work/school journeys once the Plan has been effected have been greeted with shrugs and "we don't know"...
Esther Siow	Luton, United Kingdom	2016-10-01	I can't run my business on the market.
jenny robson	cambridge, United Kingdom	2016-10-01	The proposal shows a shocking lack of understanding of how the city needs to operate - from a business and a residential perspective. It will sign the death warrant for small businesses who are already moving out in droves. We need smart plans from smart people not this.
Jane Chapman	Cambridge, United Kingdom	2016-10-01	I think this will force cars on to smaller roads and make it more dangerous
Carol Arrowsmith	Bluntisham, United Kingdom	2016-10-01	So many reasons - an idea not fully thought through. What about medical appointments, etc.? I have needed detail surgery at a Cambridge practice numerous times over the past year (my more local NHS dentist cannot/will not do this work) - and appointments are often early morning or late afternoon. Living near St Ives, I would find it near impossible to get to the surgery without being able to drive there.
Alison Martin	Shepreth, United Kingdom	2016-10-01	I work in Cambridge and live trumpington road side. My daughter will start college hopefully at hills in sept too. If I need to get her in an emergency this will be a nightmare
Sarah Barton	Cambridge, United Kingdom	2016-10-01	This is one of the most ridiculous ideas ever.
John Graley	Cambridge, United Kingdom	2016-10-01	Fight creeping totalitarianism
Phil Day	Cambridge, United Kingdom	2016-10-01	It's a very stupid plan

Name	Location	Date	Comment
Anja CESSFORD	Cambridge, United Kingdom	2016-10-01	Cars avoiding main roads to circumnavigate the blocked roads will just lead to congestion elsewhere and dangerous conditions for cyclists and pedestrians who already use smaller roads.
Hazel wilson	Burwell, United Kingdom	2016-10-01	its just a ridiculous idea!!!
Kelly Scholefield	Cambridge, United Kingdom	2016-10-01	I live in the centre of Cambridge and if roads are closed I'm going to be limited to when I can out and go home. Traffic is bad around cambridge but this is not the answer
Alison Keys	Cambridge, United Kingdom	2016-10-01	This is an unworkable idea
Gordon McMillan	Bluntisham, United Kingdom	2016-10-01	I believe as resident of Cambridge for 50 years and a worker in the city an unelected, undemocratic group are ruining our city
Cheryl McKendrick	Ely, United Kingdom	2016-10-01	I require a car for work to carry the items needed, and also have to travel between clients
Bev Morris	BISHOP'S STORTFORD, United Kingdom	2016-10-01	This will prevent me from undertaking voluntary work and paid work. I don't live in the city, can't cycle the 20 miles to get to there or and I carry equipment that I couldn't hump on and off a bus. Frankly, this will kill Cambridge business and is not a consultation if additional buses have already been ordered.
jeffrey hasell	Little Eversden, United Kingdom	2016-10-01	i wont have a job to go to!
Frances Watt	Burwell, United Kingdom	2016-10-01	Yet more reasons for Cambridge traffic to become even worse. What consideration is being given to ordinary citizens who are just trying their best to get their kids to school, get to work or run their businesses? We have lived here for 40 years and all there seems to be is a lot of discussion followed by impractical actions. How many people involved in this 'bid' actually have to make journeys in these areas themselves?
Valerie Morrison	Cambridge, United Kingdom	2016-10-01	I am a Nurse at Addenbrookes and it will be very difficult to get back and forth from home adding more time to my working day after doing a tiring job. The bus service takes 45 mins vs 20 mins in the car. I do cycle when I feel able but a chronic condition makes this difficult to sustain daily.
lesley cooke	cambridge, United Kingdom	2016-10-01	I want to be listened to.
James Doggett	Cambridge, United Kingdom	2016-10-01	I finally think the Council have totally lost their minds or and common sense. Closing roads is not the answer. Actually putting in improved infrastructure first is the right answer. Then we need to think about how to control traffic flows.
Andy Poole	Saltburn-by-the-sea, United Kingdom	2016-10-01	There is every chance that this could ruin my neice's business. To block all traffic in this way is utterly ridiculous.
Annie Morgan James	Cambridge, United Kingdom	2016-10-01	It would not work!
Matthew Searle	Longstanton, United Kingdom	2016-10-01	The council are purely a heartless, only for profit organisation. They pass laws for their own satisfaction, not caring about the damages caused to local business, never thinking about effect of the business owner. The public sector are lazy, good for nothing half wits
Pat Mackenzie	Cambridge, England, United Kingdom	2016-10-01	This discriminates against Cambridge residents.
Clare Fazackerley	Cambridge, United Kingdom	2016-10-01	I work in the centre of Cambridge. I stopped using the park and ride because it was costing me £20 a week and the unreliability meant I was often delayed and incurred late charges at my child's after school care. These plans will prevent local people from getting to work and school and will drive business out of the city centres. It's a nonsensical strategy that must be reconsidered.

Name	Location	Date	Comment
Eileen Trees	Cambridge, United Kingdom	2016-10-01	Are the council not aware of the amount of people that work in the shops, the university departments. Are they going to be forced into a park and ride situation that they can ill afford. Does this also mean that any emergency service will be banned from going through Cambridge at these times? Whose stupid idea was this.
David Thompson	Bourn, United Kingdom	2016-10-01	It is an outrageous plan that will negatively impact every local citizen.
gabrielle amante	ely, United Kingdom	2016-10-01	This is a ridiculous idea !! How am I supposed to make my hospital appointments at Addenbrooks in the morning, take my children to school and various other appointment. Why do people in power always lack common sense ??? I would like to meet these stupid people ! Probably overpaid with a large ego who have no regard for " regular " people.
Jane Goodyer	Oakington, United Kingdom	2016-10-01	There is only serious congestion in term time and the last plan like this was going to exempt people driving children to the private schools. This is not a creative solution. A congestion charge and better buses would be cheaper and more effective.
Steve Lee	Cambridge, United Kingdom	2016-10-01	While I hate the traffic in this city, this is an idea that has very little logic. The effects of this plan being agreed would be disastrous! Retail would suffer what with deliveries not being able to arrive and people's livelihoods would suffer, particularly those who run independent businesses whose customer base is within the city centre. If there is any sense, the council will scrap this ridiculous plan which is just encouraging public transport to increase their profits and completely removing the whole point of driving in the first place, independence and choosing where to go without limitations which this plan certainly would be.
Craig Lockley	Chatteris, United Kingdom	2016-10-01	I work in central Cambridge and it's clear these plans are ill conceived and poorly thought through, typical public sector mentality.
Kenneth Kidman	Cambridge, United Kingdom	2016-10-01	As I am a mobile technician in Cambridge and my business would have to fold should this become policy
Pierre Sheppard	Comberton, United Kingdom	2016-10-01	I thought that charging people who use Park and Ride was at best, dim witted and at worst the perfect example of how this Council has completely lost the point of Park and Ride, to keep cars put of the city, but no, it's just another crude revenue stream. I am appalled by this latest scheme, was this another example of a Friday afternoon down the pub brain storming session.
Honor Marsh	Burwell, United Kingdom	2016-10-01	I take my children to Hills Road for school and college every day by car as we live in Burwell and the buses are infrequent and invariably late or don't even turn up at all. It takes them 1 1/2 hours if they take the bus to get to school... Also my husband is an electrician and when he has jobs in Cambridge needs access from 8.30am and usually finishes at 4.30pm - how is he meant to deliver his services - he can't physically carry all his tools and materials on the bus!!? He starts at 8 or 8.30am so customers can leave for work on time - will they all have to miss work to wait to let him in at 10.00am?? Or is he going to have to arrive at customers' houses at 6.30am?!! This is ridiculous and needs to be looked at and thought about in much more detail. It is simply not viable.
Peta Crawshaw	Saint Ives, United Kingdom	2016-10-01	I would end up shopping online or going somewhere else to shop
Eliza Hall	Girton, United Kingdom	2016-10-01	Ridiculous
Andrew Mills	Over, United Kingdom	2016-10-01	Page 77 This is a single business in the city

Name	Location	Date	Comment
Marie Rollinson	Burwell, United Kingdom	2016-10-01	I feel this is total unrealistic
Kathryn Brown	Haslingfield, United Kingdom	2016-10-01	I run a small business in Green Street, this would make our deliveries virtually impossible - we can't currently use our street between 10 and 4, with this that would be between 7 and 6.30....
Cian Horman	Cambridge, United Kingdom	2016-10-01	<p>I have only just moved outside of Cambridge as it had become too expensive as a single parent. Due to custody agreements my primary school children will remain at their inner city school. The road closures would mean I have no economical and affordable way to get them to school, or on time.</p> <p>As I work in the city centre itself I also worry about my fellow retail workers who often live outside Cambridge in villages with already poor bus services. A better guaranteed bust service first has to be the first step. I fear that stagecoach and other bus services will axe village services to cater for city services when realistically it is the villages who are screaming for help.</p> <p>Also, what about those whole live in the no traffic zone? What if their jobs requite them to drive at those times? Deliveries? Trades people?</p> <p>To ask low income families to have to pay for parking at Park and ride, AND bus fares for buses that don't take you where you need to be is unfair and unsustainable. The cost of driving can be burden enough.</p> <p>It seems like the practicality has not really be thought through and only really considered by rich people.</p>
David Humm	Cambourne, United Kingdom	2016-10-01	The impact both privately and in business will cause considerable costs not only to my own business but to thousands of companies who make Cambridge a great place to live, only foolish persons with no thought of the impact to the all would feel that road closures would alleviate to improved transport and travel times. It is time that serious alternatives are explored
Michael Champion	Cambridge, United Kingdom	2016-10-01	<p>So we pay a premium to live it town or near it.</p> <p>And accept that as a fact of life.</p> <p>Yet to make it easier for people out of town in particular (and that's the biggest aim of this) we are going to suffer.</p> <p>And our council tax will probably go up to pay for it.</p> <p>Why we can't look at ways to ease congestion by investing in better cycle routes and incentives to use them I don't know.</p> <p>It's total madness.</p>
Ellen langford	Potton, United Kingdom	2016-10-01	I work in Cambridge and cannot afford the ridiculous park and ride fees so have no choice but to park on a side street 20 mins away and walk. If I am no longer able to do that I may have to work elsewhere.
Shirley Porter	Ely, United Kingdom	2016-10-01	Not a great plan people!!! Know when you are barking up the wrong tree.
julia west	Chelmsford, United Kingdom	2016-10-01	Cambridge is bad enough already traffic wise, buses are crap and do not go exactly where you need, park n rides do not link together even !!

Name	Location	Date	Comment
Patrick Hills	Cambridge, United Kingdom	2016-10-01	I live here and want to be able to travel when and where I want to and when I choose to. Not to be told when or where I am allowed to travel, this is supposed to be a democratic society with a choice of free will, I don't want to be treat like a caged animal. Closing lots of roads off, means pushing heavy traffic down narrow residential streets, bumping into parked cars as the volume of traffic increases. Theses streets aren't designed for this, where as the wide roads specifically built for this are and they are stopping them been used!!! Or are reducing the hours of usage. People have to work here to keep Cambridge on the map, all these changes could push businesses out, as their deadlines for productions etc might not be met, if they too can't travel in certain times. Work hours might shift because of this, playing cat and mouse with the time restrictions in force. Parking at your place of work is a good thing, at least it is not outside some residents front door, it keeps parking off the residential streets, I wished they considered more adaqueate parking when they build new houses, not just one space per household, that just doesn't work in this day an age. When most people have 2 cars. Paying for business parking is unfair, the businesses built them to house their workers in the first place, to have to pay to park there will push people onto resident streets or you will work elsewhere. Through the ages the government have encouraged us to travel for work, use cars as the best form of travel(as at least using a car, it is not going to be delayed or cancelled, as we are in charge of what we do, unlike most public transport which we cannot relay on.) take holidays elsewhere, move away from our local families. We did this we are a diverse nation and now we are penalised for been able to travel independently for what they advised us to do. If all rail networks were re opened, more roads were built, all public transport was cheap, reliable and second to non, I wouldn't have a problem with theses changes. It is wrong to push people out of cars when the alternatives suck. The people whom designed all these changes need to live here and experience and explore what would happen from the cities point of view, they should listen, take note and act on what people are saying in our supposed democratic society, where your voice is not heard and he who has the biggest wad of bank notes wins. Just because the local government/council, have been given a large sum of money to spend on infrastructure in a short space of time, if it is not spent they will not receive the next balance of the grant. The actual figures slip my mind at the moment. Great we get some money for Cambridges roads, let's use it constructively and wisely and not ruin people's lives, lively hoods and businesses. Give it careful consideration, listen to the people we know, we live here.
Andrew lindsay	Peterborough, United Kingdom	2016-10-01	I sometimes go into cambridge and have many friends whos livelihood is based on WORKING in the town. Sounds like the council need to think of a better way, or a better solution. If they go ahead with this, you will have streams of cars blocking the roads, waiting for the curfew to end. Isnt gonna work.
Mark Cousins	Cottenham, United Kingdom	2016-10-01	This is about right hit the poor fu##ers who work it's all the same old sh#t
Sandra Day	Cambridge, United Kingdom	2016-10-01	This will be the final nail in the city business coffin. We have no affordable public transport system available and many can't afford to live anywhere near where they work. Shoppers are already going else where because of the high car parking fees. Stop employees getting to work and no one will bother and you will have a dead city centre. Give us an alternative solution. Yet again you assume everyone can ride a bike!
Richard Stearn	Upper Cambourne, United Kingdom	2016-10-01	This has got to be the biggest mistake so far by the people in charge and there have been a few!!!!

Name	Location	Date	Comment
Clare Chapman	Oakington, United Kingdom	2016-10-01	We need to get children to sports facilities at Parkside pool from cherry Hinton at 5:30. That won't be possible.
Wendy Cafferkey	Fenstanton, United Kingdom	2016-10-01	I live outside cambridge but work and have a sick mother in Cambridge who I would need to get to in emergency.
Rui Aresta	Saffron Walden, United Kingdom	2016-10-01	Work in Cambridge
Kevin Dunderdale	Ely, United Kingdom	2016-10-01	Ive worked within the nhs for 30 yrs + ...i have an arduous journey most days on the A10 and to face further problems getting to work would making working in Cambridge less appealing.....
Mark Columbus	Harston, United Kingdom	2016-10-01	It's the most stupid idea I've ever heard!! It doesn't surprise me though, that is councils for you, no thought at all.
Janet Hill	Willingham, United Kingdom	2016-10-01	The plan is clear ridiculous .
Jill Hobbs	Newton, United Kingdom	2016-10-01	Such a bad idea
Amelia Moller	Saffron Walden, United Kingdom	2016-10-01	I don't think these measures have been thought through.
chris jagger	Cambridge, United Kingdom	2016-10-01	As a mainly walker / cyclist in the city, I think we need to take a balanced approach to try to solve congestion but also help all people in our city. I went to a consultation today and person there made a number of ludicrous comments and seemed to have no understanding of congestion. Please let's not have a batter the driver's policy - let's try and work for all. (To be honest it is worse than this - it seems like a policy that is designed to batter the car drivers whilst making things worse rather than better.
andrew bailey	Cambridge, United Kingdom	2016-10-01	Joke is this the best they can come up with
Naomi Price	Isleham, United Kingdom	2016-10-01	It won't work and it's not practical. I have to drive into Cambridge from Isleham as I can't afford housing in Cambridge. It's expensive enough to drive all that way. I cannot afford to pay for a bus pass as well! If I could cycle I would but there is no way I would leave my bike at a bus station every night as they're not secure enough.....
Caroline Hunter	Cambridge, United Kingdom	2016-10-01	There is enough congestion ..around cambridge open roads back up again and take away traffic lights plus cambridge needs a market and customers ...ive driven alot of places cambridge is by far the worst congested i dont know what idiots sit on the council and have these ideas .its getting stupid
Sarah jayne Dunn	Newmarket, United Kingdom	2016-10-01	I don't agree with this, it's a stupid idea!!!
Alisa Fojon	Cambridge, United Kingdom	2016-10-01	I live and work in city
Charlotte Fletcher	Haslingfield, United Kingdom	2016-10-01	When will the Council understand- people don't want to get buses everywhere?!
Martin Owen	Sawtry, United Kingdom	2016-10-01	I teach in Cambridge, on Hills Road, and often have heavy items like projectors and screens that I can't take on a bus. These are my personal property so can't be left in college. If I can't use my car to get to work on some days I won't be able to do my job.
Magnus Mar Magnusson	Over, United Kingdom	2016-10-01	I think this is an incredibly short sighted and naive proposal.
Marie Bull	Cottenham, United Kingdom	2016-10-01	This is ludicrous. Plus it is unbelievably expensive to get into Cambridge on public transport. Lower the cost of that and then you will see a change in the number of cars in the centre of Cambridge.

Name	Location	Date	Comment
Corey Speed	Stotfold, United Kingdom	2016-10-01	Working on the outskirts of Cambridge and having many customers in Cambridge require us to travel into and out of Cambridge between 9 and 5
Bryony Salmon	Cambridge, United Kingdom	2016-10-01	<p>The cause of the traffic issues have more to do with the huge number of new homes going up in and round Cambridge with, at best, very little consideration of the knock on effects.</p> <p>These plans will result in parents having to drop their children off at school before 7am, therefore the schools will have to provide care, so teachers will have to start at 6am and work through until 7pm, when parents will be able to get in to pick them up. A 13 hour day, 5 days a week makes a 45 hour week before lesson planning and marking! I can see something having to give there, and I fear it will be lesson standards, which does not bode well for the future.</p> <p>At the other end of the spectrum, what about the elderly? Those who depend on carers for their medications, going to the bathroom, getting a drink? Yes, the situation as it currently is needs addressing, and radical changes have to be made, but these proposals sound more like a knee-jerk, panicked response rather than a clearly thought through, all encompassing, long-term solution to a currently problematic situation.</p>
Janet Reinemann	Haslingfield, United Kingdom	2016-10-01	Not everyone can use park and ride! Sometimes the timing is just not right!
kirsty peirson	Cambridge, United Kingdom	2016-10-01	It would put me off coming to Cambridge. I choose to shop in ELY or Bury St Edmunds more often now as car park charges are drastically reduced or free. Some people would be unable to use public transport: wheelchair users and prams. There are only so much space for this portion of shoppers. I can see more businesses going bust through this
Terry Goldsmith	Teversham, United Kingdom	2016-10-01	We need to elect some new council lets who represent the people and not be 'yes boys'
Colin Brown	Cambridge, United Kingdom	2016-10-01	it will impact my journey to and from work
Andrew Peat	Cambridge, United Kingdom	2016-10-01	Its a very bad idea.will cause more harm than good.
Robert hobbs	Cambridge, United Kingdom	2016-10-01	crazy plan!!
Julie Hildyard	Stuntney, United Kingdom	2016-10-01	The bus times and queues will prolong my journey further. I pay the council for parking too
Mark Powell	Potton, United Kingdom	2016-10-01	I drive to work on Cambridge
Christine Bailey	Milton, United Kingdom	2016-10-01	I think the Councillors live in cloud cuckoo land. Surely they realise that the reason why Cambridge is such a success is because people want to come into the City for work and entertainment. They are the people making it so prosperous. Or are they trying to make it a haven for tourists? Blow the locals as usual!
Ann Nicholson	Hillington, United Kingdom	2016-10-01	It seems a ludicrous ideaI do come into Cambridge too
Carol caldecoat	Milton, United Kingdom	2016-10-01	Just a crazy idea, to what aim? Since the charges for P&R the cars now fill Milton side roads as they wont pay.

Name	Location	Date	Comment
pete bassett	Grantchester, United Kingdom	2016-10-01	i think it is a very worrying path the council are taking, they are creating surveys that can only give the results they want, alienating many and caring about the few, creating an agenda that feels deeply undemocratic. It feels like they are starting to act well beyond the reasons they have been elected , creating large local government that has to justify it's expansion and it's reason to be without simply doing the things those who live in and around Cambridge wish them to do , i have never got involved in any issues like this but over the past few months i have become deeply concerned about the methods and aims of the so called City Deal even the name is constructed to make citizens feel there is some inherent agreement , as far as i am concerned it is it city no deal .
Benjamin Benstead	Cambridge, United Kingdom	2016-10-01	This is so badly thought out its a joke. They need to sort out a better way of dealing with all the development they allow around this city instead of penalising the people who live in it. This I thought was all supposed to be discussed and considered before the impact happens.
Anne Cowan	Ely, United Kingdom	2016-10-01	This is a deeply flawed initiative which will involve catastrophic congestion in the roads which are to be left open. It also takes no account of disabled drivers who cannot easily transfer onto Park and Ride buses which may drop them at an inconvenient spot. This is so short sighted - do they really think that an emergency plumber or electrician is going to carry all the tools and equipment by bus? I don't think so. A re-think, at very least, is needed here
Colin Reader	Sutton, United Kingdom	2016-10-01	I object to having to pay a fee to enter the city then pay to have to park when I am purchasing goods to keep the city shops open and profitable.
Paul Davis	Cambridge, United Kingdom	2016-10-01	My business will suffer. I think it is a terrible idea.
Philippa Sjoberg	Cambridge, United Kingdom	2016-10-01	It will be a disaster!
Patricia Dunn	Cambridge, United Kingdom	2016-10-01	Patricia dunn
Denise Roberts	Cambridge, United Kingdom	2016-10-01	We need to cater for all not some and what about the elderly and disabled?
Sara Hewitt	Stetchworth Ley, United Kingdom	2016-10-01	Ridiculous! If you want to discourage traffic in the centre at peak times, introduce a congestion zone charge as in London for those driving in from outside the zone.
Rebecca Misik	Fulbourn, United Kingdom	2016-10-01	I signed this because it's a ridiculous idea that has DEFINITELY NOT been thought through properly! Has anyone taken time to think about people who have to drop their children off the their child minders before work? Who's going to pay for the extra time the children will be with their care giver because their parents have to drop them off before the roads close and pick them up after they reopen?! What about the people who live on these roads? How are they going to be affected by this ridiculous plan!? These plans need to be scrapped and who ever came up with this plan in the first place needs their head examined because clearly they've lost a few marbles somewhere!

Name	Location	Date	Comment
Christine Bailey	Milton, United Kingdom	2016-10-01	I think the Councillors live in cloud cuckoo land. Do they not realise that the people working and coming into Cambridge for entertainment are the people that make the city prosperous. People should be allowed to travel around doing what they need to do whether it's to get to work. School, hospital, dentist, make deliveries what ever. Their ideas are absolutely ludicrous. Do they really think that blocking roads is going to help? I can just imagine one continuous snake of cars trying to get round. Not everyone can use the bus or ride a bike. Not everyone wants to get into the city centre. I think all they want is a haven for tourists. Blow the locals as usual.
Paul Sandford	Wicken, United Kingdom	2016-10-01	I'm signing because the plans are ridiculous and not thought through at all.
Michael Turner	Cottenham, United Kingdom	2016-10-01	I work as a delivery driver from a unit close to hills road, some of my customers are in the areas affected by these closures, and i will not be able to make any deliveries to them, which will mean they cant work and my company also suffers through loss of sales
Anthony Hayward	Cambridge, United Kingdom	2016-10-01	Traffic in Cambridge is terrible. This plan as I understand it will make it worse, by reducing the number of ways in and out of the city at peak times. Why not consider a congestion charge instead of these recurring road closures?
Christina Champion	Cambridge, United Kingdom	2016-10-01	We live in the city. We run a business in the city. To run that business we need supplies. Supplies that can't come in on Park and Ride nor bicycle. Daily. Before the business opens for business. If you restrict access at those times there will be no business. Enough is enough. You are people for the people. This plan puts Cambridge people at a severe disadvantage. Bring new big business in but only on sites where there is space for ALL their parking and ensures links to the stations. Think again. For all our sakes.
darren alden	Cambridge, United Kingdom	2016-10-01	I work at in the town centre and arouding streets as a painter and decorater use my van to carry my work gear.
maria Nowshadi	Cambridge, United Kingdom	2016-10-01	I live in Harston and there is one bus an hour into Cambridge, it then takes an hour to do the 5 mile journey. My children were in school in Cambridge and the number of times in the winter they have had to stand for ages while park and ride buses drive pass already too full. I end up driving in to collect them. In my job I am a community children's nurse, it's already difficult enough visiting and parking at the houses of the families and this willsignificantly impact the number of visits we can make.
Kayleigh Brewer	Haverhill, United Kingdom	2016-10-01	I work in cambridge and need to get go work so does my partner
Susan Symonds	Cambridge, United Kingdom	2016-10-01	I'm signing this because I work in Mill Road, Cambridge and I would probably loose my job because I couldn't get to work on time and would get home very late and I couldnt afford to travel by bus. The councillors are only seeing £££££ signs and I bet they don't even live in Cambridge, but they certainly have alot more money than I do. This will certainly KILL off Cambridge because nobody would want to come here. It seems like they want everyone to use bikes or buses, but not everyone can. So lets see what happens when businesses close and leave cambridge - no jobs, everyone will be at the job centre, no money coming in for the council for rent. This is an extremely BAD IDEA
Lisa Cane	Cambridge, United Kingdom	2016-10-01	Thus is a ridiculous proposal, so many people have to work, and this seems to be shutting people out of places they need to be, what about dropping children to childcare, or people that rely on others for help and support. I dont know what these councilors are trying to do, or what they are trying to turn Cambridge into, Whats the saying' If its not broken, dont fix it !!!!!!!!!!!!!!!!

Name	Location	Date	Comment
Jennifer Hardcastle	Peterborough, United Kingdom	2016-10-01	What a ridiculous situation! I have family that live on Coldhams lane- how will we visit our family, my elderly grandma can't walk or get on a bus.
David Gent	Cambridge, United Kingdom	2016-10-01	This will disadvantage so many people, not least the disabled who are unable to use public transport. Are this group of people to be barred from working in the City if it requires travel to and from work during rush hour. what about shift workers working 6pm to 2am, bus to work but how are they supposed to get home? The whole plan is flawed.
Liz Freeman	Cambridge, United Kingdom	2016-10-01	I think the plan is unworkable and should not be implemented. Only if a plan can definitely improve matters should it be used. The negative impact on businesses is unacceptable.
Neil Badcock	Cambridge, United Kingdom	2016-10-01	The gc city deal is a waste of tax payers money and will result in an unworkable transport system for Cambridge. Bus services have been reduced making it impossible to get from one side of the city to the other in a timely manner. Cycle changes are making the city more dangerous and NOT safer! Return the money to central government and spend it on something worthwhile.
violet lucas	Cambridge, United Kingdom	2016-10-01	i am signing because the the government are going to make things worse not better for the common people
Elliot May	Longstowe, United Kingdom	2016-10-01	Working for a gardening firm who have weekly clients on and near to all these roads it will damage my employers bussiness and put my job at risk
James Hill	Cambridge, United Kingdom	2016-10-01	This ludicrous idea will bring Cambridge to a complete stand still. And has no benefit
John Williams	Hardwick, United Kingdom	2016-10-01	The proposals will be catastrophic for residents, workers and businesses alike. One way systems and tidal flow and keep the school run to the private schools off the road they should run buses from the park and ride sites.
Joe Eastwood	Whittlesford, United Kingdom	2016-10-01	The plan is no plan at all, it could have been thought up by a not very bright monkey.
Katherine Schofield	Cambridge, United Kingdom	2016-10-01	I live within the pcp zone. I don't own a car so I'll be fine -- but what about all my neighbours who work outside Cambridge and have to get there by car? The nearest bus stops for routes out of Cambridge are 30 minutes walk from here. And what about all my elderly and disabled neighbours whose carers won't be able to help them get out of bed and eat breakfast until after 10 AM? Will they have to wet their pants waiting? This is a TERRIBLE idea and must be stopped.
Sandra Lock	Burwell, United Kingdom	2016-10-01	My son is a talented diver and trains at Parkside pool - this will make getting him from dry land training in cherry Hinton to Parkside pool impossible. Trust me I already avoid Cambridge when I can but this plan is ludicrous- improve transport generally and people will use. Cambridge is the worst place for ludicrous traffic calming ideas I have ever lived in. Do the people who make these plans live in the real world?
linda stallabass	Soham, United Kingdom	2016-10-01	i work in cambridge and need to drive there everyday.
jody bunting	King's Lynn, United Kingdom	2016-10-01	This is a ludicrous plan for anyone living in the centre of Cambridge, such as my elderly mum whom I need to get to quickly , not parking at Milton and waiting for a bus to work its way through the inevitable congestion that this plan will cause. Someone somewhere must be getting a backhander from this plan as that's the ONLY reason i can see why it would go through!!
Philip Gaskin	Cambridge, United Kingdom	2016-10-01	I'm signing because access to the city centre is vital for my commute

Name	Location	Date	Comment
Elaine Gristwood	Cambridge, United Kingdom	2016-10-01	I run a business which needs to get access around the City and these restrictions will have a serious negative impact on my business
Samuel Hayes	Cambridge, United Kingdom	2016-10-01	This proposal seems ill-thought through, and will likely exacerbate the problems facing an already staggeringly poorly managed transport system. I am also concerned at the lack of consultation with local residents, businesses and community groups (I represent one of the latter). I cannot see how these proposals will have a positive effect on any of these. I have seen no evidence of any alternative plans having been discussed or put to consultation. In a city which prides itself on openness and broad thinking, this is immensely disappointing.
Catherine Carr	Cambridge, United Kingdom	2016-10-01	This seems crazy. Purely crazy.
Patricia Sadler	Oakington, United Kingdom	2016-10-01	This is total madness instigated by an elite out of touch with ordinary people's needs
R Rastofsky	St Ives, United Kingdom	2016-10-01	Cambridge needs to tackle congestion but this is not the way forward. The public transport system needs to take lessons from the likes of London and learn before making such drastic changes not to mention lowering the cost, offering single journeys on buses, adjusting the price for short journeys, making park and ride parking free again the encourage cycling and work with schools to discourage large cars for school pick ups. PLUS, giving cheaper fares to school children!
Graham Smith	Cambridge, United Kingdom	2016-10-01	I fear this is pretty much a done deal. Consultations- don't make me laugh.
Cristina Burton	Cambridge, United Kingdom	2016-10-01	This deal is utter madness and will create MORE congestion and chaos.
Kirstine McCulloch	Highfields Caldecote, United Kingdom	2016-10-01	I have a business serving local cambridge people, its difficult and costly as it is. Cannot provide a service without a van, nor reduced hours of working 10 til 4 pm, who can work a 30 hour week Monday to Friday and support a family?
Rachel Bruins	Cambridge, United Kingdom	2016-10-01	Personally road closures will have a massive impact on my life. I fear for the small businesses' future in the city centre and the closures will cause environmentally disadvantageous massive traffic jams and longer car journeys as traffic is relocated elsewhere.
Joanna Mardell	Great dunmow, United Kingdom	2016-10-01	I use the brilliant park and ride and if Trumpington a Road is the only way in how long will it take + my friend lives near the fire station and I won't be able to get to her house
Nicola Thomas	Brookfields Cambridge, United Kingdom	2016-10-01	I live at Brookfields mill rd, and this would be a nightmare
Jason Lunt	Hardwick, United Kingdom	2016-10-01	It effects me getting from work to home, no alternative transport at 5am but not also that but effects friends living within the road closures.
Ruth Jordan	Cambridge, United Kingdom	2016-10-01	In general this seems like a badly thought out plan. In particular, I'm concerned that the needs of the disabled have not been considered. Many children at my local special school arrive by private school minibus. If this is to be replaced by individual taxis (all of these children are entitled to local authority funded transportation) it will cost the local authority 10s of thousands per year. Has any of these even been considered?
Pamela Bright	Cambridge, United Kingdom	2016-10-01	Current bus routes are not comprehensive enough to reach all areas of the city
Mark Randall	Great Abington, United Kingdom	2016-10-01	This city deal is so absurd and unworkable its only explanation is corruption. Stop the madness.

Name	Location	Date	Comment
Antony Stanbridge	Cambridge, United Kingdom	2016-10-01	Want people to use the park and ride, but will hike up the prices as seen over recent years in Cambridge.
Matthew Rowe	Histon, United Kingdom	2016-10-01	I work shifts in the catering industry as do many others in Cambridge. Public transport is not an option at the times we arrive and finish work
Natasha Kendall	Cambridge, United Kingdom	2016-10-01	Cambridge does not have the public transport options to accommodate this plan. It makes no sense at all. We have a few unreliable buses that are rarely on time. One word: stupid.
Caroline Fellows	Landbeach, United Kingdom	2016-10-01	There are few or no cross-city bus services. If you do not work in Central Cambridge bus services are fairly useless!
Sarah Scarr	Girton, United Kingdom	2016-10-01	I work in Cambridge and have done for over 25 years and need to get to work !!!
Helen ENTWISTLE	Cambridge, United Kingdom	2016-10-01	It's a daft idea!
Camilla Benstead	Cambridge, United Kingdom	2016-10-01	This will effect me being able to work with 2 young children, and my partner is a delivery driver and the out come of this will be him being made redundant.
Sheila Hackett	ELY, United Kingdom	2016-10-01	I see no mention of exceptions for Blue Badge holders in the 8-point plan and wonder if the new buses will have sufficient capability to accommodate more than one electric wheelchair user at a time.
mittchell cornell-steggles	cambridge, United Kingdom	2016-10-01	I have to use motor travel as I have a disability
Chris Marshall	Cambridge, United Kingdom	2016-10-01	I'm singing because if they do this I lose my job, I've got a family to support!!!!
David Fuller	Cottenham, United Kingdom	2016-10-01	I'm a small builder, working mostly in Cambridge. This will drive myself and others into unemployment!
CHerry Blanchard	Cambridge, United Kingdom	2016-10-01	I live and work in cambridge city. It's ludicrous.
Cecily Beer	London, United Kingdom	2016-10-01	Cambridge is where i grew up and where my family still lives. I believe this initiative would become increasingly aggravating to their lives and should be rethought.
Tony Morgan	Cambridge, United Kingdom	2016-10-01	Cambridge is only congested at certain brief periods. It is nowhere near as congested as large cities elsewhere. The school run is chronic, and these middle-class parents need to walk their children to school or stop patronising private schools that require this. Give us frequent, affordable buses that run EVERYWHERE, and the problem will diminish. Lots of us who live in the city need to move around in the key times to have our normal life. The car needs to be controlled, not excluded.
laura beadsworth	Upwood, United Kingdom	2016-10-01	I work in Cambridge
Alisha dove	Cambridge, United Kingdom	2016-10-01	It's the most ridiculous thing I've ever heard. I can't afford to get the train in every day so I would have to quit my job and so would many others. It would create unemployment.
kevin Burbridge	Benwick, United Kingdom	2016-10-01	I pay road tax to use our roads congestion charges and restrictions on usage are a tax by another purpose
Moira Upton	Cambridge, United Kingdom	2016-10-01	I live on Coldhams Lane. I travel to companies outside of Cambridge providing health screening and need to carry a LOT of equipment. If this scheme goes ahead I will be unable to continue with my business. Moira Upton TLC Health Screening

Name	Location	Date	Comment
Penelope Evans	High Kelling, United Kingdom	2016-10-01	It will be very hard for my daughter to take her son to school.
Natasa Wilkinson	Longstanton, United Kingdom	2016-10-01	It will affect my commute to work.
Susan Ellis	Cambridge, United Kingdom	2016-10-01	It is biased towards cyclists and blue-bodied travellers. Some people do not have a choice but to use their cars.
Brian Cook	Bassingbourn, United Kingdom	2016-10-01	It will make getting my daughter to school impossible, and cause issues with our business making deliveries
Elisabeth Hill	Henham, United Kingdom	2016-10-01	It's a ridiculous idea!
Clare Peat	Cambridge, United Kingdom	2016-10-01	It is a very unrealistic idea. It will create chaos not solve a problem . Half of the people i work with will be unable to get into work. I thought cambridge was supposef to be a city to welcome visitors not push them away .
Cath Atkins	Witchford, United Kingdom	2016-10-01	I commute to Cambridge daily
Kate Johnson	Burwell, United Kingdom	2016-10-01	I honestly can't believe the stupidity behind this idea. Trumpington Rd is horrendous every day and diverting traffic onto trunk roads will surely only increase the time spent stuck in traffic trying to leave this congested city. If there were more frequent, cheaper bus options then commuters would be incentivised to use them. Wake up Council before you ruin our beloved city.
Clive Brown	Landbeach, United Kingdom	2016-10-01	I have to work in and around Cambridge every day, these restrictions will make it almost impossible to work.
Graham Barrie	Soham, United Kingdom	2016-10-01	I will have a very long walk to get tools out my van
kelsey whyte	Saint Ives, United Kingdom	2016-10-01	I work in cambridge and can just imagine what a nightmare it will be for me to get to workbut also the congestion it will cause.
Duncan Willis	Harston, United Kingdom	2016-10-01	Will cause unintended consequences and destroy one of the best roads in England, the backs.
Deborah Crix	Ipswich, United Kingdom	2016-10-01	I live in Ipswich and work in Cambridge. Because of the poor train services i have mo choice but yo drive in yo be sure of arriving on time. I could not afford to continue working if any levy or trsggic restrictions were imposed. I work in education.
Chloe jade Papworth	Bo'ness, United Kingdom	2016-10-01	it will seriously effect those who live in Cambridge, and who have to travel in and out of cambridge on a daily basis travelling in cambridge is bad enough at the best of times
Sarah Wakely	Burwell, United Kingdom	2016-10-01	This is a joke!!!!
Tracey Brooks	Histon, United Kingdom	2016-10-01	It does nothing to improve the lives of anyone.
Zoë Radford	Cambridge, United Kingdom	2016-10-01	I've grown up in and around Cambridge and do not see this as a solution to cambridge's congestion.
Julie forbes	Cambridge, United Kingdom	2016-10-01	Crazy idea which has not been thought through! Will cause more chaos than less!!!!
Sarah Dobson	Burwell, United Kingdom	2016-10-01	I was driven out of working in Cambridge due to the poor public transport. Until better train and bus links are introduced throughout East Cambridgeshire people should not be penalised for not being able to afford to live in Cambridge. Now when I want to shop I'd rather travel to Norwich than get an overpriced P&R bus to Cambridge. This is the fault of Cambridge City and County Council.

Name	Location	Date	Comment
Tyannis Clarke	Cambridge, United Kingdom	2016-10-01	It will make day to day travel slot harder for the people of Cambridge and makes no sense whatsoever
Suzanne Richardson	Cambridge, United Kingdom	2016-10-01	The plan is totally illogical and will cause absolute chaos to the city. The Council needs to improve Public Transport substantially before initiatives such as this are introduced.
Sophie Francis	Cambridge, United Kingdom	2016-10-01	I run a shop in town and we will have to cut staffing when trade inevitably decreases
Lisa Connolly	Cambridge, United Kingdom	2016-10-01	This will effect me getting to work
Sean Donovan	Cambridge, United Kingdom	2016-10-01	What a ridiculous idea.... What do we pay road tax and insurance for ?? The worst idea I've heard yet it will turn the city of Cambridge into total chaos. Half the accidents on the a14 are caused by traffic backing up onto the motor way and businesses will be crippled in the areas effected
Laura Marsh	Cambridgeshire, United Kingdom	2016-10-01	This is ridiculous, yes we all complain about traffic but for some of us buss s just don't run at the right times or would take nearly two hours to get me to work . What city isn't crazy busy with traffic at those times, but that's just how the modern day life runs. This would end up preventing me from seeing my family because instead of it taking 45 mins to get home it would take two busses and 2 hours to get home.
Peter Silvester	Hardwick, United Kingdom	2016-10-01	I am disabled and buses do not work for me the taxi service is too expensive. This is a disaster for Cambridge.
Jill Slater	Colne, United Kingdom	2016-10-01	There is no bus service to and from Colne so how are we supposed to get to work and home? The traffic is bad enough now but the new housing developments at Longstanton, Northstowe and Cambridge NW are already having a negative effect. Sort the public transport out first before banning the traffic. We don't all live a walk or cycle distance away from Cambridge.
Tamara Evans	Cambridge, United Kingdom	2016-10-01	This is ridiculous
Jacqueline Palmer	Australia	2016-10-01	A case of council trying to feather its own nest... No thought to the local community/ or shop owners ..
Sarah Cant	Harlow, United Kingdom	2016-10-01	We run a business on Cambridge market and we need to drive our van in with our stock in between 8 am and 10 am, Park and Ride is not an option! This is the same for virtually all our trader friends, only a few can cycle in. The market will be empty!
Sabrina Cook	Newmarket, United Kingdom	2016-10-01	I live in Newmarket and work in Cambridge and have to take my children to two different schools in Cambridge from out of town every day. There's no bus to accommodate all our journeys and I cannot possibly imagine the stress it would put on us, let alone other motorists and business. What a ridiculous idea! !!!
Nick Deadman	Whittlesey, United Kingdom	2016-10-01	I like to have the choice of how I travel in and out of Cambridge it is not always so easy to travel in on public transport
Tony Margiocchi	Whipsnade, United Kingdom	2016-10-01	This is obscene!
Olivia Barker - House	Wimblington, United Kingdom	2016-10-01	I'm signing because I attend university in Cambridge, my commute is already complicated and this would make it impossible to continue my education. Also it will have a negative impact on businesses and trade within the area.

Name	Location	Date	Comment
Berenice Smith	Cambridge, United Kingdom	2016-10-01	I live in the City, off one of the closed roads and I have no idea still how this affects me. The questionnaire is leading and only allows selective answers, different situations are not accounted for. I have a dog that I want to walk but this, plus plans to bring in PSPOs means I'm unlikely to do so outside the city. If this is the best that Cambridge can do with the great minds in our University, it's shambolic and lacks any evidence it will work - that's been shared with City residents thus far.
John Richards	Fenstanton, United Kingdom	2016-10-01	Because our business operates in Cambridge and it would be impossible to do this without vehicle access.
Bettina Scarlata	Cambridge, United Kingdom	2016-10-01	The plan is ridiculous and not thought through!
Olivia Moan	Fulbourn, United Kingdom	2016-10-01	It's ridiculous!
Jackie Stepney	Milton, United Kingdom	2016-10-01	My husband has a small motor vehicle business and this will have catastrophic consequences for us.
Peter Bird	Cambridge, United Kingdom	2016-10-01	Trumpington Road already carries too much traffic, is set to get worse as more houses are built and will be gridlocked under these proposals
David Gallop	Ely, United Kingdom	2016-10-01	I work, and have friends that live and work in Cambridge.
Victor Nimako	London, United Kingdom	2016-10-01	I think it's best to look at the financial situation of businesses within a given community and the council should work to improve its own population rather than give demands to others. If it mostly affects those who work there, then I feel that the community should have a say on what would be the next course of action to better the financial situation. It would be best at this time to stop the Cambridge City Deal and instead invest in the locals to see a better growth
Sue Chan	Burwell, United Kingdom	2016-10-01	The whole plan does not make sense at all! It will cause so much UNNECESSARY delays, problems, catastrophe. If wanting to reduce pollution, reduce park and ride charges, abolish the park and ride car park fee. At the moment, it is cheaper for people to drive into town and park there, this is what is increasing traffic.
Elaine Learmonth	Cambridge, United Kingdom	2016-10-01	I live in the catchment area I also work all over cambridge as a carer I start at 7am and finish at 10pm Oh well at least I will get a lie in so will the elderly I visit they may get pressure sores from laying in bed extra time or they may go into a diabetic coma as they have not eaten or taken there medication some may have to miss vital medication as there won't be enough time between morning and lunch and dialysis patients won't be ready to be picked up oh I forgot there transport won't be able to get to them either but I'm sure we will all enjoy the extra time in bed I wonder how much of our money has been wasted again on stupid plans
David Clarke	Cambridge, United Kingdom	2016-10-01	...this plan is such a bad idea. Wow...
Ian Knibbs	Offord Cluny, United Kingdom	2016-10-01	I totally disagree with this!
Liz Lipscombe	Cambridge, United Kingdom	2016-10-01	I think the plan has not been thought through. LACK of real consultation. MOney making all these changes should be used to subsidise buses and public transport making it affordable for all people including families.
Simon Ruggles	St Neots, United Kingdom	2016-10-01	Cambridge City Clowncil strike again. These individuals are putting the cash from bus operators before the residents and businesses they claim to represent.

Name	Location	Date	Comment
John Clements	Cambridge, United Kingdom	2016-10-01	It's insane and dreamed up by people who have no clue as to the reality of what they are doing. Just out of college and trying to justify their excessive salaries. I went to one of these so called consultations. The officer who lived in town didn't have a car and the other lived in Peterborough and had not a clue where anywhere was.
Mark Evers	Cambridge, United Kingdom	2016-10-01	My children are in school in Cambridge and there is no other way to get them to school. Council lets in Cambridge need to come out of their bubble and realise this is not the way forward.
Victoria James	Northwich, United Kingdom	2016-10-01	My job requires constant travel between stores in the centre of town (convenience shopping/supermarkets) all day with product in my car - something I could not take on any other form of transport. The proposed changes would make my job impossible.
Carl Bergman	Cambridge, United Kingdom	2016-10-01	Trumpington will not be the only road left open. The plan is for Milton and Histon roads to have their trees chopped down, front yards confiscated and the roadway expanded into 4 lane highways. But with all other roads closed where is that traffic supposed to go? Mitcham's Corner will become a polluted parking lot. Not much of a "deal" for the city's residents.
Ryan Carey	Huddersfield, United Kingdom	2016-10-02	Money grabbing and selfish, if it ain't broke, don't try and fix it! I've never felt so ashamed of Cambridge.
Mike Hughes	Cambs, United Kingdom	2016-10-02	It's a bullshit idea
Alan Ashton	Cambridge UK, United Kingdom	2016-10-02	I am singing because I do not wish for my city to be closed down in this dictated way.
David Kennington	Cambridge, United Kingdom	2016-10-02	The trouble with this scheme is that it appears to be based on the idea that Cambridge has a good public transport system. We have an overpriced and incredibly inefficient public transport system. Fix the lifeboats before you scuttle the ship!
Charlotte Donald	Cambridge, United Kingdom	2016-10-02	I live and work in Cambridge the charges of buses are ridiculous these days which I wouldn't be able to afford just to get to work and back. I also have a disabled nan who I often give lifts to for things like shopping and visiting the family and this involves going down coldhams lane. This plan is completely flawed!! So many businesses would struggle with this!

Name	Location	Date	Comment
Simon Jackson	Farcet, United Kingdom	2016-10-02	<p>This is to all cut congestion in Cambridge. But the people I see sampled are those who already live there, opting to go ahead with these suggestions like a work place parking levy, some establishments exempt (I wonder who), road closures and more. As a commuter, we need to look at the underlying reasons why I have to drive to Cambridge to work each day which reports are ignoring repeatedly.</p> <ol style="list-style-type: none"> 1. The cost of new apartments is £400k+ with many being sold to investors abroad before being offered to local residents. That's expensive and pushing people outside of Cambridge like myself who wants to live there, works there, wishes to pay my council tax there. Rent is up to and beyond £1000 for a single bedroom property per month whilst I am enjoying a 4-double bedroom house for £750 a commute away. 2. Parking is £25 per DAY at most local car parks. That's actually ridiculous so now I walk to work down from one of these opposed roads. 20 minutes each way, each day rain or snow. Parking in Milton Keynes is single-figure all day parking. 3. The city deal is encouraging the use of a single private bus company who have already raised their prices and charges to park at the park & ride. With my £160 of fuel expenditure each month I am now being asked to fork over an additional £60 for the last 2 miles of the journey, per month. 4. Half of the road closure plans on roads like Grange Road are suffering a huge volume of school children who are being dropped off by parents leaving their vehicles on double yellow lines. Never a ticket officer around first thing in the morning and it's dangerous to passing motorists. Is a school bus system not a better way to cut 50, 60 or even 70 landrovers from accessing this road? 5. Road like Grange Road have traffic lights that do not work in conjunction with the other lights on the road A1303. During peak times drivers will park across this junction and only 2 or 3 cars can exit each time because of returning traffic not waiting until the junction is clear. <p>I would very much love to live and work in Cambridge but if half of the plans for the City Deal come into fruition, I will, and I hope many others follow me in leaving Cambridge for good.</p>
June Hoskin	Sawston, United Kingdom	2016-10-02	<p>The charges on the P&R were poorly planned and implemented Is the plan to make Cambridge a Disney type tourist town with transitory residents and wealthy speculators buying up all property What about local people and businesses ..you can't drive them all out ..Oh yes we will still have the University ..that's all right them is it???</p>
Alma Daly	Cambridge, United Kingdom	2016-10-02	<p>I am signing as I am a disabled driver who needs the current level of accessibility into the city to remain in place.</p>
Sandra Dunn	Melbourn, United Kingdom	2016-10-02	<p>It's the most ridiculous idea I've ever heard. Trumpington Road is already bad enough so making it the only accessible road for traffic is going to cause mayhem. My suggestions would be to stop building houses in Cambridge, stop the ridiculous £1 parking charge at the Park and Rides and make fares cheaper so it will encourage more people to use it. For once let common sense prevail!!</p>

Name	Location	Date	Comment
Andree Irons	Sawston, United Kingdom	2016-10-02	I lived in Cambridge from 2000-2013 and had jib which I could walk to. I moved out to Sawston to be able to afford a house large enough for my family of 5 but still have the same jobs so it's Cambridge's sky high house prices which mean I drive to work rather than walk. That's not my fault, don't penalise me further please.
Cheryl Bowran	Witchford, United Kingdom	2016-10-02	With this proposal and my child care restrictions it would make my journey 2 hours each way. I would only be able to do 5hrs a day in Cambridge. I would have to give up my job.
Joy Hyde	Melbourn, United Kingdom	2016-10-02	this will deter visitors, congestion is bad enough now. Business will lose money. Ridiculous idea
Peter Kennedy	Stretham, United Kingdom	2016-10-02	This is a completely flawed proposal, many businesses will suffer
John Mastrullo	Cottenham, United Kingdom	2016-10-02	Unacceptable behaviour from Cambridge Council.
Matthew Taylor	haslingfield, United Kingdom	2016-10-02	Because this is a penalty on business. Business needs to thrive to drive employment, not just a council trying to employ more people to increase its ego and sense of importance.
Preeti Bose	Harston, United Kingdom	2016-10-02	I feel this would be detrimental to the businesses in Cambridge, and increase congestion elsewhere. Furthermore we do not have enough options for public transport in the villages.
susana iglesias	Cambridge, United Kingdom	2016-10-02	Yet again idiots are making decisions that have not been thought through. Traffic in the city is made worse by poorly timed traffic lights in many places, and also by too many taxis and their bull tactics and inconsiderate parking. Quite frankly as a resident I actually go into town very little due to the already extortionate parking charges. I buses are too expensive too. I do my shopping in Aldi which means crossing town from the queen Edith ward. I can hardly lug all my weekly shop on a bike and I'm not about to carry it all on a bus when I have a car for which I pay a big amount in road tax for SO I CAN USE THE ROADS! I already do a lot of my shopping online and this will only justify me doing more. I won't be the only resident / consumer feeling this way. If you want shoppers / consumers to support the local businesses stop ripping us off and making it impossible for us to get into the city. The city isn't just for students who already have priorities over permanent residents with regards to student accommodation popping up everywhere whilst affordable housing going for families is diminished. It's the permanent non transient residents / working people / families that keep the city ticking over. I sign this petition to ask you to think again and stop interfering with our city to a detrimental effect.
Keiran Williams	Exning, Newmarket, United Kingdom	2016-10-02	I am a driving instructor and this will ruin my business
Jane Norman	Histon, United Kingdom	2016-10-02	You are going to create mayhem on the roads. It will also affect many businesses because people will not go into Cambridge to shop.
Helen Smith	Red Lodge, United Kingdom	2016-10-02	This will cause more chaos to businesses including retailers
Michael Surbey	Cambridge, United Kingdom	2016-10-02	We operate in central Cambridge every day and as a heating, plumbing and electrical contractor it is essential that our members of staff have their vans and can move freely in order to complete their work. We service over 3000 student rooms on an emergency and planned maintenance basis. If water is pouring through a ceiling or there is a dangerous electrical situation we can't wait for access times !!!

Name	Location	Date	Comment
Suzanne northfield	Cambridge, United Kingdom	2016-10-02	My husband is self employed in the building trade...all suppliers are in cambridge and most of his customers. He needs his van !
Frances Mascall	Hardwick, United Kingdom	2016-10-02	I only live 7 miles from my workplace but have to change buses and the journey takes over an hour when the traffic is light. I do want to regularly spend more than two hours travelling to work each day. In the car at the time I leave the journey is only 20 minutes each way.
Paul French	Haverhill, United Kingdom	2016-10-02	The A1307 Haverhill to Cambridge route needs significant investment, not more buses and park and ride spaces.
Liza Kopper	Cambridge, United Kingdom	2016-10-02	Because it's stupid really bad ideas. I work shifts & public transport does not work for me on the odd shifts that I could use public transport I've always been late for work and I've left an hour and a half two hours before my shift for started just to use the Buses. When the weather is good I do use my bike when I can. But with my health condition sometimes a bike is not an option at all and I can't afford to pay out on buses and taxis every day so will the council pay for my buses and taxis every day??
Michael Burton	Cambridge, United Kingdom	2016-10-02	This has clearly not been thought out. i have to get to the train station early in the morning so unless the buses are going to go direct to the station from Arbury its going to be very frustrating. I would ask that each councillor who is voting for this explains very clearly if this is going to affect them in anyway. We have the highest parking fees of any city in the UK (that I can find) so that should be taken into consideration as well.
Phoebe Brown	Burwell, United Kingdom	2016-10-02	Whilst I agree there is major congestion, this plan I think would make matters worse and greatly effect people getting to work, children going to school and folk just being able to go about their daily lives
Amy Doyle	Newmarket, United Kingdom	2016-10-02	I live in Newmarket, and drive into Cambridge everyday. I go early in the morning or after the rush hour to avoid traffic. There are times where I have to attend work in an emergency (I am one of the managers in a residential home for elderly people), how would I be able to do that with these ridiculous restrictions! My father also lives in the centre of Cambridge, and this in essence will trap him!!
Rosemarie K Parks	Horseheath, United Kingdom	2016-10-02	I agree with your intentions but closing these roads at this time will NOT help. Improve transport links. Make them more frequent and cheaper. You'll see improvements immediately. By blocking off these main roads, you'll hurt businesses AND families. Coldham's Lane doesn't even have a reliable bus route yet - and how are people supposed to do their shopping during the day when children are at school? You'll increase congestion 10 fold.
Debra King	Bures, United Kingdom	2016-10-02	It seems like a completely crazy scheme and not one that will solve the transport system. Cambridge will become like a deserted theme park.
Melissa Tayabali	Thriplow, United Kingdom	2016-10-02	I live in a village just south of city and this scheme would mean I would stop shopping in cambridge and I would go to saffron walden instead. How would I get to the real tennis club? How do I collect my children from school on grange road? This scheme just won't work - it will ruin the city of Cambridge.
Lisa Jones	Over, United Kingdom	2016-10-02	I'm a nurse at a GP practice in central Cambridge working 3 days a week from 8 -5,30
Tanya Robson	Bassingbourn, United Kingdom	2016-10-02	I work in a Cambridge school. The times indicated are drop off and collection times. If parents cannot get their children to school they will look else where to educate them
James Christofides	Ely, United Kingdom	2016-10-02	Reasons
jav Nazemi	Cambridge, United Kingdom	2016-10-02	Provide a good option 1st. Park and ride should be free and only charge the

Name	Location	Date	Comment
Josh Graham	saffron walden, United Kingdom	2016-10-02	I work in Cambridge
Jennifer Mcinally	., United Kingdom	2016-10-02	So angry, I car share to save money, this will mean id have to use the awful park and ride which costs so much and is terribly unreliable. I live 18 miles out of Cambridge, and my lift means I'm not out of the house for 12 hours a day! Whoever the dipsticks are that dremt this idea up, I bet live in Cambridge in huge houses with posh bikes! What about us normal people!
April van Es	Huntingdon, United Kingdom	2016-10-02	When I worked at the tax office in Cambridge the city council were already penalising working mothers with their restricted parking policy and that was 15 years ago.
Daniel Mills	Cambridge, United Kingdom	2016-10-02	I feel that this shocking idea will have no benefit for local business owners, we pay extra money to live in the centre and now we have to suffer to let other people come in with more freedom!! Will the council pay my extra fuel cost?!!! The people making these decisions are only payed employees and shouldn't have the power to make decisions like this!!! This is a joke!!
Teresa Russell	Hunstanton, United Kingdom	2016-10-02	It's totally unworkable
Janet Matthews	Heraklion, United Kingdom	2016-10-02	This is a badly thought out policy which will cause unbelievable congestion surrounding Cambridge.
Joanna Palmer	Great Shelford, United Kingdom	2016-10-02	For some such as disabled or limited mobility this will be difficult, for those who work in the city their costs for transport will increase, or bosses will choose to make staff come in earlier and finish later. Shops will see no shoppers until after 10 and before 4 leaving their trading hours shortened. Shift workers? Hospital workers etc, teachers, doctors etc all affected.
Janey morrison	Cambridge, United Kingdom	2016-10-02	I live and work in Cambridge and see no sense in any of the measures proposed...gridlock here we come:(
Kate Dunne	Burwell, United Kingdom	2016-10-02	I have to live outside Cambridge (house prices too high) and work in and around the city for the NHS introducing this scheme will make it more costly and time consuming to an already overstretched public service
Rob Brewster	Sheffield, United Kingdom	2016-10-02	This will make my morning commute OUT of Cambridge impossible.
Elena Moses	Cambridge, United Kingdom	2016-10-02	There needs to be more involvement of the residents of Cambridge in decisions that affect us all in thinking about workable solutions to our traffic problems. We need long term sustainable solutions not short term fixes that will lead to frustration and anxiety.
Nick Wombwell	Fulbourn, United Kingdom	2016-10-02	It's a ridiculous idea.
Jen Waterfield	Cambridge, United Kingdom	2016-10-02	The parts of it that penalise people who live in the city centre and have to drive out of it to work elsewhere is totally unfair and unworkable. This is a totally flawed plan
rob parks	cambridge, United Kingdom	2016-10-02	No go areas are FAR too restrictive with as usual no practical options. All stick no carrot.
Bunty Rawlings	Cambridge, United Kingdom	2016-10-02	This will create more serious problems than it will solve, basically Cambridge will grind to a halt, visitors will stop coming, retailers will suffer & pull out of the town, people will not be able to get to/from work in Cambridge. Buses are not the answer. I have e perienced endless problems on the busway to St. Ives because there are more people wanting to use it than the buses have capacity for.

Name	Location	Date	Comment
Fiona Dickinson	Cambridge, United Kingdom	2016-10-02	I live in Petersfield and the traffic on our residential streets is to increase by 50%. Petersfield is one of the most densely populated areas in Cambridge. Most people walk/cycle to their destinations which is why we chose to live here. Why should local residents have to put up with increased traffic pollution due to cars/taxis and vans rat-running in our streets to avoid the road closures.
Karyn Barnes	Cambridge, United Kingdom	2016-10-02	For so many reasons this scheme is wrong. They are proposing to cut the city in half and give the monopoly of ridiculously expensive bus services to stagecoach. Not everyone can cycle. There is no real public transport solution that is long term. And people living in the city will suffer either more congestion on the routes that are open or locked in because the roads they live near are closed.
Elliot Green	Newmarket, United Kingdom	2016-10-02	I need to be able to get to and from college
venesha whyne	Cambridge, United Kingdom	2016-10-02	It's ridiculous
Mike Wallman	Cowlinge, United Kingdom	2016-10-02	I'm signing because i don't want Cambridge to be passed by for other towns that don't charge people to work and live there.
Stephen Barton	Castle Morris, United Kingdom	2016-10-02	I now live in London and Wales, but I am a former resident of Cambridge (Latham Road), an emeritus fellow of Jesus College and a regular visitor to the city.
Terri-Anne Badcock	Cambridge, United Kingdom	2016-10-02	I work in Cambridge city centre and have to travel in from far out and the buses aren't always reliable enough to get me into work. In addition to this buses and the park and ride are so expensive... Its no wonder people choose not to get a bus.
Danielle Weedon	Burwell, United Kingdom	2016-10-02	This is a silly idea and will effect businesses In a bad way and even end up closing businesses down as people will end up stopping going to town to shop as how much it will cost to get public transport. I think the council need to stop to think how this will really affect cambridge. Don't do it !!!
May Smart	Sawston, United Kingdom	2016-10-02	Cambridge is my home and I don't want to be pushed out!! Or have to buy my way in!!! I take the bus anyway when I can.
Angela Talbot	Highfields Caldecote, United Kingdom	2016-10-02	I'm signing because this is a ridiculous idea-driving everyone to park and ride that doesn't have the space? On Tuesday last week there were people circling the Trumpington park and ride looking for spaces!! Clearly not thought thro or viable
tony arnold	cambridge, United Kingdom	2016-10-02	It is yet another ill thoughtout scheme by incompetent planners.
Peter Howard	Cambridge, United Kingdom	2016-10-02	I cycle everywhere but sometimes use a car a in town and think it would bad for business
Dorothea Baxter	Cambridge, United Kingdom	2016-10-02	Draconian
Nick Crawley	Saffron Walden, United Kingdom	2016-10-02	This will cause even more problems for struggling 'bricks and mortar' stores in an already difficult trading situation.
Elaine Claydon Soares	Red Lodge, United Kingdom	2016-10-02	This will effect me getting to work and cost me more
Katharine Copsey	Baldock, United Kingdom	2016-10-02	I was born in Cambridge and have lived near here most of my life-this would be catastrophic for businesses and very difficult for people living in and around Cambridge. I've tried getting a bus into Cambridge with 2 small children buggy and shopping - near impossible!

Name	Location	Date	Comment
Sarah Magee	Cambridge, United Kingdom	2016-10-02	These changes would impact hugely on myself, family and friends. I've lived in the city all my life and cannot see how people could get their children to school or get to work themselves, if these changes were put in place.
Simon Morley	Cambridge, United Kingdom	2016-10-02	I'm a swim coach and the plan will ruin one of the oldest clubs in the region that provides hundreds of kids with swimming lessons
Tim Hall	London, United Kingdom	2016-10-02	I live in Newtown and commute to work by car 4 days per week in east London. These changes will mean it is impossible to continue living in the centre of Cambridge.
Ruth Norfolk	Sawston, United Kingdom	2016-10-02	As a community midwife..... how are we supposed to do our clinics, serve the community and provide effective care?
Heather collison	Hauxton, United Kingdom	2016-10-02	I work in a school on the centre of Cambridge and live in a village with virtually no public transport options. If I could get a bus, there are no bus lanes so I am still in the same traffic while paying for the privilege.
Rob Gogin	Ely, United Kingdom	2016-10-02	It's a flawed solution.
Sarah Cliff	Cambridge, United Kingdom	2016-10-02	I live within the proposed area and although I cycle, there are times when I need to take my car into the city. The congestion charge will also penalise families with children.
Alison Lask	Ely, United Kingdom	2016-10-02	I was born in Cambridge, have a business in Cambridge and know that the City Deal will effectively mean businesses will leave in droves and no one will be able to get staff if they remain. This is one of the most short-sighted policies that an extremely poor Council has come up with and despite 'alleged' consultation meetings, where the entire audience is against the deal, they have said it's going ahead, whatever anyone feels !!! Let's hope that when Cambridge grinds to a complete stop someone has the money to reverse the ridiculous ideas and make the town flow again.
Sue Graves	Cottenham, United Kingdom	2016-10-02	This is a ridiculous idea which will cause more congestion, not less!
Phil Graves	Cambridge, United Kingdom	2016-10-02	Traffic will be pushed further out of Cambridge onto already congested roads. I drive into City every day and centre is relatively congestion free at peak times. It is the artery raids where the congestion lies
Aksara Inamdar	Cambridge, United Kingdom	2016-10-02	It's ridiculous, why else?
Laura Hones	Bar Hill, United Kingdom	2016-10-02	I need to get my son to school in Cambridge from bar hill, then get back to work out if the city.
Raya Iglesias	Glasgow, United Kingdom	2016-10-02	They shouldn't have a right to do this it is just illogical and downright stupid but there you go we live in a pretty dumb and heartless world these days hey....
Ashley Gifford	Ely, United Kingdom	2016-10-02	This is crazy! I work in Cambridge on events and need my car to drive my kit to and from the venues. I won't be able to work if this goes through. I can't physically carry my equipment and I shouldn't be forced to use a taxi because of it!
Julia Godwin	Cambridge, United Kingdom	2016-10-02	I am a community childrens nurse based at Brookfields hospital, worried about the impact on my home, work life balance, as time to travel to work will increase. As I need me car to care for sick children in their homes.
Marian Burbage	Cambridge, United Kingdom	2016-10-02	My business depends on access to the city centre.

Name	Location	Date	Comment
Katie Austin	Wilburton, United Kingdom	2016-10-02	I am a children's community nurse covering Cambridge and surrounding villages. My car is an essential part of my work. Without access to my car I will be unable to visit my patients and deliver essential care! We carry essential equipment back and forth to our patients which is often heavy so therefore public transport is not an option
ian wilson	Ely, United Kingdom	2016-10-02	I think it ridiculous to have this "proposed" system!! What about the guys like me who work on the very systems you wish to push people onto if said workers can't get into centre of Cambridge to start these services up, railway etc So, you saying I can get into work to start yr trains at 0400 in the morning But I can't go home after work as I can't drive on any of the roads that lead me home Bloody joke!! Think again!!!! Idea ASK THE PEOPLE !!
Melanie Ward	Cambridge, United Kingdom	2016-10-02	I am a teacher. The bus service in my village was removed after I moved there. My children are in a school which has no public bus service home. I cannot afford to live in the city. we need a light rail or solution from West of Cambridge.
Jamie Wagland	Cambridge, United Kingdom	2016-10-02	Clearly a lot of things fail to have not properly been thought through ie deliveries and people you in the high in power council are supposed to represent have not listened to the comments and concerns etc clearly lessons need to be learnt
Marcus Carrod	Fulbourn, United Kingdom	2016-10-02	I am signing this petition because this is a ridiculous proposal and just shows how councils make peoples life hard. They might try to improve lifes for all but yet have no clue what they're doing obviously!!
Michelle Curtis	Cambridge, United Kingdom	2016-10-02	I work in and drive to Cambridge every day. I'm about to have a baby. When I come back from maternity leave I will be driving to the centre of Cambridge with a baby and all the paraphernalia that entails. A bus/train will not be ideal!!
sarah mckay	fleet, United Kingdom	2016-10-02	I used to live in Cambridge, I visit often...this just seems crazy, its already hard enough to get about....dont make it worse.
julie hadler	Stowmarket, United Kingdom	2016-10-02	This is a crazy idea and will put lives at risk
RICHARD MATTHEWS	CAMBRIDGE, United Kingdom	2016-10-02	I am a resident living inside the planned no go zone and will not be able to get in and out from my own home - a virtual prisoner. My wife is a nurse; how will she get home after a night shift? How will she get to Addenbrookes for 7:30am? We are both registered carers for elderly parents (my dad 87, mother in law 89) should we get an emergency phone call how can we travel to Ely or Milton in quick response? Why has Trumpington Road been excluded? Why has Barton Road been excluded? The use of double red lines must be considered, especially along Trumpington and Barton Road.
Susan W-P	Over, United Kingdom	2016-10-02	It's an ill-conceived idea that won't improve traffic flow, will be disastrous for businesses and increase traffic problems. They firstly need to improve and reduce the cost of public transport and park and rides in town and from villages to make them a better alternative than driving. Why not trial in peak times having regular shuttle buses that follow circular routes that drop off and pick up at key places in town to obviate the need to drive. They could run more regularly at peak times. Too often traffic flow is stopped repeatedly for pelican crossing. They could be re-timed to cause minimum disruption to traffic flow. Surely the council and private schools/FE colleges could provide better cheap bus collection services for their pupils.

Name	Location	Date	Comment
phil went	cambridge, United Kingdom	2016-10-02	ridiculous Idea
Mark Rookes	Cambridge, United Kingdom	2016-10-02	I am a disabled driver and cannot walk easily. I need to use a car. What a stupid idea so lets vote them out!
Julie Gardiner	Chatteris, United Kingdom	2016-10-02	Born in Cambridge. ..many friends with businesses in Mill Rd having been there ourselves for many years know what the negative impact will be.
Alison Jones	Bar Hill, United Kingdom	2016-10-02	I disagree with everything they are proposing!
Calvin Graves	Waterbeach, United Kingdom	2016-10-02	What a ridiculous idea
Hanna Claydon	Ely, United Kingdom	2016-10-02	It is very poorly thought out and doesn't consider the different circumstances that require people to drive in.
Helen Richardson	Burwell, United Kingdom	2016-10-02	The world is mad enough already..... greed fueled madness...!!!
Katie Sills	CAMBRIDGE, United Kingdom	2016-10-02	It's only going to make things worse, pushing traffic onto the m11 which can't cope this current level of traffic
Jerry Hart	Cambridge, United Kingdom	2016-10-02	In support of people who can't afford to live in Cambridge but need to travel there for work.
Nick Gesinger	Red Lodge, United Kingdom	2016-10-02	The council are also looking to charge NHS organisations in the city who haile parking spaces. Places like Brookfields hospital who have some amazing services and facilitate free parking for the patients which would either end or money would be taken from the services who need it.
Lindsay Andrews	Earith, United Kingdom	2016-10-02	Need to be able to access different areas during the day. Will use bus services when possible, but for business usage it will make life difficult.
Andrew Poulter	Isleham, United Kingdom	2016-10-02	This will hamper all independent contracts working in Cambridge, even though it is meant to promote business in the city. Local politicians need to start living in the real world!
Na'im Peymán	Abingdon, United Kingdom	2016-10-02	This is crazy
sian hooban	Spaldwick, United Kingdom	2016-10-02	Whilst recognising the need to manage traffic and congestion at peaks times, there needs to be some thought about essential car users. Community public health workers, such as NHS and Social care will need to open access in and out of the area at any time. There needs to be urgent communication with these agencies and assurances that these and other essential car users, who, for practical and safety purposes, have to use their cars at the times suggested.
Piers Snell	Buckingham, United Kingdom	2016-10-02	This idea is so obviously barking mad, I'm astonished a petition is even necessary!
Zach Matthews	Cambridge, United Kingdom	2016-10-02	I won't be able to pick up my partner when she finishes work and she will not be able to get home... Stupid, Over Paid and Useless.
Genevieve Stevens	Cambridge, United Kingdom	2016-10-02	I can't believe the decisions the council have been making
Peter Marsh	Burwell, United Kingdom	2016-10-02	I am a local electrician, this change will kill local trade letting the bigger companies who can pass on the cost and inconvenience to the customers.
Lisa Jenner	Godmanchester, United Kingdom	2016-10-02	I'm signing this because it is a ridiculous decision!!!! Shouldn't go ahead how do you really think business are going to cope with those road closures,among so much other disruption!!
Janet Carter	Cambridge, United Kingdom	2016-10-02	I feel that jobs will be lost and businesses having to pay for parking spaces is a stealth tax on employees

Name	Location	Date	Comment
Jessica Fox	Cambridge, United Kingdom	2016-10-02	It is ridiculous to expect residents to not be able to use their cars and I will not be able to drive my son to school if this goes ahead.
Genevieve Stevens	Cambridge, United Kingdom	2016-10-02	I literally didn't believe this when I began reading.. Still can't now. I live right near Trumpington road and have to deal with the traffic that already occurs... Let alone it be the only route in... It just seems like such a obviously disastrous idea how the hell did it even become an option.. I wanna see who the hell is making these decisions and if they work full time, have a family, have a Buisness or are over 70 and just love the park and ride.. Madness in my eyes
Stephen Franks	Harston, United Kingdom	2016-10-02	I live in Harston and the traffic passing through is very bad at most times of the day. You are proposing to send more traffic through as everybody will now travel via the A10 to get to Trumpington Road. Madness! Harston cannot cope with more traffic and frankly we do not wish to be the dumping ground for the cars unable to travel other routes into the city.
Leaun Carolan	Newmarket, United Kingdom	2016-10-02	My husbands business is going to suffer!
Clare Jolly	Cambridge, United Kingdom	2016-10-02	I work in the city and don't see why I should be penalised or stopped going down roads/areas that I need to use on my daily commute. It would make other areas absolute bedlam!
Julie Wilson	Godmanchester, United Kingdom	2016-10-02	Business makes a booming community if you curtail business you effectively put people out of work.
Jenny Walker	Cambridge, United Kingdom	2016-10-02	As a resident who lives in Cambridge, I don't think the impact of those of us who commute out of the city has been considered. There is not nearly the same provision in place for us as for those who commute into the city.
Moghadas Adam	Cambridge, United Kingdom	2016-10-02	I do not believe this is a sensible solution to the congestion and air quality issues faced by Cambridge.
Elizabeth Marshall	Crowborough, United Kingdom	2016-10-02	I'm a teacher commuting from Cambridge to Stapleford every day. How am I supposed to take all my books and resources on public transport? Plus my day is already long enough as it is so the added time it'll take to get to work will just make my life so much harder. Plus I've forked out for a parking permit, and what use will I have for a car once this comes in? Utterly utterly ridiculous!
steve tyrrell	cambridge, United Kingdom	2016-10-02	It's a ridiculous. Unfair proposal
Alistair Broom	cambridge, United Kingdom	2016-10-02	This is just going to push more sales away from the high street as people will not be able to carry large items on public transport. Also the company i work for is inside the boundary and being in IT i frequently have to transport large items of computer equipment. Will i be able to sue the council if i injure myself carrying a server on the bus?
Cahir O'Kane	Cambridge, United Kingdom	2016-10-02	The City Deal concept is a consequence of a flawed policy of not building enough in and close to Cambridge. There would be room to use the green belt for more satellite communities like Cherry Hinton, Milton, Histon & Impington, that would make it easier for people to use public transport and cycling. The Green Belt should not be sacrificed to sprawl - but nor should it block well planned development of new communities.
Kerry Newman	Cambridge, United Kingdom	2016-10-02	It's a joke . Cambridge is bad enough already
Judy Reith	cambridge, United Kingdom	2016-10-02	I live within the restricted zone and I would be much more interested in congestion charging with exemptions than this ill thought through scheme

Name	Location	Date	Comment
Craig Gilks	Cambridge, United Kingdom	2016-10-02	It's a pathetic scheme, another useless idea by cronies who haven't got a clue about the damage they do Remove these idiots and put some people with common sense who have the interests of the Cambridge residents and busines's in mind. These are the same idiots who allowed the the manipulation of traffic models to push the redevelopment of the station area!!! Muppets
Amy Bleet	Conington, United Kingdom	2016-10-02	I work and drive in Cambridge!
stuart thorpe	Cambridge, United Kingdom	2016-10-02	I run a GP surgery right in the middle of the charging zone. None of my staff or clinicians will be able to get to work. Many will leave. This will have an adverse impact on patient care and could even bankrupt our practice.
Cahir O'Kane	Cambridge, United Kingdom	2016-10-02	The unfortunate consequences of the City Deal stem largely from a reluctance to expand Cambridge organically, thus driving people who can't afford to live there out to places where car is the only realistic option. Don't just stop with signing this petition - pressurise your public representatives to support more housing in and close to Cambridge, even at the cost of losing green belt. This should not mean more sprawl - there is room for more well planned satellite communities like Cherry Hinton, Milton, Histon & Impington. YES to requiring good planning and infrastructure for new developments - but don't vote for any public representatives who force new housing developments further out of town, at the expense of providing more housing near to where people work.
Andrew Grant	Swaffham Prior, United Kingdom	2016-10-02	I am a governor of two schools in an area affected by the proposals, whose parents will have their lives made utterly impossible by these proposals. You cannot expect a two, three, four or five year old to cycle in, nor put them alone on a bus, whilst a parent who has to drop off their child and get away to work will have hours added to their weekly logistics by the need to rely on Park and Ride.
Melanie Betson	Cambourne, United Kingdom	2016-10-02	This will effect businesses in the area totally ludicrous
brian cockley	Girton, United Kingdom	2016-10-02	The difficulty of getting from girton to hills rd to get grandchildren to school
j h masterson	Cambridge, United Kingdom	2016-10-02	there are no buses to get me to work at the airport for a 7.30am start I live 8 miles out along the A14
Lynda Spaxman	Cambridge, United Kingdom	2016-10-02	My daughter works in town and I have to do several delivery's a day in those zones
Benjamin Tyrrell	Cambridge, United Kingdom	2016-10-02	My road runs between Coldham's lane and mill road and I have to drive out to get to work as there are no buses that go there and it is dangerous and too far to cycle, so if this no go zone goes ahead I'm going to need one of those jobs as I won't be able to get to mine ... (despite the fact that I pay a fortune to live in central Cambridge as it is)
Lee Twaddle	Cambridge, United Kingdom	2016-10-02	There are too many reasons to list! This will only make things worse, not better!
Paul Dawson	Cambridge, United Kingdom	2016-10-02	It's a stupid idea.
Michaela Gibson	London, United Kingdom	2016-10-02	Because it's just a bl**dy stupid plan put in place to raise money and create havoc. Definitely not in the best interests of the residents.

Name	Location	Date	Comment
Nicholas Robinson	Cambridge, United Kingdom	2016-10-02	I'm signing because this will have a disastrous affect on employers losing their best employees and then not being able to replace them. The council needs to improve all means of public transport first, including another railway station at Addenbrookes, trams and other ways of getting people in to work from the surrounding Cambridge villages who have no choice at the moment but to drive. This plan is a disaster for Cambridge and must be stopped.
sue jeggo	cambs, United Kingdom	2016-10-02	what a stupid idea
Chris Smart	Cambridge, United Kingdom	2016-10-02	I am signing because the council has shown its incompetence in its traffic measures and this is another measure too far that is going to drive business and people away from Cambridge
Marie-Therese Jenkins	Cambridge, United Kingdom	2016-10-02	This plan will make daily life impossible both for Cambridge residents and for people coming into Cambridge for school/college or work every day.
Liz Cable	Saffron Walden, United Kingdom	2016-10-02	I think it is a ridiculous scheme that will hurt businesses.
Corrie Deighton	Cambridge, United Kingdom	2016-10-02	It's a stupid plan
Andrew Rogers	Soham, United Kingdom	2016-10-02	I don't want to have to pay £1.50 per day to park at my place of work....I work for Cambridge City Council!!!!
Christina Pollard	Newmarket, United Kingdom	2016-10-02	This is most unacceptable how are people supposed to get essential health care and other support if this is allowed to be passed also just one access into the city crazy it is already a nightmare trying to get into the city.
Thury Agustsdottir	Cambridge, United Kingdom	2016-10-02	I'm signing this petition because I believe it is short sighted and only pushes the congestion problem Cambridge is faced with to other areas of the city. It doesn't seem to take into consideration that residents have to be able to move freely to and from their homes, that Trumpington Road already can't cope with the current level of traffic during peak hours and many areas are not feasible reached with public transport. Don't even get me started on people with reduced mobility...
Nick Smith	Cambridge, United Kingdom	2016-10-02	This plan is clearly flawed, it will just move the congestion to the routes that remain open.
Carly bodkin	Red lodge, United Kingdom	2016-10-02	My husband and I own a car garage in coldhmas road, our business would have to close if customers couldn't drop there cars to us!
Jenny Brandham	Ely, United Kingdom	2016-10-02	I work in Cambridge and live where there is an exceptionally poor bus route, using public transport to get in and out of the city is not well catered for in a relatively rural community
Rae Maynard	Alconbury Weston, United Kingdom	2016-10-02	I use Cambridge a lot for work / leisure and this will have a huge impact. I have friends who work the Cambridge market and I can't see how they would get their produce into town under this system.
Juliette Fraser	Cambridge, United Kingdom	2016-10-02	This just won't work and has not been thought through properly.
chris hawes	Harlton, United Kingdom	2016-10-02	fuck that shit
Claire Bloomfield	newmarket, United Kingdom	2016-10-02	I am a dog walker in cambridge and that will cost me a loss if this happens

Name	Location	Date	Comment
Oliver Greene	Cambridge, United Kingdom	2016-10-02	Worried about living in the proposed zone not being able to get my children to their after school sporting activities. These are the only times we use a car during the proposed times and cannot get our children to their swimming lessons any other way easily. It would be a shame for our children not be able to do any after school sporting activities because we can not move our car. There has to be different rules for residents living within the zone!!
Hayley Richards	Cambridge, United Kingdom	2016-10-02	It will affect my work and businesses and wouldn't be able to live with no income
David Russellcook	Soham, United Kingdom	2016-10-02	Its a shambles.
Tanya Nejad	Burwell, United Kingdom	2016-10-02	I do not agree with the proposed changes and feel the negative impact on businesses, rat run residential streets and the the knock on effect of congestion outside of the zones will by far outweigh any positive effect the supposed planners hope to gain by implementing such ridiculous plans.
Victoria Richardson	Cambridge, United Kingdom	2016-10-02	I live in Cambridge and work just off Hills Road. Although I normally do the nursery, school and work commutes by bike, I do, on occasion need to use the car. Not everyone is as fit and healthy as me to be able to bike everywhere. The buses are not reliable enough to use for the school and nursery run.
Nicola Wilkinson	Papworth Everard, United Kingdom	2016-10-02	I live in Papworth and work in central Cambridge. I start work at 7:00am and I work until 4pm. When I finish work I'll be trapped inside the city centre until after 6:30pm. So in order to get to work at all I'd have to arrive over an hour early which means leaving my house at 5:30am and then be stuck there until 7pm which is a 14 hour day! We have so much trouble getting somewhere for the staff to park as it is, we all park off queens road and walk 15 minutes plus to be able to get to work. If they implement this it would mean even more competition for parking spaces or maybe result in a parking overspill in the villages. Most of them especially Histon since the busway has been built have a massive problem with people parking down resident streets anyway! The busway would cost us £4.10 a day ON TOP of driving to get close to the centre. As there isn't a bus that would get me into work on time from papworth. Not to mention the buses don't start in a decent enough time even close to the centre to allow us to walk to work and be on time. Absolutely ridiculous and it will be the normal working people that end up paying as well as a massive cost to businesses and colleges alike. Why are they trying to force people to use public transport which doesn't work effectively and isn't affordable!
Sara Masterson	Cambridge, United Kingdom	2016-10-02	I think a small peak time congestion charge of a pound would be a much simpler way of dealing with the issue, and would be far more acceptable to all. This has infuriated me, this is beyond idiotic, all of the comments on this article are against the plans, and all have very important points. http://m.cambridge-news.co.uk/peak-time-road-closures-workplace-parking-levy/story-29311721-detail/story.html
sally Dennis	Manea, United Kingdom	2016-10-02	I live in a village and do not have access to get to work for 8am if I cannot use my car to do so. This is a ridiculous idea.
John Jasper	Huntingdon, United Kingdom	2016-10-02	To register my opposition to this central planning fiasco. It will only bring more misery to locals but at least your precious buses and taxis will have free run.
Jean Wicks	Cambridge, United Kingdom	2016-10-02	It is a ridiculous idea!!!! So many people will lose jobs in an unsteady economy already and not to mention the small businesses in town and those that rely on internet orders too for delivery etc! You will also stop shoppers coming in to town as they will not be able to enjoy a full day in town!!

Name	Location	Date	Comment
John Wheeler	Cambridge, United Kingdom	2016-10-02	This is not a workable solution.
Cara Lawrence	Bar Hill, United Kingdom	2016-10-02	I work on mill road as a community OT covering the whole of Cambridgeshire this will make my job harder!
Samantha Buckenham	Saint Ives, United Kingdom	2016-10-02	This is utter nonsense . Totally impractical and for Cambridge to be one of the best areas in the country will totally ruin it . No one will want to work there , tourism will be finished , shopping will be forced to other places like MK or Peterborough. Wake up councillors and think of something better , incompetent bunch of idiots !
Paul Jones	Cambridge, United Kingdom	2016-10-02	It's the stupidest idea ever.
Jacki Houghton	Sunderland, United Kingdom	2016-10-02	My friend is a community nurse & relies on her car to travel from patient to patient
Louise Gough	Barton, United Kingdom	2016-10-02	Public transport in the area is poor and expensive. Who thinks up these rubbish ideas?
Sarah Watts	Cambridge, United Kingdom	2016-10-02	This is a ridiculous plan. Closing the main routes would cause utter disruption. I have family who live in the side streets off Mill Road, so does that mean I could not travel to visit my parents, what if something happened and I couldn't get to them? I couldn't use Mill Road to get there nor Coldhams lane from the other side. It would be a nightmare. What about kids in after school clubs or sports activities? So no child at any of the local schools would be able to get collected by a parent because each through road would not allow you to get there. Basically cutting off any direct route for access from Parkside area to anywhere south of the city as a E pronged fork into areas such as Cherry Hinton, Fulbourn etc! It simply will NOT work. It would cut off any routes for people to get to hospital/appts, doctors, the list is endless.
haley Kelly	Cambridge, United Kingdom	2016-10-02	A ridiculous scheme, we deliver to schools, universities and restaurants who have to cook hundreds of meals if they do not get their orders until after 10am it will be impossible for them to prepare and cook in time.
Kayleigh Williams	Cambridge, United Kingdom	2016-10-02	This will severely impact many a cambridge resident/business owner. Please consider other options.
Danielle Potter	Cambridge, United Kingdom	2016-10-02	I live on Mill road and have to commute to work using my car, which I need as part of my job. Shutting the road during these times would impede my job and my life not to mention other
Martin Randle	Melbourn, United Kingdom	2016-10-02	Cambridge Council are always targeting motorists. There is great stupidity going on here. Are you trying to close cambridge down.. I seriously hope whoever thought up this idioacy gets fired or sent to Fulbourn Hospital for some serious recovery time.
Richard Fusniak	Cambridge, United Kingdom	2016-10-02	Severe disruption to residents journeys and to business interests.
Neville Hawkins	Cambridge, United Kingdom	2016-10-02	I need to get to Wilberforce Road track at 6.30 three times a week. This plan will make it impossible.
Craig Gray	Saint Ives, United Kingdom	2016-10-02	I believe public transport is too expensive and I use my car to travel into cambridge so will be a nite mare to get into cambridge once the roads close. Why not close the roads 10 am to 4pm

Name	Location	Date	Comment
Leane Holyoak	Biggleswade, United Kingdom	2016-10-02	I work in cambridge and have no other option but to commute and park at on site parking but I go via Trumpington road which is already very busy during rush so it ridiculous that the council will close off other routes and make Cambridge even busier than it already is!!!!
Katie Bentley	Cambridge, United Kingdom	2016-10-02	It is a crazy idea to close off three main roads in the centre of town. The roads are essential for people to us whether travelling to work or school.
Treena Horden	Cambridge, United Kingdom	2016-10-02	Those living in the mill road area will be adversely affected it will just cause chaos
Anna Bass	Burwell, United Kingdom	2016-10-02	Think this would cause way to many problems and make it a lot harder for residents outside of cambridge to go into the town
Gavin Morris	Cambridge, United Kingdom	2016-10-02	The road changes will not have a significant effect on congestion
Andy Dunlop	Saffron Walden, United Kingdom	2016-10-02	I disagree with this
tracey altmann	cambridge, United Kingdom	2016-10-02	This will only make congestion worse. Park and rides cannot cope! It's wrong to force anytime to use a system that doesn't work and charge them for it! It's my right to freedom of movement and this goes against my rights.
Rachel West	Cambridge, United Kingdom	2016-10-02	I live in central Cambridge I don't think that people who live here should be penalised for using their cars. The best way to solve the problem is to help people who are coming into Cambridge by offering better park and ride and guided bus services that are free and convenient.
S Berry	Haverhill, United Kingdom	2016-10-02	I live outside of Cambridge and often bring equipment in to Cambridge for work in the mornings and this is simply not possible if I were to be forced to used public transport. There has to be a better option - skewing school start times (look at how empty the roads are when the school holidays are on), better traffic signalling, car use of bus lanes (buses which are probably caught in traffic on the rest of the roads) etc
Vincent Hopper	Chatteris, United Kingdom	2016-10-02	Cambridge is already a disaster traffic wise This is a mindless solution, perhaps congestion should have been considered before the building of thousands more homes around the city.
Heather Smith	Bluntisham, United Kingdom	2016-10-02	This will affect my business
ursula sims-williams	Cambridge, United Kingdom	2016-10-02	People living North of the divide will also be landlocked. Only access to S. Cambridge will be via M11
Philip Harper-Scott	Willingham, United Kingdom	2016-10-02	I'm signing as I have to do deliveries in Cambridge for my job before 10am in Cambridge and there is noway I will be able to do this!
Cathy Fisher	Cambridge, United Kingdom	2016-10-02	I think the propose changes will cuase more harm than godd, have not been though though adequately and will massively increase congestion on many other roads in Cambridge
Evelien Clifford	Dry Drayton, United Kingdom	2016-10-02	From a selfish point of view - we're a family with children who juggle work and childcare every single day, living just outside of Cambridge this will become a nightmare. I use trumpington road to get to my workplace but imagine the congestion. This road is already busy in the mornings so this will be a huge disaster. Outside our own little world, I cannot imagine what impact this will have on local businesses!
Lesley Ridley	Fordham, United Kingdom	2016-10-02	How will I get to my school with working part time ??
anthea barney	gosport, United Kingdom	2016-10-02	I used to live in cambridge this would be a disaster

Name	Location	Date	Comment
Rosie Softley	Cambridge, United Kingdom	2016-10-02	It's a fuvking joke
Catherine Kilfoyle	Fulbourn, United Kingdom	2016-10-02	It's not going to work, try another idea
jo lemmon-sparkes	Cambridge, United Kingdom	2016-10-02	I work in cambridge out of these hours this would stop me from working
Jan Bowen	March, United Kingdom	2016-10-02	I run a courier business in Cambridge and this will make it impossible to deliver to our customers.
Stephanie Brammer	March, United Kingdom	2016-10-02	I travel to Cambridge
Andrew Arthur	Sawston, United Kingdom	2016-10-02	I work in central Cambridge, live 8 miles away, have to drop my kids at school before I leave and, often pick them up mid afternoon before returning to work and public transport is hopeless. I get to work exclusively by driving or by taking a taxi because there is no other way. The council need to consult on this properly as what they are currently proposing is completely unworkable for many.
S Arz	Cambridge, United Kingdom	2016-10-02	Its a ridiculous plan that benefits no one. The incentive here is defiantly not to help commuters or people living in Cambridge! I wonder if there are payment plans in place, knowing Cambridge city council there probably is!
Deborah Meyler	Cambridge, United Kingdom	2016-10-02	I am signing because as far as I can see this is unworkable. It is a good idea to try to limit the use of cars, but as we have pretty parlous public transport (which is in fact private) this will just not work. People in certain areas will be trapped in these hours, unless they want a fine of £60.
Charity Green	Cambridge, United Kingdom	2016-10-02	I'm signing this because the plan is ridiculous for business, for commuters and for parents.
Becky Males	Cambridge, United Kingdom	2016-10-02	I have not spoken to a single person in Cambridge who is happy with this deal. It is not simply a matter of being inconvenienced. Every plan put forward will inevitably make congestion elsewhere exponentially worse. Just look at the daft cycle lane on Hills Road where the buses now stop in the road, stopping all of the cars and creating an instant traffic jam. A prime example of the long term stupidity of these plans.
Rosemary McMurray	Cambridge, United Kingdom	2016-10-02	I live in Cambridge...I won't be able to get in Or out...I won't even be able to get to the stupid park n ride...even if I could afford it....do they have shares in this???....we've had 20 years of no active traffic MANAGEMENT...on the ground ...enforced....only stupid speed limits that you can't reach anyway....residents' parking with twice as many permits as spaces....and only in force in the DAYTIME...when most of the residents are NOT HOME....so what do we get.....another SCHEME that had buses paid for BEFORE the consultation whitewash.....you are Seriously going to regret this one ...but NOT as much as we are....time to leave Cambridge???
Michelle Marple	Barkway, United Kingdom	2016-10-02	Ridiculous decision - trumpington road will be a nightmare. Public transport just doesn't work - make it more user friendly and then you might get more people using it!
Nigel Pett	Stapleford, United Kingdom	2016-10-02	I Ama signing because too much of the deal is ill thought through.
Harry Veysey	Bar Hill, United Kingdom	2016-10-02	My business will lose customers
Lesley Ford	Cambridge, United Kingdom	2016-10-02	I wrk freelance in and around the City and the additional travel time that I would suffer using even improved public transport would make most of my business unviable. I simply could not carry the stuff I need for my work.

Name	Location	Date	Comment
Natalie Day	Kent, United Kingdom	2016-10-02	I travel 90 miles to work at the Faculty of Education, uni of Cambridge on Hills road. I need to drive in order to pick up my child from nursery on my way home. How am I meant to travel into work in the mornings? I already leave at 7am, shouldn't have to take a bus & pay extra via park and ride to complete my journey!
hilary Mebbrey	Fulbourn, United Kingdom	2016-10-02	I work in the community,nursing the sick and elderly. How am I meant to get around early in the morning. Such a stupid idea. ĀĀĀ
Rob Lolley	Rothwell, United Kingdom	2016-10-02	I have family living in the city and they are horrified at what chaos this will cause.
j duckworth	fulbourn, United Kingdom	2016-10-02	It is going to be a disaster for so many small businesses. It is fairly easy to take the bus to the city centre to buy a shirt, but not go to the other side of the city to buy a work bench, or to go to the vets with a sick dog... Etc etc etc
Charles Pilgrim	Burwell, United Kingdom	2016-10-02	This has been ill thought through. Clearly designed by people with lack of knowledge to promote usage of public transport. For example, Cambridge has a lack of railway stations which pushes people to drive to the station. Until basic infrastructure requirements are addressed on a significant scale this will be disasterous.
Rob ellis	cambridge, United Kingdom	2016-10-02	This proposal makes no allowance for disabled people who's only viable method of transport is by car. It is admirable to encourage people to cycle or use public transport but provision must be made for those who cannot. Disabled people such as Blue Badge holders must be allowed through the PCCP's otherwise they will be being financially penalised for being disabled, forced to take a taxi or driving a very long convoluted route in a traffic jam, through residential streets to reach their workplace/school. This whole scheme has not been very well thought out and the cheapest option taken to force people out of cars e.g. close the roads. Business and the people actually living in cambridge will suffer because of this poorly thought out scheme
Richard Renouf	Whittlesford, United Kingdom	2016-10-02	This will seriously impact my small business which I run from home but which requires me to get into Cambridge early some mornings to pick up supplies or visit customers. I cannot do this using park and ride.
Pandora Melly	London, United Kingdom	2016-10-02	Councils rarely think things through.
Timothy Whittaker	Cambridge, United Kingdom	2016-10-02	i work just off east road, it will be a nightmare for our business if we cant get our fresh meat and veg delivered every morning, let alone the dray
Gillian Webb	Stow cum Quy, United Kingdom	2016-10-02	How about the cares that rely on these roads to get to their clients and give them the care needed. When you do morning care the times are between 7/11 in the morning.....do you leave the client in bed until 10 that could lead to the client laying in urine or worse feacus until that time. Don't always think of yourselves and the money that it could save, use your sense if you have any please think this through, its stupidity at its best.
bob kerr	cambridge, United Kingdom	2016-10-02	This obviously has not been thought through. It would cause gridlock. Not only between peak times but also between 10 and 4 where those with no choice will have to come into city to car parks that wont be able to cope. The end result will be gridlock during peak hours and people avoiding Cambridge where they have a choice. Without a doubt businesses will close. I've got to question the pedestrian (in both meanings of the word) outlook of the councillors involved. If this must go ahead I would suggest that it is brought in for a trial period of one week before vast amounts of taxpayers money is spent. That should be enough to prove the stupidity of both the project and those who support it.
Alan Hart	Cambridge, United Kingdom	2016-10-02	This plan will be disastrous for the city.

Name	Location	Date	Comment
Brian Milnes	Cambridge, United Kingdom	2016-10-02	Solve congestion by artificially creating... MORE CONGESTION !!
Colin Townsend	Papworth Everard, United Kingdom	2016-10-02	I'm a driving instructor and need to access cambridge for my business
Sheila Armstrong	Exning, United Kingdom	2016-10-02	As a courier this will affect my job
stacey Pearson	Royston, United Kingdom	2016-10-02	It will have a major impact on the my life and getting into work
Paul Harrison	Royston, United Kingdom	2016-10-02	I have a outdoor fitness business in Cambridge and will not be able to trade if these laws are implemented
April Alderton	South Croydon, United Kingdom	2016-10-02	Cambridge is my home town and I visit frequently. My parents and sisters live here. Traffic is already an issue anyone who lives an visits the city knows this - this plan Is simply madness. Traffic will be pushed around and others areas will become very congested as a result! People will not be able to collect their children or travel freely around the city. What about the elderly? Nobody had thought this plan through.
Pam Gardner	Elsworth, United Kingdom	2016-10-02	I actually work on Mill Road
Joe Bull	Cambridge, United Kingdom	2016-10-02	This is just so dumb!
Rob James	Bognor Regis, United Kingdom	2016-10-02	This is a stupid and counterproductive idea. It will kill a lot of businesses in town.
Zoe DeBarro	Cambridge, United Kingdom	2016-10-02	This is ludicrous. There is already a massive queue to get off the M11 at Trumpington every morning. Anyone trying to get to Addenbrookes/Hills & Long Rd colleges from the North side of town has a hell of a battle. The guided buses specifically for their students are always packed with commuters and often don't even stop at Oakington and Histon. I don't see how this will help at all!
Amy Mcclay	Hail Weston, United Kingdom	2016-10-02	... Travelling for people with disabilities who can't use a bike or access the bus easily would be a nightmare!
Victoria Parker	Alwalton, United Kingdom	2016-10-02	It's a silly idea and would certainly put me off and others visting Cambridge
Becki Davies	Fulbourn, United Kingdom	2016-10-02	Because this plan is clearly disastrous for businesses and more widely for the life of the city. Undoubtedly this will also coincide with a hike in park and ride prices to pay for the new buses. Cambridge will be a no go.
Richard Calverley	Cambridge, United Kingdom	2016-10-02	This component of the City Deal will make life very difficult for Cambridge residents.
Sue Calverley	Cambridge, United Kingdom	2016-10-02	Something needs to happen to deal with congestion, like a congestion charge. This part of the deal will lead to longer journeys causing more pollution and rat runs.
Gillian Robinson	Cambridge, United Kingdom	2016-10-02	This will just cause so many problems for people coming to work
Jennifer Lumb	Cambridge, United Kingdom	2016-10-02	It will effect my husbands business
Melissa Scarpate	Chevington, United Kingdom	2016-10-02	I drive into work and must park as I commute and have 4 children back in my village that could need me immediately.
Alex Myers	Dry Drayton, United Kingdom	2016-10-02	It is a stupid idea

Name	Location	Date	Comment
Alexandra Robinson	Haverhill, United Kingdom	2016-10-02	Closing these major roads in the middle of rush hour when many people have to commute into work and be able to leave at a moments notice for dependables is completely illogical and absurd. This ridiculous plan is going to cause many people to find it even harder to reach their jobs. This is an absolute joke and will solve nothing but in fact cause far more problems.
Janet Bauld	Longstanton, United Kingdom	2016-10-02	I don't agree with the road closures as all. It is bad for businesses in Cambridge and for people getting into and out of Cambridge in the mornings and afternoons. Please don't implement road closures as part of the plan to tackle congestion. Make the park and ride more affordable and more people will use it.
Robin Gillan	Great Shelford, United Kingdom	2016-10-02	I regularly have to teach music in Cambs . Traveling from Shelford Bike is not an option when having to carry expensive instruments and public transport is a joke . I have already been priced out of affording to rent or buy in Cambridge and been forced to move to one of the villages .
david jessop	Macclesfield, United Kingdom	2016-10-02	Because I need to get to school and my dad needs to get to work and the only way we can is to drive themrough central Cambridge and this will stop us from doing so
FIONA DODMAN	STOWMARKET, United Kingdom	2016-10-02	I care about Cambridge!
Angelina Laflin	Highfields Caldecote, United Kingdom	2016-10-02	You are all trying to rule are life's telling us when to use are cars and not too.
Claire Adelizzi	Bottisham, United Kingdom	2016-10-02	I work in the centre of the City & rely on driving in & parking near work in order to be able to fulfill my full time employment role time wise whilst fitting in drop offs & picks of 2 young children on the outskirts of Cambridge. Can't afford to live within the City owing to prohibitive housing costs! This would have a huge impact on our already busy time limited, stressful lives.
Jane Jones	Haverhill, United Kingdom	2016-10-02	This morning, Sunday, I waited 20 minutes at Babraham Road for a Park and Ride Bus, and 35 minutes to get back on one this afternoon. In the morning rush hour, how many buses to they actually have in the fleet that can commute so many people into Cambridge in time for work? Children will be late for school. We can't all ride bikes - what about disabled people ? Will we still be able to get to Addenbokes? No doubt the "experts" consultants have been called in to come up with this ludicrous idea
William Lane	Cambridge, United Kingdom	2016-10-02	This city deal idea is prohibitive, badly thought out and will harm the city.
Frazer Bennett	Cambridge, United Kingdom	2016-10-02	This will cripple our local economy. Local traders that can't deliver their goods, Local shops that can't receive customers, professional services firms that can't host clients, without providing transport for them. GPs, Dentists and other private health practitioners in the city. Nonsense. I just can't work out who benefits from this. Clearly none of the people who live in the city, and none of the people who live outside of it. I'm stumped.
Tony Moore	Cambridge, United Kingdom	2016-10-02	I work from van and need to drive to make my living not only that if the planners had any brains they would have put the new industrial units and shopping centres nearer the a14 so that there woudnt be all the conjection also the traffic lights don't work one set lets you go next set stops you so nobody moves well done
Madeleine Bradley	Hardwick, United Kingdom	2016-10-02	I am a florist and business owner and this will seriously affect my day to day business.

Name	Location	Date	Comment
Abbey Robertson	Kingston, United Kingdom	2016-10-02	I drive to school every weekday and as there is no bus from my village to the Perse I have no other option but to cycle for an hour. I also work in town and without being able to do my 20minute drive in I would have to take two, hour long bus journey's costing £6 every weekend.
Caterina Darcy	Cottenham, United Kingdom	2016-10-02	I work in the centre of cambridge and my commute will be made worse than it already is. This is a ridiculous scheme to implement! It has not been thought through at all and will have a negative impact on business, shoppers, commuters, students and more!
Brenda Youngman	Stretham, United Kingdom	2016-10-02	Everyone should have the equal right to use the roads we pay for and we should be encouraged off the roads and not forced off them.
Alice Harper	Bath, United Kingdom	2016-10-02	I want to be able to drop my children off at school before heading OUT of the city. I want to be able to take my children to their after school activities. I want to be able to receive deliveries when I am actually in to receive them. I don't want to be locked in or out of my neighbourhood.
Andrew Jones	Great Shelford, United Kingdom	2016-10-02	Planners in Cambridge have lost interest in the people who live here. They just want to lure more and more
Lydia Wilmott	Hardwick, United Kingdom	2016-10-02	Buses are too expensive and not convenient
Neville Pietersen	Cambridge, United Kingdom	2016-10-02	I work in the city centre and have no choice other than driving into work. The City Deal does not take into account the service sector that supports the university and is also the poorest section of the workforce while being the largest.
Donald Sinclair	Lt. Wilbraham, United Kingdom	2016-10-02	I will not be able to take my disabled wife shopping.
Robert Ross	Cambridge, United Kingdom	2016-10-02	I do business with numerous businesses along many of the roads to be closed during the hours they will be closed, and I strongly believe that CCC need to improve the EXISTING bus services, as fully 1/4 of the busses either run very late or never show up at all! Not acceptable!
Philippa Smith	Longstanton, United Kingdom	2016-10-02	Public transport in Cambridge is appalling and expensive, a scheme like this will only work if the alternative transport methods are reliable, regular and inexpensive supporting all villages, not run by private companies for their own gain and they need to support those who work outside of Monday to Friday 9 to 5. Park and ride worked well before the car park charges were introduced as did the guided bus route! Greedy!
Michael Ho	Waterbeach, United Kingdom	2016-10-02	I drop kids off and then drive south to Babraham for work.
Lorna Lowe	Newmarket, United Kingdom	2016-10-02	I work at a school in Cambridge and myself, other staff and children NEED to get to the school
Claire Morgan	Teversham, United Kingdom	2016-10-02	As a local resident i think this plan is short sighted. Poorly considered and going to cause further congestion problems. How do you propose people get to the hospital in an emergency within these times? How can you enforce parking charges on private businesses? Its all a money making scam giving little regard to the welfare of Cambridge or its resident's.
Richard Lyle	Cambridge, United Kingdom	2016-10-02	While it's an admirable objective to manage traffic flows at peak times and make life more pleasant and safe for residents, pedestrians and cyclists in the city, I fail to be convinced that this plan will do any of that.

Name	Location	Date	Comment
Andrea Hall	Teversham, United Kingdom	2016-10-02	The plan is short sighted without a vastly improved public transport system already in place. Taxis are too expensive as is the overpriced park and ride system we have. If you want to destroy the city and its businesses you are doing very well.
Nicole Morris	Moorends, United Kingdom	2016-10-02	It will effect me as I have a child
Sonja Joseph	Cambourne, United Kingdom	2016-10-02	No public transportation for children to get to school. The current one provided by council is becoming too expensive. Within the current financial situation, except our little salary, everything else becoming increasing dramatically. How could we afford to support our young generation to reac there potential and find a way to get into their dreams...
Richard Francis	Whittlesford, United Kingdom	2016-10-02	Yet another example of failing to put down an inherently terrible idea.
Jennie Brandon	Cambridge, United Kingdom	2016-10-02	I won't be able to get from my home in the zone to my place of work outside the zone which is in a place inaccessible by public transport. Iwill also not be able to drop the kids to school on the way, losing me the ability to get to work on time.
Sharon Woodroofe	Burwell, United Kingdom	2016-10-02	I need to get into Cambridge to the hospital. And see family
Ralph Lee	Cambridge, United Kingdom	2016-10-02	The plan clearly increases congestion for people living in the city.
Ann Thompson	Llandegfan, United Kingdom	2016-10-02	I am signing on behalf of all my nuse family and friends
Meindert Van Dijk	Cambridge, United Kingdom	2016-10-02	People living in the centre will be corralled in, e.g., making it much harder for some to reach the hospital.
Mark Byatt	Lakenheath, United Kingdom	2016-10-02	I work in Cambridge and majority of my work is in Cambridge city centre
Stephen Jones	Cambridge, United Kingdom	2016-10-02	I believe the proposed changes will not address the traffic issues correctly, and will cause major inconvenience for people living and working in Cambridge
Rachel Matthews	Cambridge, United Kingdom	2016-10-02	This is not the answer to the congestion problems in the city. Residents need access to get to jobs in and out of the city and across the city. Professionals such as nurses, midwives, family workers need to make home visits in and around the roads that are to be closed during these times. Families are not being given places at their local schools and need to get their children to school, often by car. Cars are being used to get to school more because they are not being given places in their catchment area. The congestion on these roads when opened will make the traffic heavier between 10am - 4pm. The congestion on the open roads will be much heavier (Newmarket Rd). How underhand to increase Park & Ride prices and then force people to use P & R through road closures. Prices should go down to encourage more use. I am against these road closures
Shona Markwell	Haddenham, United Kingdom	2016-10-02	I live and work in Cambridge
Anna Deighton	London, United Kingdom	2016-10-02	Because the idea is plain stupid
Amandeep Dhaliwal	Cambridge, United Kingdom	2016-10-02	Will be unable to drop my daughter off at school

Name	Location	Date	Comment
Victoria Cooper	Hemingford Grey, United Kingdom	2016-10-02	This is an ill thought out idea that will have an unbelievable back lash on people and businesses. How about a fee like in the centre of London rather stopping everything other than buses or taxis! The mind boggles for a city as diverse and supposedly intelligent as Cambridge is thought to be, implementing such a ludicrous idea would cause more problems rather than solving any.
Hilary Goy	cambridge, United Kingdom	2016-10-02	I am tired of stupidity on the part of the councils making life impossible for the people of Cambridge.
David Donnan	Linton, United Kingdom	2016-10-02	as usual the decisions are being made by those who don't understand real life
Mairin Lennon	Cambridge, United Kingdom	2016-10-02	I can't walk very far .I have a blue badge .I am not the only one to be against this new silly statement . Mothers with young children need the car to take them to nursery, school .& then on to work ? SORT IT OUT !
Katie Silvester	Cambridge, United Kingdom	2016-10-02	It has not been thought out at all. Many people have no choice but to use these roads at peak times.
Chris Hone	Cambridge, United Kingdom	2016-10-02	I don't agree with the changes
Judith Merrick	Cambridge, United Kingdom	2016-10-02	Trumpington Road will be even more gridlocked if this happens. Charging to park at the park & Ride sites was a bad move.
Polly Briggs	Cambridge, United Kingdom	2016-10-02	I'm signing because i believe this plan will kill the centre of Cambridge and make it impossible for people to live or run businesses easily in the city centre. The plan is hopelessly badly thought through. We need a congestion charge and improved park and ride.
Ian Clarkson	York, United Kingdom	2016-10-02	I have worked in Cambridge.
Aurelia Lorimer	Hardwick, United Kingdom	2016-10-02	This is a stupid idea that would only work in a village with a population of 0
Julia DeCesare	Cambridge, United Kingdom	2016-10-02	I leave on one of the roads proposed for the new cameras and restricted hours and this plan will utterly fail to touch the real problem whilst also making an already congested city even worse. My road is in gridlock almost all day long, not just these few hours, and I'm woken through the night and watching cracks grow in my house from the HGVs that speed down what ought to be a residential road. There been too much building without consideration of infrastructure and what the city needs to do is look at that, rather than strangling the city with additional taxes whilst driving away customers from the smaller businesses that fight to exist here and give the city any character at all. The bus services are appalling, the parking at the park and rides is too expensive, and lorries are allowed to travel (and speed) along residential roads that citizens had previously been promised would not allow lorries at all. Don't even get us started on the mess around the train station! When the Addenbrookes site buildings complete with no proper in-roads or parking, the south side of the city is at risk of coming to a stand still and woe betide anyone needing to reach A&E when that happens. Go back and try harder Cambridge, you're making this a miserable place to live.
sebastian taylor	norwich, United Kingdom	2016-10-02	Worst plan ever
Melveena McKendrick	Burwell, United Kingdom	2016-10-02	Need to access central Cambridge for University Library
Catherine Logan	Huntingdon, United Kingdom	2016-10-02	It's so prohibitive if normal day life - for instance my son lives in Cambridge & I live in Ramsey - if Im going away I drop my 2 dogs into his family en route to the airport - so how can I get in to leave the dogs & then leave to catch the train for example???

Name	Location	Date	Comment
laurance mayes	stevenage, United Kingdom	2016-10-02	I deliver on most of the streets due to be closed
Emma Hackett	Cambridge, United Kingdom	2016-10-02	There is no mention of disabled people who need to drive in this. The impact of this would be devastating for my daily life
Alexander Armstrong	Cambridge, United Kingdom	2016-10-02	Keep Cambridge a free city!!!
v simpson	Cambridge, United Kingdom	2016-10-02	I work at the hospital and travel between 5-6 till late at night, it would cause chaos, to workers who start there shifts who need to travel at this time unless they do a 24hr bus service ,park and ride bus from kings hedges for this.
Darren Gillman	Cambridge, United Kingdom	2016-10-02	This is just such an ill-considered idea. To give a huge benefit of doubt, the intention may be altruistic (but I'm not dubious) but the theory and implementation approach are farcical. The needs of Cambridge residents and businesses just haven't been considered. Ridiculous .
Finley Pietersen	Cambridge, United Kingdom	2016-10-02	This will ruin Cambridge foe those that live and work in the city. I'm born and raised in Cambridge. Nobody but the council want this change! Why ruin our lives?
peter whiting	Coton, United Kingdom	2016-10-03	As a driving instructor I have to go into cambridge at peak times to get people to test.
Stuart Forbes	Cambourne, United Kingdom	2016-10-03	It's a terrible idea that will increase congestion and make me less likely to commute to or live in Cambridge
linda fry	cambs, United Kingdom	2016-10-03	I'm a mobile hairdresser working in and around Cambridge , a rediculous idea !
Faye Kiddy	Haverhill, United Kingdom	2016-10-03	Both my husband and I work in Cambridge.we have a young family and rely on our cars to get to work so that we can juggle childcare!
Susanne Scott	Croydon, United Kingdom	2016-10-03	Outrageous and small minded
Ben Davies	Barrington, United Kingdom	2016-10-03	I work running after school athletics events in the city. This has a direct impact reducing my income. Not to mention will ruin any and all business on hills road.
Maria Pramberger	Salzburg, Austria	2016-10-03	I really love cambridge. I lived outside of Cambridge es an Au-pair some time ago. I was given a car to get the kid to school. It would have been difficult with this plan in action.
Harriet Beynon	Cambridge, United Kingdom	2016-10-03	GETTING TO SCHOOL/COLLEGE ON TIME
Charlotte Ramsden	Fowlmere, United Kingdom	2016-10-03	There is insufficient infrastructure to support this plan - certainly not enough park and ride parking spaces at any of the three car parks I use (Babraham, Trumpington or Madingley). Simply a ridiculous idea.
Jo Kruczynska	Cambridge, United Kingdom	2016-10-03	I own a business in town & desperately need deliveries of ingredients before 10am! This is a crazy idea!
Tom Gyford	Linton, United Kingdom	2016-10-03	I'm signine because I am a local driving instructor and this will have a dramatic change on my business.
Kimberley Cooper	Papworth Everard, United Kingdom	2016-10-03	I'm signing because, if I can't get into cambridge to work I will become unemployed.
Philip Norman	Haslingfield, United Kingdom	2016-10-03	I'm signing because i work in Cambridge and this is just plain stupid, the detrimental effect on companies and there employees who work within the city boundaries will be catastrophic.
Deo Matthews	Cambridge, United Kingdom	2016-10-03	Turning cambridgeinto a no go area is retarded

Name	Location	Date	Comment
Elizabeth Cane	Cambridge, United Kingdom	2016-10-03	Where will all the traffic go?
Alison Carey	Girton, United Kingdom	2016-10-03	This will cause major traffic onto the roads that are open e.g. Huntingdon Road. I currently don't find traffic to be a big problem in Cambridge. These plans are to keep someone highly paid in a job at the council!
ashley nunn	Earith, United Kingdom	2016-10-03	I work in Cambridge
Nicola Shadrack	Landbeach, United Kingdom	2016-10-03	You are ruining Cambridge, remember that the city needs to be serviced by people who can't afford to live in the city. I work part time and need to be able to pick up my children, I can't get too and from work in time to do those hours so would basically have to leave my job. Should i just claim benefits instead!! Absolutely ridiculous. Stop adding to the city, stop changing all buildings to student accommodation, put retail parks outside. This is our city and you're kicking us out, shame on you. There is no service from where I live and it's too expensive.
Bonnie Taylor	Cambridge, United Kingdom	2016-10-03	This may keep Cambridge city really quiet but the issue of traffic will just be passed to all the outer circle. Once again the ones who can't afford to live in Cambridge as it's so expensive (even though you have grown up here) getting the raw deal while all those that can pay thrive!
Stefanja Casha	Papworth Everard, United Kingdom	2016-10-03	I am a community health professional and need to use my car as my job involves visiting patients in Cambridge and also a large part of South Cambs. Will these restrictions affect our services as well?
Priya Sinha	Cambourne, United Kingdom	2016-10-03	Because my child attends a school in Cambridge which is more than 10 miles away from where we live. This will make it impossible for us to drop our child to school.
Julie Martin	Papworth Everard, United Kingdom	2016-10-03	I work at the YMCA, why should they then have to pay for parking spaces when it's private property, they are a charity, where will all our disabled users go who come everyday for their gym session, not to mention residents families and support workers/social services/ my daughter has a guest house what about her business, this is a ridiculous idea please re think! Get school buses to pick up at park and rides etc that would save a hell of a lot of traffic congestion in the centre, the school holidays makes the city half empty of traffic!
Sheila Holmes	Cambridge, United Kingdom	2016-10-03	To force all Cambridge traffic down a small number of access roads is not workable. This scheme will not achieve its stated aims to encourage more people to use the bus and cycles. This is simply not practical for many commuters or indeed city residents who occasionally need to use the car to travel from the north of the city to the south or the other way round. It will be highly detrimental to small businesses who will be unable to go about their work without major disruption. There is no doubt that something needs to be done about traffic in the city but more thought is needed rather than this ill conceived scheme.
Tracy Saunders	Cambridge, United Kingdom	2016-10-03	I run a local business and will be adversely affected.
Angharad Walter	Cambridge, United Kingdom	2016-10-03	This is ill thought out and will affect my business as I run after school activities which people will now struggle to reach.
Russell Clark	Linton, United Kingdom	2016-10-03	This idea is ludicrous.....
Martin Holland	Aldreth, United Kingdom	2016-10-03	Because the proposed scheme is utter madness.

Name	Location	Date	Comment
Anne Clews	Willingham, United Kingdom	2016-10-03	I work in the centre of the town and it will be difficult to get there at these times due to the traffic congestion we have now !! My son has a van and is self employed as an electrician and most companies want there electricians sorted out at a specific time ?? Is he supposed to leave his van and carry his tools ?? Then the van get broken into ?? It's ludicrous and it will not work !!!!
Jane Whitcombe	Little Abington, United Kingdom	2016-10-03	It's a ridiculous idea and I do not believe that the traffic situation requires such drastic action. I do believe it will severely damage trade within Cambridge.
Sarah O'Brien	Histon, United Kingdom	2016-10-03	I commute to work. Please please put on more public transport BEFORE implementing something like this.
Brenda Phillips	Highfields Caldecote, United Kingdom	2016-10-03	this is another crazy scheme that will not work and is pushing people further away from Cambridge..think about the businesses that are suffering already! most people i know personally go to Ely Huntingdon Newmarket anywhere to shop except Cambridge beginning to hate the place!! Hate coming into town its just miserable!!
Polly Anne Field	Cambridge, United Kingdom	2016-10-03	The deal is not a viable concept. It has not been set out well and is not inclusive. I believe this will fail the people of Cambridge. You will be creating bigger problems.
Kerry Watkins-Marks	Histon, United Kingdom	2016-10-03	As a part-time school teacher I have to travel at peak times and need my vehicle to travel from school straight to my other job... I'm self employed at a fitness instructor where I drive to various community centres, gyms and people's homes to deliver fitness classes and personal training - for these I need heavy bulky equipment, (carried in my van) I have fixed windows of time and need to travel from one address to the next and then the next. My small business will fold if I can't access the locations or carry the equipment I need.
Christopher Main	Cambridge, United Kingdom	2016-10-03	This will create traffic chaos not to mention the potential impact on local business. This is a very bad idea!
Lisa McKenna	Caldecote, United Kingdom	2016-10-03	I don't believe this is a well thought out plan and I would like to know what alternative arrangements are being made for transport into Cambridge.
Alexandra WINKELS	Cambridge, United Kingdom	2016-10-03	I think that the plan is flawed. It encourages 'rat racing' through smaller roads, and will endanger children who use these smaller roads to walk and bike to school.
Liz Shaw	Lower Stondon, United Kingdom	2016-10-03	There are community services that need to drive into Cambridge
Dave Flanagan	Flint, United Kingdom	2016-10-03	I regularly visit the city
Alasdair Parker	Swavesey, United Kingdom	2016-10-03	I take the busway to work and it's already struggling with capacity during rush hour, let alone when this and Northstowe kick off.
Iara McDonald	Highfields Caldecote, United Kingdom	2016-10-03	I'm signing because I have mobility issues and need to park near the shops rather than take a bus.
Nick Collett	Little Gransden, United Kingdom	2016-10-03	Cambridge still needs cars and the road network does need improving but this would be a backwards step.
Bernadette Constable	Cambridge, United Kingdom	2016-10-03	This will make my job as a community nurse impossible
Mike Mynn	Cambourne, United Kingdom	2016-10-03	My wife is disabled and cannot use public transport.
Martin Wiseman	Oakington, United Kingdom	2016-10-03	This will seriously affect our ability to do business in Cambridge.

Name	Location	Date	Comment
BEATRICE BALZAROTTI	Cambridge, United Kingdom	2016-10-03	what about urgent deliveries at work and emergencies? alternative routes would be dramatically busy! I am against the closure of those roads!
Lionel Weedon	Cambourne, United Kingdom	2016-10-03	I have parking at work in Cambridge City.
Irina Weedon	Cambourne, United Kingdom	2016-10-03	My office provide me with parking in the City Centre.
Theresa Daly	Cambridge, United Kingdom	2016-10-03	I consider this to be a flawed measure which looks as though it's being forced on residents and workers with barely any consultation and almost no joined up thinking. Among those who will be penalised are carers, the disabled and businesses who depend on deliveries.
Sarah-Jane Newbigging	Cambridge, United Kingdom	2016-10-03	I visit Cambridge daily to visit family and need to access these affected roads.
Sarah-Jane Newbigging	Cambridge, United Kingdom	2016-10-03	Cambridge is gridlocked enough every day without adding to the chaos! Smaller roads will become 'rat runs' as people desperately try to get to their destinations on time. A completely idiotic ide!
Kevin Barnes	Bar Hill, United Kingdom	2016-10-03	This will be another nail in killing off Cambridge for locals and business and we need to get rid of the people who think this is a good idea
louise ferguson	Cambridge, United Kingdom	2016-10-03	People will need to goto the hospital and what happens when the roads are shut all the traffic congests on another road. Its ridiculous not only that but the stores in the grafton and east road mill road are going to lose trade.
Scott McInally	Little Downham, United Kingdom	2016-10-03	My work revolves around adult education and my students are in the city at various times and locations. Park and ride is to unpredictable and bus services never run on time.
Colin Day	Soham, United Kingdom	2016-10-03	Park and ride is a joke try getting on one at the railway station back to Gog Magog, 4 buses until I could phisically get on one and they want more to use it, they obviously don't use it themselves. I brought a fold up bike after that episode now I am charged for that!! unbelievable . I now avoid Cambridge and go where I am welcome.
Kate Wesson	Cambourne, United Kingdom	2016-10-03	This is crazy and completely ridiculous. It's hard enough being a mum with 2 small children without you making it even harder to get around. Businesses in Cambridge will lose out massively.
Cheryl King	Hardwick, United Kingdom	2016-10-03	For those of us in the outlying villages, this proposal will not work!
Joseph Worth	Cambridge, United Kingdom	2016-10-03	These proposed road 'closures' will cause absolute chaos. I have been driving into Cambridge for 7 years and as bad as the traffic gets, it is us drivers who know how to deal with it (largely just grin and bear it!) not short-sighted planners.
Colin Wilson	East Harling, United Kingdom	2016-10-03	After I graduated in 1968, some aliens masquerading as councillors demolished the entire south side of Petty Cury to make way for the Lion Yard shopping centre. It seems they're still making silly decisions nearly 50 years later.
Ichiko Tanabe	Cambridge, United Kingdom	2016-10-03	I'd like to see what other options have been considered and why this is the best solution.
david barham	Ely, United Kingdom	2016-10-03	The city council is completely mad if they think this is the answer.
Alex Walter	Bury, United Kingdom	2016-10-03	I live in Ramsey and work for the university, and I am dreading the stress this will cause. What the hell is Cambridge city council thinking?

Name	Location	Date	Comment
Mark Hickford	Swaffham Bulbeck, United Kingdom	2016-10-03	It will drive away businesses and consumers from Cambridge city centre. Also, none of us volunteers at the community radio station Cambridge 105 will be able to get to the station in Gwydir street.
Bev Sullivan	Bottisham, United Kingdom	2016-10-03	We need reliable public transport running late into the evening to accommodate people's actual working patterns. It's no use being able to catch a bus into work, if you are not guaranteed a bus home again. Also, not everyone works in the city centre, so it's madness to bus everyone into the centre only to have them all bus out to where they need to be. We need additional routes and we need confidence that services will not be cancelled. People in the villages, needing to work beyond "traditional" office hours currently have no alternative to driving if they are to hold down a job in Cambridge, but this scheme makes no attempt to address their needs before "fining" people for working in offices on certain roads.
Mark Slade	Cambridge, United Kingdom	2016-10-03	<p>While I do not agree with everything said here, I do think that the whole process of the City Deal has been farcical thus far.</p> <p>The City Deal was a huge opportunity to restructure the whole transport system and reconsider the economic model for the county. Instead of focusing all growth in Cambridge (intensifying our traffic problems, overloaded services and worsening our housing crisis) we could have developed efficient links to other towns across the county to encourage investment and economic growth to spread in a more sustainable fashion.</p> <p>Alternatively, if it was decided to continue pursuing this mad agenda of unchecked economic growth in Cambridge City, the money was an opportunity to radically overhaul the entire transport system; improving the efficiency and affordability of public transport and improving cycling infrastructure while creating disincentives for car drivers. We could also have prepared the for the inevitable electrification of cars, buses and taxis.</p> <p>Instead, hundreds of thousands of pounds have been wasted on consultants who have provided us with ridiculous quick-fix solutions that will break down within a year and do not take into account the huge projected population growth. Local groups that have spent years developing workable solutions - for FREE - have been ignored.</p> <p>The City Deal has highlighted all the failures of our City and County councils in the most spectacular fashion. The influence of the University should not be overlooked either.</p>
Mike Barber	Cambridge, United Kingdom	2016-10-03	I am fed up with this council telling us what is best for us. More and compulsory use of park & ride, i.e. free would solve most of the problem
Andrew Boylett	Histon, United Kingdom	2016-10-03	With the current poor bus system we have Shutting major routes within Cambridge will result in staff not being able to get to work and create chaos and parking issues in outlying areas
Annabel Haylett	Girton, Cambridge, United Kingdom	2016-10-03	This will severely affect my morning and afternoon journeys into Cambridge.
Philippa Hull	Lode, United Kingdom	2016-10-03	This proposal will be a disaster for local businesses and professionals working in Cambridge
Jill Grant	Cambridge, United Kingdom	2016-10-03	This effects visits I make to customers and legal representatives I have in the city.
Justo Perez	Hilton, United Kingdom	2016-10-03	It is unworkable, impractical, unfair and does the complete opposite it to what it claims to benefit Cambridge

Name	Location	Date	Comment
Richard Ball	CAMBRIDGE, United Kingdom	2016-10-03	One of the STUPIDEST suggestions yet..
Douglas Pike	Halton, United Kingdom	2016-10-03	I visit Cambridge regularly and used to live and work there as a community nurse. I can't see how this is going to help the residents of Cambridge.
Donald MacLean	Stapleford, United Kingdom	2016-10-03	The proposal is sadly unworkable. Parents who have to take children to school in central Cambridge and then get to work in other parts of Cambridge will find it impossible under these proposals.
Mark Holbrow	Warboys, United Kingdom	2016-10-03	This will make Cambridge even more of a deadlock than it is now.
Gerardine McHale	Cambridge, United Kingdom	2016-10-03	I don't want to see a bad situation become worse and I don't think this plan will be an improvement
Paul Herrington	Cambridge, United Kingdom	2016-10-03	My day to day self employed work would be seriously hampered
Helen Griggs	Worlington, United Kingdom	2016-10-03	I work in Cambridge, and I would have to leave my job as this would not be flexible for me and my young family.
Amanda Evans	Elsenham, United Kingdom	2016-10-03	I go to addenbrookes hospital, I am disabled and on crutches, getting on and off a bus is very hard difficult and very uncomfortable. Does this affect me getting to addenbrookes and Papworth hospital? As my father has to have a pacemaker fitted and could not stand the journey on a bus. This is such a stupid idea and given no thought to disabled people or others that need to use these roads. I'm all for public transport, in certain cases it just isn't going to work.
Mike Robinson	Girton, United Kingdom	2016-10-03	This will prevent the free movement of people going to their jobs and cause material damage to businesses. Nobody wants to travel into Cambridge unless they must. The Council must improve the transport infrastructure and that means all forms not just buses and bicycles. People need to freely move about to do their business. This is short sighted excuse to cover up an inability to plan and deliver an effective long term transport infrastructure.
Kate McCallum	Cambridge, United Kingdom	2016-10-03	This would make taking my children to school in Newnham and then getting across to my work at the science park very difficult. My other child is at nursery in trumpington and living in grantchester I can only imagine the increases numbers of cars coming off the M11 and cutting through Grantchester to reach Trunpington Rd - this is already a problem and will only get worse with this ridiculous idea.
Sandra Smith	March, United Kingdom	2016-10-03	Disgraceful
Margaret Martin	Cambridge, United Kingdom	2016-10-03	I've lived here for 35 years, and none of this takes into account the quality of life of residents who want to come and go, not just in their "zone" but in other parts of Cambridge for legitimate periods at peak times. We already can't get tradespeople to work on our houses because of parking problems, and this will make it a disaster! Common sense has gone out of the window here,
Bryan Davies	Orwell, United Kingdom	2016-10-03	I am an unpaid volunteer worker at Cambridge museum. I will be unable to continue with this if this plan is implemented as it would take 3 busses and 1 1/2 hours travel time.
reg myers	cambridge, United Kingdom	2016-10-03	This idea is ill-thought out!
Philip Mudge	Papworth Everard, United Kingdom	2016-10-03	These plans have excluded mtorbikes and scooters which offer a real alternative to some drivers and should be allowed to use the proposed closed roads.

Name	Location	Date	Comment
Imogen Reeves	Wilburton, United Kingdom	2016-10-03	I ride a motorbike and commute frequently into Cambridge
Sara Sayer	Cambridge, United Kingdom	2016-10-03	I would like a strategic consideration of transport in Cambridge that is joined up so that Trains and Buses actually dovetail with each other and so that there are Bullet Buses that travel straight to the Centre rather than go round the houses - this way folk will actually use them! Let's improve what we have and think of some new innovative schemes rather than just a knee jerk banning of cars. One has to think about businesses. What about parent drop off at outer sites and then school buses into Cambridge as this would reduce some of the severe congestion at peak times in term time.
simon goodwin	Cambridge, United Kingdom	2016-10-03	This would restrict an already over restricted city all the business services from providing a service to clientele within the city. Cyclist lanes must be engineered better.
Amanda Mansfield	Cambridge, United Kingdom	2016-10-03	Deal = an agreement entered into by two or more parties for their mutual benefit - I don't think so!
Edward Bloomfield	Cambridge, United Kingdom	2016-10-03	I just cannot see this working.
sarah munnelly	Cambridge, United Kingdom	2016-10-03	It is a ridiculous proposal
Katherine Leckie	Cambridge, United Kingdom	2016-10-03	This is not. Fully thought through proposal.
David Longworth	Eaton Ford, United Kingdom	2016-10-03	Busses are not the answer. A bus doesn't move if there is no driver. Why work for a company that takes money away from you?
Carrie Rawlings	Welwyn Garden City, United Kingdom	2016-10-03	I work around Coldhams Lane and my business may be affected by these changes.
Neil McKendrick	Burwell, United Kingdom	2016-10-03	It would seriously affect my access to my College, my Faculty and the University Library
Sophie Thomson	Cambridge, United Kingdom	2016-10-03	This is going to create chaos for those travelling West - East
Jaime Doig	Milton, United Kingdom	2016-10-03	I think it's a ludicrous idea. It will cause so much disruption in what feels like a forced way to bring in congestion charge
Daniel King	Cambridge, United Kingdom	2016-10-03	I live in the area most affected by road closure.
Matt Blackledge	Cambridge, United Kingdom	2016-10-03	Appears flawed and would be unlikely to resolve or better the current issues experienced by road users in Cambridge.
John Bowles	Cambridge, United Kingdom	2016-10-03	Because I live within the effected area, I also drive a van to work and have to go around the city all the day. Put in a congestion charge, certainly by this city stop is ludicrous!
Lorraine Loftus	Little Stukeley, United Kingdom	2016-10-03	It is just a revenue raising excercise. There is no real consultation, just lip service. Closing the major roads will cause more congestion on the few remaining 'open' roads into the city. There will be a significant cost increase to people forced out of their cars and into Park & Ride sites, with additional car parking costs and bus fares, not to mention the additional increase in travelling time getting to and from work....

Name	Location	Date	Comment
Helena Forrow	Cambridge, United Kingdom	2016-10-03	the way to make more people use the buses is to make them cheaper! Make a small congestion charge in peak time and use the income to provide free rush hour buses. All this plan will do is MOVE congestion to other, longer roads and increase emissions with longer journeys. One of the worst plans I have ever seen.
Katie Milldown	Cambridge, United Kingdom	2016-10-03	I work in Cambridge and need my car for my Job!
Amanda Wynn	Cambourne, United Kingdom	2016-10-03	I need to travel via these routes for my job - to meet sexual and domestic violence victims
Jonathan Ratcliffe	Swavesey, United Kingdom	2016-10-03	It's an utterly ridiculous idea with no regard for businesses and workers alike. I see that Trumpington Road is the only one open where all of the private schools are based. Members of the council looking after themselves again!
Moira Thomson	Burwell, United Kingdom	2016-10-03	This plan is prejudiced against all commuters trying to get into Cambridge to work. We are being penalised and forced to abandon our chosen method of arriving at work. The proposed 'trial' period will be chaos, over 206,000 (City Council's figure as given in a talk) additional cars will be trying to get into 5 park and ride centres. Abysmal plan and expensive (for mortorists). Why not close the city centre after rush hour, during the day, and open again before the evening rush hour, or is the plan to only be helpful to tourists and those who already live in Cambridge!!!!!!!!!!
Philip Moores	Cambridge, United Kingdom	2016-10-03	The idea is total madness
George Lucas	Haddenham, United Kingdom	2016-10-03	This is a ridiculous idea - the lack of forethought of the council is incredible.
Pauline Goulding	Peterborough, United Kingdom	2016-10-03	Pauline Goulding
ALison Lines	Linton, United Kingdom	2016-10-03	Unable to get to work.
Jade Cook	Cambourne, United Kingdom	2016-10-03	I work in Cambridge 9-5 mon to Friday and travel from outside of cambridge each day.
Bill Edwards	Cambridge, United Kingdom	2016-10-03	My wife works off Mill Road and has limited mobility so therefore unable to use public transport.
David Winder	Cambridge, United Kingdom	2016-10-03	As has become the norm for Cambridge City Council, lack of planning and understanding of the complex nature of the traffic in Cambridge (and where it originates from), has led to this ill-thought plan. One size does not fit all and the road closures will affect employers, employees and residents etc. in different ways. It is fanciful to think that a bus service can come anywhere need to meeting the needs for the capacity, reliability and affordability required. The current situation is by no means perfect, but most people know when to leave home to get to work/school etc. on time. Back to the drawing board for the council, I think, to find a solution that is acceptable by all.

Name	Location	Date	Comment
Donna Pullen	Ely, United Kingdom	2016-10-03	<p>Working at Queens' College. Travelling along the Backs even at 8am is not a problem. Travelling a different route down the A14, M11 and up through Barton Road to arrive at work in a reasonable time will cause chaos...you will be forcing ALL traffic from one area to another just moving the congestion elsewhere instead of spreading it out. Traffic will queue on the slip road off of the A14/M11 - it does this already and any more will be completely dangerous. I spent 3 months testing the park and ride from Milton, fine really early in the morning, but leaving work at 4pm, I rarely got home before 6pm. If I drive, I get home at 4.45.</p> <p>Buses do not turn up, on several occasions I waited for almost an hour then 4 buses arrived together. It does not work, it is added cost for parking (which is currently free at work) and will add an unreasonable amount of time to an already long day.</p> <p>What are you going to do if camera's are switched on at 7am for example, and anyone has been caught up for a few minutes on their journey and is just approaching Queens' Road, East Road, (wherever the camera's are) just a minute before switch on. Are all those cars expected to turn round and go an alternative route or risk being caught on camera.</p> <p>You are going to create chaos!</p> <p>People will avoid public transport at all costs because it does not work, instead, people who perhaps travel in at 7.30 will now try and arrive before 7 adding to the congestion even earlier.</p>
Kate B	Histon, United Kingdom	2016-10-03	The public transport needs to be more affordable and frequent before anything like this plan could go through.
Karen Hullyer	Witcham, United Kingdom	2016-10-03	Please sign this
Suelen Marini	Cambridge, United Kingdom	2016-10-03	I need to drive to Cambridge to work, as the time I finish work there AREN'T any more buses from Cambridge to Cambourne. The council is not thinking about us, have no consideration at all about people that have to start working after 5pm, I work only evenings as I work at restaurant and although I have a set time to start I don't have time to finish. What am I going to say to my employer sorry but I need to finish early because the 9-5 people that work at the council decided to closed the roads that lot of people need to be able to reach Cambridge city centre and the leisure park.
Matthew Ellerton	Cambridge, United Kingdom	2016-10-03	The proposed changes are ridiculous. The proposals for histon and milton road are also ridiculous. Who the heck is writing up these proposals and why are they even being considered?! Sounds like they need a lot of help. Making it harder to travel by car in Cambridge is NOT the answer!
Nicola Brunton	Cambridge, United Kingdom	2016-10-03	I run a nursery and have deliveries first thing from 7am and can't do this via Park and ride!
Sam Warren	Cambridge, United Kingdom	2016-10-03	I believe preventing vehicle entry at typical congestion times is not the solution. If car owners prefer to use their own vehicles to enter the city they should not be penalised and charged extra to use inadequate public transport. We should be exploring methods that help facilitate and improve the existing behaviours and helping to direct more uses to public transport as the BETTER alternative, not the ONLY option.
Chris Lambrou	Bar Hill, United Kingdom	2016-10-03	This is a crappy deal that's not in the interest of Cambridge City residents, and will restrict external access to my home.

Name	Location	Date	Comment
Donata Gilliland	Cambridge, United Kingdom	2016-10-03	What about residents living in the City Centre trying to LEAVE the city in the morning? There is no exception listed for residents which is outrageous. Are we suppose to accept the fact that we can not leave our homes by car between 7 and 10 in the morning. What about those working out of the city? Or needing to drive to an airport? We just get barricaded from leaving our neighbourhoods aside from biking or walking?!
Nathan Pateman	Sawston, United Kingdom	2016-10-03	I work in and around Cambridge and also need to purchase materials from the city centre
Matthew Hyde	Soham, United Kingdom	2016-10-03	I work unsociable hours for the ambulance service. Park and ride is not an option!! No railway from soham, no bus service option!
Helen Williams	Saffron Walden, United Kingdom	2016-10-03	This proposal is totally ridiculous! Cambridge has no viable public transport for those travelling from villages north of the city. Its road are already completely congested with traffic, which will have to go somewhere. Businesses in the city will suffer if staff and customers struggle to get to them.
nikki bannister	bishops stortford, United Kingdom	2016-10-03	This will stop me working in Cambridge
Emma Bowditch	Fowlmere, United Kingdom	2016-10-03	I work in Cambridge and it will be a huge impact on my life, I would consider changing job as this would be a nightmare. The public transport to my village is basically non-existent.
jacinta dean	Thriplow, United Kingdom	2016-10-03	Because its important to be able to take and collect my kids from school.
Anthony Slater	Southwick, MA	2016-10-03	I grew up in Cambridge and still visit family in Cambridge 4 or 5 times a year.
Sandra Irvine	Girton, United Kingdom	2016-10-03	I need to get across town for a class in a car with equipment before 9.15 and with this arrangement of road closures I would have to leave about 2 hours to do a journey that should take less than 30 mins.
Sue Nichols	Histon, United Kingdom	2016-10-03	I am very concerned about all these changes which are very confusing. I personally use buses regularly to get to Addenbrookes Hospital and the railway station and am very worried about all the extra buses and taxis causing even more congestion than we have already!!
Richard Jaroszewicz	Hardwick, United Kingdom	2016-10-03	I sometimes have to work in Cambridge and have to carry heavy tools. Other times I pop into Cambridge to buy thiings and Park & Ride is so expensive it is not worth using it for 30 min shopping trip.
Sophie Schofield	Hinxton, United Kingdom	2016-10-03	This will make it impossible to get too and from work and will have a negative impact on both personal and business life.
Emma nicholas	Sawston, United Kingdom	2016-10-03	What sort of idiot made this up. It's absolutely rediculous! I work around Cambridge looking after people
Kate Norden	Ely, United Kingdom	2016-10-03	This is crazy Cambridge will be grid locked, a congestion charge would be better.
Robin Irvine	Girton, United Kingdom	2016-10-03	This is an apalling idea that will not solve Cambridge traffic issues
Vincent McGuckin	Cambridge, United Kingdom	2016-10-03	The City Deal whilst being both anti-residents and anti-car fails in having any credible plan and is thus a waste of public monies
Carol Pridgeon	Cambridge, United Kingdom	2016-10-03	Living in Cherry Hinton I feel that I will be unable to get out of the village at the times that I need to. I work off Mill Road but cannot use the bus that services Mill Road as I would have to walk to Birdwood Road (25 mins) to get it and unfortunately the bus service is not always reliable especially in the winter

Name	Location	Date	Comment
Marie Baldrey	Woodditton, United Kingdom	2016-10-03	Won't solve Cambridge traffic problems in anyway will just make life harder for everyone including business'. NOT EVERYONE WHO COMES INTO CAMBRIDGE CAN COME VIA BIKE OR WALK AND PARK AND RIDE WITH SMALL CHILDREN IS SIMPLY NOT AN OPTION.
Sarah Kelman	Cambridge, United Kingdom	2016-10-03	I live in a south cambs village and on occasion need to drop / collect children from Cambridge station in peak hour. This would no longer be possible. Cambs have already taken all our village bus links away leaving us no alternative but to drive, and now they will sever our last link to public transport by making the station inaccessible in peak times.
Sarah Bishop	Cambridge, United Kingdom	2016-10-03	It is expensive enough to live in and around Cambridge without having to pay to go to work as well! This is ludicrous.
Steven Levitt	Cambridge, United Kingdom	2016-10-03	I'm a private piano teacher who has to travel around Cambridge to different parts between 4.30 and 6.30 pm, including Parkside, Mill Rd, Victoria Rd, Milton Rd. Kings Hedges Rd, Trumpington, Histon Rd, Fen Ditton, Cherry Hinton Rd and Coldridge Rd. The only way I can do this is by car from home in Milton. This will effectively kill my business in one fell swoop. WELL DONE CAMBRIDGE CITY COUNCIL...
Holly Gagen	Cambourne, United Kingdom	2016-10-03	I would not travel into Cambridge city if this were the case due to traffic and time to travel. One less person shopping on their local highstreet
Anne Wareham	Cottenham, United Kingdom	2016-10-03	Pushing the traffic on to Trumpington Road will cause chaos for Addenbrookes Hospital
Nicola Rayner	Litlington, United Kingdom	2016-10-03	This will stop me from being able to get to work! With only one bus a day from My village i have no other option but to drive
Phil Pethybridge	Ipswich, United Kingdom	2016-10-03	The idea is not developed - sort the public transport out and you won't need to do this. I'd happily get the train to Cambridge if I believed I'd get there close to on-time
Robert Baldrey	Woodditton, United Kingdom	2016-10-03	This proposal will create havoc and even further congestion in Cambridge. We live 12 miles from the City with young children and cannot use the Park and Ride system.
Adam Bond	Exning, United Kingdom	2016-10-03	The Workplace Parking Levy is, in my opinion, a greedy, money-grabbing scheme which will penalise poorer people who work but cannot afford to live in Cambridge.
Stewart Martin	Cottenham, United Kingdom	2016-10-03	I have to travel from Cottenham to Cherry Hinton Road for work. if take the bus it will take me 1 3/4 hours each way as oppose to 35-40mins
Roy Starling	Newmarket, United Kingdom	2016-10-03	Quite frankly it's ridiculous to starve the City of it's life blood, please think again.
Ray & Jean Davis-Chamberlain	Cambridge, United Kingdom	2016-10-03	The proposal is foolish
Simon White	Great Shelford, United Kingdom	2016-10-03	I am very much in favour of trying to reduce car use; but this plan is ill-conceived. So many businesses and individuals will be adversely affected by this proposal. For some it will be an inconvenience, but for others it could be critical. Public transport in Cambridge is not good enough yet to justify these road closures and offer city residents, workers and visitors a genuinely viable alternative. Drop this plan and think again.
Tim Mantle	London, United Kingdom	2016-10-03	This proposition sounds like it has not been thought through and will affect too many businesses (small and big) to work in the long term. Surely a pay system similar to Central London would be far more beneficial, solve the congestion but not lock people out of their own City!

Name	Location	Date	Comment
Jennie Scotney	Milton, United Kingdom	2016-10-03	I work in Cambridge and agree something needs to be done but this sounds like it has not fair on people that live and work here. Don't penalise people trying to earn a living. Life is hard enough.
Adrian Page-Mitchell	Hemingford Grey, United Kingdom	2016-10-03	I volunteer at a Computer Museum off Coldham's Road, if the road closure went ahead in Coldham's Lane, the effect would be catastrophic, we would have to arrive after ten in the morning, and would be prisoners until after six thirty in the evening, as the museum shuts at five, there are few options for buses along there, visitors tell us now it is nearly impossible to safely get to the museum by bus or on foot, as their is no public footpath in the road, and the lighting is very poor in the winter. We need to drive there as there is often large items we need to take in and out, cannot do that on a bus!
Chris Parsons	Fowlmere, United Kingdom	2016-10-03	I live in one of the South Cambs villages and my children go to school in Cambridge. We would have to move house or move our kids school if this went through!
Lucy Lewis	Royston, United Kingdom	2016-10-03	I'm signing because I visit a number of Cambridge outlets for my job as an auditor and cannot do this on public transport.
Steven Jacobs	Cambridge, United Kingdom	2016-10-03	as general manager of Cambridge Chesterton Indoor Bowls Club, we have 855 members. Our normal times for league match start at 9.45am, 2.pm and 6pm! they travel in from up to 20 miles away, Steeple Morden, Royston, Sawston etc
Mike Hutchings	Lakenheath, United Kingdom	2016-10-03	This is a misinterpretation of what this is about and has had no sensible research.
Clive Fletcher	Dover, UK, United Kingdom	2016-10-03	This move is totally ridiculous! Bureaucracy gone mad!
Ian Gale	Histon, United Kingdom	2016-10-03	I run a building company and this will cripple me!
Mark Kester	Dry Drayton, United Kingdom	2016-10-03	My journey to work involves grange road where I park in the mornings also when I go back to work I park down queens road,if they close these roads off at those times there is no where to park also when I finish work the park and ride stops at 8 so when I finish work at 9 this is no good to me
Beverley Howlett	Soham, United Kingdom	2016-10-03	I work in Cambridge, as do many of my friends and I believe this will make congestion worse, drive small businesses out of Cambridge, drive shoppers elsewhere and have a horrendous effect all round. The Park and Ride is already too expensive and unreliable, people will not use it
Miles Hurley	Cambridge, United Kingdom	2016-10-03	Utterly ridiculous proposal
Jason Fitzpatrick	Cambridge, United Kingdom	2016-10-03	We have a museum off Coldhams Road, and if you close it, you will effectively close us. We have school buses and many people in cars visiting us.
Cleo Neophytou	Cambridge, United Kingdom	2016-10-03	So as I work part time at Marshall Aerospace and live in Kings Hedges, does that mean I will have to drive all the way to Trumington Road and then where?
Gillian Oakley	Cambridge, United Kingdom	2016-10-03	I just can see it working for either businesses or individuals.
Janet Wojtecki	Comberton, United Kingdom	2016-10-03	The lock out has not be thought through. Is a bus service that only runs every 30 minutes serving villages west of Cambridge from the Gransdens to Barton and a park and ride site in west Cambridge really going to get everyone in and out of Cambridge for school or business . I don't think so.
Alison Nicola Cutts	Milton, United Kingdom	2016-10-03	It's a mad area that will solve nothing and most likely make things worse because the infrastructure is not in place in our city to make this successful.
John Mantle	Orwell, United Kingdom	2016-10-03	This will prevent me being able to go about my work in Cambridge where I need my car to visit my clients

Name	Location	Date	Comment
Seamus McNally	Linton, United Kingdom	2016-10-03	Because the alternative options to travel by car are woefully inadequate.
Alison Fish	Waterbeach, United Kingdom	2016-10-03	This plan will seriously affect my family as we use parkside pools and my child needs to come in to Cambridge for orthodontist treatment. For people in surrounding villages this will be an absolute nightmare.
Heather Bell	Duxford, United Kingdom	2016-10-03	Making it difficult to drive Cambridge with not reduce congestion. The council have been demonising the car for decades yet congestion has just got worse. Unless public transport becomes affordable, frequent and reliable people will continue to drive into town.
Felicity Cooke	Cambridge, United Kingdom	2016-10-03	There has to be a better way.
Richard Mead	Cambridge, United Kingdom	2016-10-03	A ridiculous idea. You can't put this sort of block in place until you have a genuine alternative mode of transport in place. What is available now and is proposed is horrendously overpriced and lacking in substance.
Beth Tobutt	Harston, United Kingdom	2016-10-03	I believe this will have a detrimental effect on Cambridgeshire residents.
Patrick Jordan	Soham, United Kingdom	2016-10-03	It's a poorly thought out system and does not solve the congestion problem.
Mr William Hutchinson	Cambridge, United Kingdom	2016-10-03	I work in city center
Maurice O'Kane	Ely, United Kingdom	2016-10-03	It's unfair that local residents cannot use certain roads to gain access to The City.
Jonathan Boyd	Cambridge, United Kingdom	2016-10-03	I live in central Cambridge and the current plan to reduce congestion is unworkable for me and all of my neighbours, domestic and commercial
christine day	Cambridge, United Kingdom	2016-10-03	i am a blue badge holder and can not cope with any other means of transport other than my car
Robert Seber	Cambridge, United Kingdom	2016-10-03	Residents living near a control point should be allowed to pass them without a fine. Otherwise there will be massive congestion with people spending more time on the roads.
Emmah Duffus	Broad Green, Chrishall, HERTS, United Kingdom	2016-10-03	My children are at school in Cambridge (West Road) and there would be now ay of getting them to school unless we were to leave home at 6.15am
Jonathan Papworth	Cambourne, United Kingdom	2016-10-03	I need to access central Cambridge by car
Adam Smith	Hundon, United Kingdom	2016-10-03	Madness dreamt up by out of touch lords in ivory towers.
Emma Rose	Cambridge, United Kingdom	2016-10-03	This is ill thought out and will damage local businesses and disadvantage those who work in the community, such as health care workers, and those who depend on these services.
john simon	Cambridge, United Kingdom	2016-10-03	I have a disabled child I have to get to and from school and the only form of transport is via the car and as you can see we live on coldhams lane if this goes through Cambridge will be a ghost town nobody will want to come to work in Cambridge and no one will want to visit in the summer
Emma Sharp	Bottisham, United Kingdom	2016-10-03	It's a crazy idea!
Tony Dron	Cambridge, United Kingdom	2016-10-03	I'm signing because this plan to close nearly the roads at key times of day will do appalling damage to the economy of Cambridge. If somebody wants to shut Cambridge down, this is probably the best way to do it.
Molly Coen	Cambridge, United Kingdom	2016-10-03	I swim at City Of Cambridge Swimming Club and won't be able to get to any of my training sessions if this change is made. This is the same for many other members of the club, so will have a significant negative impacts on us.

Name	Location	Date	Comment
will fitzpatrick	Cambourne, United Kingdom	2016-10-03	Well this scheme is obviously thought up by people that don't drive, let's make Cambridge a ghost town, cause people will just go elsewhere
kenneth beecroft	Cambridge, United Kingdom	2016-10-03	stupid idea will cause chaos
Richard Healy	Newmarket, United Kingdom	2016-10-03	I use the public transport system (e.g park and ride) but occasionally come into Cambridge by car, and feel this policy of restricting the movement of cars is shortsighted and a greater investment in the public transport networks would be a better use of public funds than deny cars all access to the city centre at inconvenient and arbitrary times ensuring the most inconvenience possible to all concerned.
Paul Hanlon	Barrington, United Kingdom	2016-10-03	City deal will cause traffic chaos and will reduce the quality of life for residents in the greater Cambridge area.
K Ryan	Cambourne, United Kingdom	2016-10-03	I'm signing because no provision is mentioned for blue badge holders whose vehicles permit them independent mobility. Generally, it will push traffic onto surrounding roads creating different congested areas. It's madness!
sue rogers	Cambridge, United Kingdom	2016-10-03	This is a stupid way of solving a problem. Make the parkride car parks free of charge to park, put an entry/exit directly into Madingley Road off the M11, provide high quality cycle paths, all far better than solutions than banning motor traffic in a blanket measure.
garry wright	cambridge, United Kingdom	2016-10-03	I'm signing because this is a joke and will not work and also will cause more congestion .
David Jordan	Peterborough, United Kingdom	2016-10-03	Lots of my friends work in Cambridge and run their own business this will be bad for their jobs and people who work for them
howard rice	cambridge, United Kingdom	2016-10-03	Some form of congestion charging would be fairer and more flexible
Susan Reade	Cambridge, United Kingdom	2016-10-03	This is going to make it incredibly hard for me to make business meetings in Cambridge or get kids to their clubs in the evenings. I will have to stop the clubs and work with other clients. Please get a more competent transport team in to work on this. The Park & Ride was a fiasco don't repeat.
David Hayes	Coates, United Kingdom	2016-10-03	I'm signing because I work in Cambridge and need to travel in to work.
valerie gawn	Boxworth, United Kingdom	2016-10-03	Cambridge congestion has been a total nightmare for years...this will add to the misery and woe of every commuter....
Angus Spiers	Cambridge, United Kingdom	2016-10-03	It's a stupid idea
Kenneth sears	docking, United Kingdom	2016-10-03	I travel into Cambridge most days for work and this will cause ne huge problems
Rebecca Lee	St Neots, United Kingdom	2016-10-03	As don't agree how are people supposed to get to work at school hospital and how about carets that have to visit the elderly
james hammond	Histon, United Kingdom	2016-10-03	i have swimmers in the club and this would make me move clubs.

Name	Location	Date	Comment
Ruth MacLean	Cambridge, United Kingdom	2016-10-03	<p>This is a dreadful proposal. I need to drop my children off in the centre of Cambridge every morning and drive to work elsewhere in Cambridge to manage a library. I go home after lunch and drive back later to collect them from school. I cannot do this routine without my car. Public transport would take far too long and not go in the right direction. I am not a great cyclist so this is not an option for me. This scheme is going to really impact private schools and people who work in the centre. There are other ways to deal with congestion. You could stop big lorries from joining the rush hour traffic. You could pay for school buses - this would make a big difference. You could avoid road works during the rush hour. The public schools could stagger their start times. And on Trumpington you could have a traffic control so that outward moving traffic stops to allow inward moving traffic to turn right. Currently a right turning car waits for ages to turn right, holding up a queue of traffic behind.</p> <p>Ruth</p>
thelma pammenter	Barton, United Kingdom	2016-10-03	this is a crazy idea that wont help any one and will destroy cambridge
Jacky Jarvis	Cottenham, United Kingdom	2016-10-03	Just a crazy idea do they really think it will help. It will cripple some people.
tracy games	cambridge, United Kingdom	2016-10-03	I have to go to Mill Road everyday to visit my Mum, I also have to go down coldhams lane to get to work. I think these plans are ludicrous
Adam Nunn	Willingham, United Kingdom	2016-10-03	<p>1) Cause great inconvenience to people travelling certain distances or areas. Whether or not there is replacement transport available it will affect peoples lifestyle arrangements whether its to do with dropping the kids at school etc then heading to work.</p> <p>2) Strong chance it will effect smaller business's that require access to the roads. E.g. Dr's, dentists, opticians where you are likely to visit them between 7 - 9 before work.</p>
Iona White	Kos, Greece	2016-10-03	Having lived in Cambridge for 4 years- I cycled everywhere but I still don't agree with all the major roads being closed to cars etc.
Simon Turner	Newmarket, United Kingdom	2016-10-03	I commute to London from Cambridge Station frequently. You would add at least 45 minutes to my normal commute by these plans which are ridiculous. You need to allow sensible access to Station Car park during commuter times
Tracy Coston	Cambridge, United Kingdom	2016-10-03	It is a crazy idea and the buses wouldn't cope. The P & R should be made cheaper to encourage people to use them.
Simon Whittaker	Cambridge, United Kingdom	2016-10-03	<p>Because this hasn't been thought through for businesses, staff - or the impact it will have on trade within the city.</p> <p>For Those who work in offices and for those who have to make visits to the sick, elderly, bereaved.</p> <p>More importantly, a major decision which has been taken without consultation to population - who actually voted the council in.</p>
richard consoli	holywel, United Kingdom	2016-10-03	This will have a considerable effect on self employed people who need to get in and out of Cambridge during the day like building workers, decorators, gardeners etc.
Toby Rolph	Cambridge, United Kingdom	2016-10-03	I'm signing this's petition because I work in and around the city centre 5 days a week 8:00 till 4:30, that means I wouldn't be able to get my tools to work and back everyday and will affect so many people's life style and work.

Name	Location	Date	Comment
Amy Dyer	Comberton, United Kingdom	2016-10-03	This is a ridiculous idea. Those who work in the centre of Cambridge would not be able to get to work without spending half their wages in travelling fees. Cambridge is a tourist destination for a reason, cutting it off from all angles will reduce all of that and residents going into town and spending money. Whoever's idea this is needs to rethink and re-evaluate
Kathleen Godsolve	Waterbeach, United Kingdom	2016-10-03	I am disabled and need to drive into Cambridge and park in disabled parking spots and car parks
Matthew Fretwell	Soham, United Kingdom	2016-10-03	I would not be able to get to and from work without driving in
Denise Newman	Rampton, United Kingdom	2016-10-03	Absolutely ridiculous! Just causing horrendous obstruction elsewhere! how are people meant to work!
Denise Newman	Rampton, United Kingdom	2016-10-03	Absolutely ridiculous! Just causing horrendous obstruction elsewhere! how are people meant to work!
Suzanne Little	Cambridge, United Kingdom	2016-10-03	What a flawed plan !!!
David Whitebread	Stapleford, Cambridge, United Kingdom	2016-10-03	This looks like a massive sledgehammer to crack a very small nut. The unintended consequences (and perhaps some of the intended ones) are going to make Cambridge a very difficult & unattractive place to live and work. Is this the intention? Surely not.
E King	Cambridgeshire, United Kingdom	2016-10-03	This is a fantastic way to chase investors away! Ridiculous!
Caroline Dod	Cambridge, United Kingdom	2016-10-03	Cambridge does not have the public transport system in place to allow these frankly crazy plans to go ahead. They seem to have been put in place by a combination of Cambridge cycling campaign and Stagecoach
Georgia rolph	Cambridge, United Kingdom	2016-10-03	This it is such a stupid and dumb idea.. There's not much thought gone into this at all. I'll be affected but I'd dread to think how many others will be too. I can think of a lot more things that we can spend that amount of money on such as improving public services, than the stupid road closures.
michael pettifer	Cambourne, United Kingdom	2016-10-03	It's a stupid idea that will kill traders in Cambridge...
Declan Tonks	Longstanton, United Kingdom	2016-10-03	It's wrong
Simon Lander	Great Shelford, United Kingdom	2016-10-03	Because cars like it or not are an integral part of our daily living with poor public transport services and links to outlying villages. Our business would have to relocate to survive.
Lorna Carter	Hardwick, United Kingdom	2016-10-03	I work in the city centre. I have a parking space. The congestion hours are unworkable around family life and for Employers and clients alike.

Name	Location	Date	Comment
ALICE HILDROP	Royston, United Kingdom	2016-10-03	I do not feel like this is a 'solution' to the city's traffic issues. I own a property management business and most of our travelling/viewings/appointments are done during the hours that the proposals are not allowing traffic use i.e. once tenants etc finish work. The main draw of Cambridge is its good job prospects, paired with its central location and general nice feeling, however having had tenants leave due to the rising costs of living in the area I do not feel like this is a good enough job to sort out congestion in the city. The P&R, for example, costs £4 per day if you park, so that's £80 per month for a standard fulltime worker and that's before you even *try* and drive there. Lets not make the one thing that brings people to Cambridge be the one thing that ends up turning them away. Cambridge City Council have missed numerous opportunities to improve congestion on the roads around Cambridge, for example the new link road from Trumpington Road to Addenbrookes. Perhaps an option stretching further than the Campus would have alleviated a lot of the traffic through Trumpington. I think a more inventive solution is needed, rather than the traffic 'out of site, out of mind' strategy that we have at the moment.
Clare Henderson	Cambridge, United Kingdom	2016-10-03	It will kill Cambridge!
Joe halsey	Willingham, United Kingdom	2016-10-03	I work in various locations in central and this would stop me from doing my job as I am a trades man with a van
John Sharpe	Cambridge, United Kingdom	2016-10-03	I live and work in Cambridge, and it is clear to see the congestion has been caused by these interfering idiots ruining the road network with every "safety" and road "improvement" scheme. what will they try next a 12' wall around the city so no one can get in.
Fiona Bennett	Cambridge, United Kingdom	2016-10-03	I work in the evening and will have to make my way at 4pm to get to help the elderly...this will completely impede on my travel to help them. It will also make congestion worse on the accessible routes...ridiculous and not the answer.
Naomi Bennett	Cambridge, United Kingdom	2016-10-03	I'm signing because the plans don't address the needs of disabled people, their carers and the adverse impact on local businesses.
Jonathon Bell	Highfields Caldecote, United Kingdom	2016-10-03	There is truly not a cost effective alternative to getting into the city for us living in the West of Cambridge. Invest in the free parking and low cost park and ride services and I will gladly use them. Until you do this is a ridiculous idea
David Bord	Impington, United Kingdom	2016-10-03	My children won't be able to access the sporting facilities and clubs that they represent
Tim Elcock	Cambridge, United Kingdom	2016-10-03	An utterly ridiculous idea. The traffic is only really bad during term time. I suspect that specifically targeted measures, based on sound research, would be far more effective in reducing congestion during peak hours than this total ban. Let's hope that this is repealed when the council officers can see the tangible damage they have done to the local economy.
Jan Bay-Petersen	Cambridge, United Kingdom	2016-10-03	Should have consulted us, we could all have worked out a better plan. This is a terrible one!
Trish Sexton	Cambridge, United Kingdom	2016-10-03	This council is about to waste even more money whilst cutting services. They have no common sense and want to make Cambridge a bike and bus only city without any consideration for those who pay for both them and their damaging ideas.
Michael Rhodes	Cambridge, United Kingdom	2016-10-03	It is a stupid and I'll considered plan and will result in businesses deserting the City and retail suffering even more than it does now.

Name	Location	Date	Comment
Susan Evans	Cambridge, United Kingdom	2016-10-03	This had not been well thought out, thank goodness I am not involved with a school run, I will just go to bury st Edmunds now
Jerry Froggett	Cambridge, United Kingdom	2016-10-03	This is a monstrous idea, and could ruin our City. There are no considered public transport alternatives here, simply an aim to close the roads and restrict people in the vain hope that Stagecoach or Whippet will run a few extra buses. Utter stupidity, and highly discriminatory toward City residents. Remember, these are the self same experts who gave us the Guided Bus.
Sandra Rogers	Ilford, United Kingdom	2016-10-03	I'm signing because public transport from my village is non-existent, I could get the train from Ely but that involves driving to Ely station and paying for parking. Plus the trains are not always reliable and I have to pick my daughter up from nursery at 3pm and cannot drop her off until 8am at the earliest. If I get the train it would increase my costs not only for travel but also childcare as it would take longer! I already have to spend £168 of the £250 I earn a week on childcare, if I had to pay the high cost of trains rather than use my car (which does 450 miles per £40 tank of fuel!) I would mostly be working to pay nursery and transport costs. Which would be ridiculous.
Mark Drew	Rampton, United Kingdom	2016-10-03	This is a ridiculous idea that will result in loss of business to the whole of the city. People will not be able to go about their business get to business's and it will result in companies leaving Cambridge and going elsewhere.
Thomas Clews	Willingham, United Kingdom	2016-10-03	I am a Self-employed Electrician that carries out work across Cambridgeshire. The majority of my work is within these zones
John Wilson	Oakington, United Kingdom	2016-10-03	My daughter swims 6 days a week for City of Cambridge Swimming Club at Parkside Pool. She is 12 and too young to be travelling on public transport on her own. Closing roads at the proposed times will make it impossible for us to get her to the pool as the only route into town will be gridlocked. We will have no other option but to move to another club. We are not the only parents concerned over this which puts the City's swimming clubs future in doubt.
Rose Malone	Linton, United Kingdom	2016-10-03	I work in Cambridge and do shift work. Late at night how are retail staff supposed to get to park and ride or buses? Inconvenient
Thomas Clews	Willingham, United Kingdom	2016-10-03	How on earth do they expect anyone that has to work in the central of Cambridge with heavy tools, materials for jobs and in need of deliveries to jobs, this will make life ridiculously hard for the majority of tradesman and anyone else that has to carry own good etc
Thomas Clews	Willingham, United Kingdom	2016-10-03	How on earth do they expect anyone that has to work in the central of Cambridge with heavy tools, materials for jobs and in need of deliveries to jobs, this will make life ridiculously hard for the majority of tradesman and anyone else that has to carry own good etc
Joanne Place	Cambridge, United Kingdom	2016-10-03	Because the plan is ludicrous. I might as well give up working if these plans are introduced as I can't functionally fit in work plus nursery and school pick ups without a car.
Elanor Brooks	Withersfield, United Kingdom	2016-10-03	I need to fackin get to school innit
K Seeley	Cambourne, United Kingdom	2016-10-03	Who came up with this ridiculous idea? Public transport is nowhere near reliable enough to make this viable even for those with the most straightforward journeys. For the vast majority of people who have a less straightforward journey (ie. who don't live next to a bus stop and work next to a bus stop and have kids to drop off and pick up at set times in a couple of locations etc. etc) the idea is utterly ridiculous. Also, reducing the options for getting in to Cambridge by car will result in gridlock on the remaining routes. I can't believe this nonsense has got this far.

Name	Location	Date	Comment
Gillian Foreman	Cambridge, United Kingdom	2016-10-03	My daughter needs to drive to work in Hills Road and has a company car which is needed at work and she has a chronic illness.
Rory traub	Keswick, VA	2016-10-03	I need to get to and from school yo
Andrew Gilbert	Soham, United Kingdom	2016-10-03	a better solution needs to be found OR the solutions in place before anything is put in place.
David hockley	Harston, United Kingdom	2016-10-03	I do not want this scheme put in place
Paul Mantle	Hardwick, United Kingdom	2016-10-03	I am signing because I need to be mobile to do my job. Make park and ride affordable and more people will use it on most days. Some days I need my car for my business. If Singapore and London can implement road charging why can't Cambridge?
Sarah Sewell	Cambourne, United Kingdom	2016-10-03	I am a teacher that works a thing St Matthews Primary School which is located on East Road. I commute in Fromm cambourne and often have books, laptops, resources to take into school each day. This simply wouldn't be feasible for me and I would have to look for a new job if I couldn't get in to the school.
Elle Whiteley	Cambridge, United Kingdom	2016-10-03	It will have an effect on my business and my friend business!
Louise O'Gorman	Cambridge, United Kingdom	2016-10-03	This idea is stupid and is only moving the traffic elsewhere. How many businesses will be forced to close down because of this.
Lorraine Baker	Sawston, United Kingdom	2016-10-03	Closing roads will just make drivers frustrated and lengthen their journeys
Jake L	Waterbeach, United Kingdom	2016-10-03	It's dumb

Name	Location	Date	Comment
Susan Howell	Earith, United Kingdom	2016-10-03	<p>Poor public transport from the outlying villages is a real issue with the City Deal. I live in Earith and presently my journey takes on average 1 hour (considerably less in the summer and school holiday time). It costs me around £17.00 a week for fuel. If I had to use public transport I would need to drive 6 miles to St Ives, fuel costing around £7 a week, pay £1 for parking (£5 a week), £29 for a weekly ticket and spend 45 minutes longer each way travelling to and from work (this includes walking time from the railway station). So, each day I would be out away from home 1 hr 30 minutes extra (7.5 hours a week more than my 6.25 working day) and £24 a week worse off financially.</p> <p>There would be additional strain on families living out of town who have child care expenses and they would be spending less time with their families.</p> <p>If you continue to drive to Cambridge and plan to use the P&R who is to say you would find a parking place? I can see people having to travel from one P&R to another without any guarantee they would find a place. This too would cause additional costs to the commuter and more travelling time.</p> <p>It has been suggested that people should work from home or work flexible hours. For a large part of the working population this isn't an option.</p> <p>I would think that if traffic queues become a problem (which is extremely likely) it could cause a knock-on effect and queuing would be an issue as regards the M11 from both the Barton Road and Trumpington junctions.</p> <p>Cambridge serves all of the people of Cambridgeshire. It shouldn't be a city just serving the more affluent city dwellers. Salaries in the city average around £46,000 you will find the people who travel in to Cambridge tend to earn considerably less as housing costs are so much higher.</p> <p>I also think you will find some businesses will lose staff as the journey will be made too difficult and expensive.</p> <p>Even though we supposedly have one of the most intelligent work forces in the UK, the best we can come up with for easing congestion is to close streets!</p> <p>The very least the local authority could do is to provide more P&R facilities and negotiate with Stagecoach and Whippet to reduce the costs of public transport for commuters (particularly before the trial comes in to effect).</p> <p>I feel that even though I have lived in Cambridgeshire all of my life, I am now being restricted travelling in to my own county town by people who have probably only recently moved in to Cambridge. The population of Cambridgeshire are the losers in this, I believe businesses will lose out too. When I am not at work, I will not travel in to Cambridge to shop on a week day, I will most likely shop in Peterbough, Ely, Huntingdon or St Ives.</p> <p>Stagecoach have said they may improve their service from the local villages but how local is "local" and "may" isn't convincing, what are their "improvements"?</p> <p>Reception</p>
Stephanie Walker	London, United Kingdom	2016-10-03	<p>My friend owns a cafe in Cambridge and relies on early daily deliveries. This plan will devastate her small, independent business.</p>

Name	Location	Date	Comment
Joanne Wilson	Oakington, United Kingdom	2016-10-03	Closing the roads in the early evening with have a negative impact on our young sporting talent we have in the city who are unable to get to the pool and are to young to travel by bus and walk to the pool on their own.
John Clark	Cottenham, United Kingdom	2016-10-03	The traffic will be two much to get to work. Traffic is bad enough as it is
Tricia Sutton	Cambridge, United Kingdom	2016-10-03	These road closures don't solve the problem- they just redistribute the traffic to local villages.
Peter Whitehead	Cambridge, United Kingdom	2016-10-03	I've had just about enough of these clowns trying to control and micromanage every part of our lives so that they can further their own careers and get off on the 'power' they seem to be given. The concept is ludicrous, the outcome will be disastrous and will affect the hard working residents of Cambridge in a seriously detrimental way both financially through loss of jobs, reduced income and in lifestyle and lost time spent with families as they are then forced to start work earlier or finish work later.
Margaret Faulkner	Cottenham, United Kingdom	2016-10-03	Im signing this because I believe this will kill off our vibrant city centre, cause unnecessary stress and extra financial burden on people commuting too and from work in the centre and around the areas affected by these road closures. Do not kill Cambridgeshire economy by enforcing these closures.
Robert crick	Cambridge, United Kingdom	2016-10-03	It's a rubbish idea to just keep closing roads. The councils want the town to grow so unfortunately they must grow the infrastructure along with the population, not just close the roads.
Heidi Salmon	Cambourne, United Kingdom	2016-10-03	There is no viable alternative reliable and timely transport method offered for people working in Cambridge.
Anna Brown	Bar Hill, United Kingdom	2016-10-03	If this deal goes ahead, it will be impossible for me and my husband to go to work in the morning and come back home from work in the evenings
rosie burnell	Cambridge, United Kingdom	2016-10-03	as a resident close to Trumpington Road I can see access to my home grinding to a halt.
angela carmody	cambridge, United Kingdom	2016-10-03	This is a ridiculous unthought about proposal.
Daniel Webster	Cambourne, United Kingdom	2016-10-03	This will cause greater problems than already exist and kill off trade in Cambridge and the surrounding area.
Kathleen Mitton	Cambridge, United Kingdom	2016-10-03	I work in Cambridge on West Road - how the hell are we supposed to get in to work? We need more school buses to stop all the mothers clogging up the roads. It's so much easier in school holiday times. Also we need more roundabouts as traffic lights always hold things up.
Diana Aitchison	Cambridge, United Kingdom	2016-10-03	Too much interference with working lives
Kate Gray	Haddenham, United Kingdom	2016-10-03	I don't have an option but to drive into Cambridge every day apart from changing my job which I love most days?
Nicola Lawson	Cambridge, United Kingdom	2016-10-03	I fundamentally disagree with the options for the city deal transport
Chris O'Prey	Bury st Edmunds, United Kingdom	2016-10-03	I believe this to be a travesty which will destroy any chance of Cambridge remaining a vibrant historical city.
Jo Scally	Cambridge, United Kingdom	2016-10-03	I'm signing because we will not be able to get our 9 year old daughter to school on Trumpington Road. My husband then drives on to Hatfield so cycling is not an option for us.
James Blower	Wicken, United Kingdom	2016-10-03	Traveling is already hard enough, Cambridge would just be a no go area for me, if I had to walk and carry shopping for miles.

Name	Location	Date	Comment
Angela Hardy	Cambridge, United Kingdom	2016-10-03	It's a ridiculous idea
Nick Wright	Cambridge, United Kingdom	2016-10-03	I don't think this a practical or fair solution. It is in essence a way of increasing revenue by forcing people to use alternative public transport even though they are already paying a premium to drive in the first place. How can you leave a restricted parking area when the surrounding roads are closed ???
sharon wilson	Cambridge, United Kingdom	2016-10-03	I disagree with the Cambridge deal Why dont they sort out all the traffic lights so they work in sync and take traffic lights away from roundabouts.
Stephen Percival	Cambridge, United Kingdom	2016-10-03	Making the journey into Cambridge more difficult for car drivers is unlikely to persuade significant numbers to switch to inadequate, unreliable and expensive bus services (which will not be improved by the proposed measures). The discredited City Deal board should be replaced, and a fresh approach sought.
Ed Howard-Bearder	Royston, United Kingdom	2016-10-03	I do not believe this plan is a balanced view of transport requirements in Cambridge for those who live and earn a living in the city. I believe this is serving a cyclist agenda alone. Listen to motorists as well as the environmentalists. They will represent the majority view.
Jayne Eaton	Bottisham, United Kingdom	2016-10-03	I don't think it has been thought through properly. The effect on people's life's and businesses will be detrimental. Needs a big rethink.
Danny Leader	Eynesbury, United Kingdom	2016-10-03	I'm a Builder that works in Cambridge and need to get around to collect materials and goods
Alexandra Saunders	Cambridge, United Kingdom	2016-10-03	This is a ridiculous proposal and would affect thousands
Alison Mansell	Burwell, United Kingdom	2016-10-03	I work in Cambridge and this idea is not the answer.
Jamie Campbell	Newmarket, United Kingdom	2016-10-03	It's a stupid idea
Louise O'Carroll FitzPatrick	Balsham, United Kingdom	2016-10-03	What a ridiculous idea. Sort the existing transport out first. Try living in a village just 12 miles out with one bus at 740am to get you into town. Bunch of ignorant bureaucrats. Angry of Balsham and I am not the only one.
Sharon Green	Upware, United Kingdom	2016-10-03	This is going to massively affect my journey to work. I'm all for reducing congestion but unless a better infrastructure is implemented before these road closures then it will be chaos on the outskirts of Cambridge. Will the cost of using the park and ride sites be reduced to make it a viable option? I suspect not...
Rebecca Beeson	Cambridge, United Kingdom	2016-10-03	I live in Trumpington and there is so much traffic already
Graeme Adams	Cambridge, United Kingdom	2016-10-03	I have lived in Cambridge for over 30 years, but work outside the city, there is no public transport that covers my journey... Stupid idea
Phillip Grime	Cambridge, United Kingdom	2016-10-03	I live and work in Cambridge. I am an essential car user, requiring my car to visit clients in their homes around the City. If the restrictions are imposed I will look for work elsewhere. I am a highly qualified professional and feel very much targetted on two levels. I am penalised as a resident, and also as a worker. This is not a democratic process, as evidenced by the Milton Road/Histon Road consultation fiasco. I am hopeful that all sensible options will be considered, but realistic enough to realise that the decision has probably already been made. Perhaps when the next local elections come around we should vote for those politicians who listen to what residents want, and not what they think is best for us.

Name	Location	Date	Comment
Laura Bond	Haverhill, United Kingdom	2016-10-03	this plan will put all the cars onto just one or two roads that already have too many cars on them. People coming from the north of Cambridge will now have to go all the way round Cambridge and then access it from the south. May if public transport were more accessible it would be possible but our current transport (such as Park and Ride) are expensive and unreliable. I can't see how anyone could think it's a good idea to close so many roads in/out of a city.
Katie Webber	Cambridge, United Kingdom	2016-10-03	I'm signing because this city deal is not practical to a city served by so many villages/small towns with no practical public transport to get them into the city. The only means to get across town is by unreliable, unpractical buses or expensive taxis. Is the council really so anti-business? Particularly small ones.
Robert Whitaker	Cambridge, United Kingdom	2016-10-03	This going to ruin the lives of people living and working in cambridge
stuart Wood	Longstanton, United Kingdom	2016-10-03	This will strangle cambridge economy and make travel in and out impossible for workers
David Mahony	Ely, United Kingdom	2016-10-03	These ideas will create more congestion and not less also I work in the middle of Cambridge.
Duncan Freeman	Lode, United Kingdom	2016-10-03	As a tradesman who works all over the city the plan does nothing but make the commute to work even harder, it is bad for Cambridge
Laura Bonesi	Cambridge, United Kingdom	2016-10-03	It will increase traffic and commuters parking in our street which is near one of the roads that are being closed. With a row of parked cars our two way street will become very narrow and make it more dangerous for kids that are cycling. Moreover, these road closures will make it difficult for parents to drop off and pick up kids for the schools that are on Grange Road. I think overall this is not a very good idea as it will increase congestion in all the surrounding roads and reduce safety. A free park and ride with a congestion charge for Cambridge city centre seems to me a much better option.
Samantha Plumb	Balsham, United Kingdom	2016-10-03	The city deal plans are completely and utterly ridiculous
Joanne Roberts	St Ives, United Kingdom	2016-10-03	I work off Trumpington road and the queues are already massive to get off the m11 and down the road. People can't even get to the park and ride. I work county wide needing care to visit families open to children's services so have to have a car and these changes will mean vulnerable children won't get seen as can't get to them with the increased traffic and restrictions
Juliet Neeson	Cambridge, United Kingdom	2016-10-03	I am signing because my daughter swims everyday apart from Friday in Parkside and Leys. I also have a young baby so travelling by bus will be difficult.
Nova Baines	Fen Drayton, United Kingdom	2016-10-03	These PCCPs will prevent me from being able to continue to send my daughter to her school. I drive in from out of town, drop my daughter and then go to work. There is NO ADEQUATE ALTERNATIVE even with improved bus services to enable me to do this twice a day and achieve a full time work day.
steve cassidy	Cambridge, United Kingdom	2016-10-03	not very good or productive from a business propective.
tracey reynolds	Cambourne, United Kingdom	2016-10-03	I am disabled and cant use public transport....when I drive into/out of the city it's outside the 'allowed' times
faisal Qureshi	Huntingdon, United Kingdom	2016-10-03	we are three people travelling to cambridge everyday, the buses cost £75 per week for us..
Alexander Rice	Cambridge, United Kingdom	2016-10-03	The proposal is stupid. At the very least people ego live within the control zone should be allowed to pass through the control points.

Name	Location	Date	Comment
Mari Williams	Fulbourn, United Kingdom	2016-10-03	This idea is incredibly poorly thought out. Cambridge will loose money and tourism because of it.
Moira Middleton	Histon, United Kingdom	2016-10-03	I need access to Parkside pool for my daughter to train and the road closure times affect both the early morning training and evening sessions
Jasmine Batters	Duxford, United Kingdom	2016-10-03	I work in Cambridge!!
Lisa Thomsen	Cambridge, United Kingdom	2016-10-03	Living off Newmarket Road, 50% more traffic down Newmarket Road isn't going to work - go and look at the Newmarket Road traffic after a football match, that's what the future is going to look like for Newmarket Road.
Benjamin Hutchinson	Harston, United Kingdom	2016-10-03	This would be a disaster for Cambridge. Invest more in lowering the cost and bettering public transport. Reduce the number of new houses in the area to ease the pressure on the city. This is not the answer!
candida furber	cambridge, United Kingdom	2016-10-03	It will have a huge impact on me and others like me who have been forced out of Cambridge by ridiculous property prices...we are now being punished further for having to live outside of Cambridge!
Sara Clarke	Cambridge, United Kingdom	2016-10-03	This is an appalling way of taking power from the people's representatives and calling it a 'deal' is an out and out lie; it is a total shafting of the local population.
Tracey Gelhaar	Cambridge, United Kingdom	2016-10-03	I start work at 4am in the morning and no public transport available to my place of work and no street lighting
Richard Baxter	Cambridge, United Kingdom	2016-10-03	<p>THIS IS AWFUL. I will not be able to work!! I leave for work by car at 7am and I work at an office that is 1 & 1/2 hours away that is not near a train station in Colchester / Essex.</p> <p>You will be making me unemployed as I manage a team and must be in the office not at home.</p> <p>I also leave to get home at 4pm and you will make my journey longer in the way home through congestion as well as not being able to get to my house until after 6:30 when everyone will be returning.</p> <p>You would also make my partner who is also a manager unemployed - he cannot work from home more, he already does some time at home but you would block him from attending meetings and managing his team due to having to wait until after peak hours.</p> <p>It is the most idiotic idea.</p>
Luís Camacho	Cambridge, United Kingdom	2016-10-03	First of all, I'd like to note that we are a family of 5 and we walk or cycle to work and school. With this plan I won't be able to drive my 11 year old son to swimming practice or my 7 year old daughter to diving practice. It will be impossible to drive to Parkside pools or The Leys' pool in the evenings. Even if I took them cycling, cycling back at 7 or 8pm in the winter's cold or rain is something that I will not make my children go through when they should be getting home quickly and protected so they can rest for the next day. If this plan goes ahead they will almost certainly have to give up their favorite sports.
David Steel	Cambridge, United Kingdom	2016-10-03	This is just wrong for Cambridge. It pushes the problem elsewhere. These are short-sighted proposals. We need a long-term joined up transport policy not one that favours some road users over others.
Peter Heath	Great Shelford, United Kingdom	2016-10-03	It will make the city an impossible place to work or visit

Name	Location	Date	Comment
Sarah Treadell	Cambridge, United Kingdom	2016-10-03	I live near Trumpington Road -the idea of it being the only route in to Cambridge at rush hour is ridiculous! It's already rammed. From a safety point of view my child (and plenty of others) cross Trumpington Road to get the school (Trumpington Meadows) - the crossing is already not fit for purpose.
Dale ROBINSON	Crowland, United Kingdom	2016-10-03	Because it will create what it seeks to reduce - gridlock. Road rage and kill the city centre shopping as people will avoid it for fear of persecution. Yet another attack on the worker who is not affluent enough to live in or close to the centre.
Chris Hayes	Huntingdon, United Kingdom	2016-10-03	I regularly use the routes in and out of Cambridge with child care duties. I will be very affected by the proposed restrictions and particularly at the times suggested. The idea quite honestly is ludicrous.
Georgie Lawton	Cambridge, United Kingdom	2016-10-03	Trumpington road is my route to school and I'm not about to sit in traffic for three hours
Beverly Jones	Cambridge, United Kingdom	2016-10-03	The community I have lived in for the last 23 years will be restricted in their movement.
Jake Howell	Woodstock, GA	2016-10-03	I grew up in Cambridge for most of my life and now own a painting company in America. I know how important a vehicle is in construction services.
Maggie Page	Cambridge, United Kingdom	2016-10-03	I manage an NHS community mental health team and we need to be able to be out and about to visit service users .
Sam Lee-McCloud	Ely, United Kingdom	2016-10-03	I am a teacher who works in the city centre and need to be able to drive in and out of Cambridge. This scheme will cause chaos and won't work
Elizabeth Juett	Cambridge, United Kingdom	2016-10-03	These plans are ridiculous and short sighted.
Chris Black	Hauxton, United Kingdom	2016-10-03	We need positive solutions like a tram or better local trains not road closures.
Tim Bates	Highfields Caldecote, United Kingdom	2016-10-03	I work in a business in mill road working on motor vehicles and this will crucify our business and our lively hood.
Annalise Katz-Summercorn	Cambridge, United Kingdom	2016-10-03	I'm signing because this is a crazy idea. The council built all the new flats knowing that Cambridge didn't have the road infrastructure to support them. They can't just put a ban on cars - Mill Road is busy because people need to travel.
Thorsten Boroviak	Cambridge, United Kingdom	2016-10-03	I object to politics of prescription.
Lisa Thorne	Abington Pigotts, United Kingdom	2016-10-03	Using the Park and Ride to get into Cambridge has become increasingly expensive, particularly with the addition of car parking charges. I now rarely venture into Cambridge and do my only shopping online. As well as the devastating effect these road closures and traffic schemes will have on businesses in Cambridge, they are also going to increase social isolation for people living in the local villages.
Kenny Robertsson	Great Gransden, United Kingdom	2016-10-03	The notion is absolutely ludicrous and should it go through, will only send the city backwards.
James Keeble	Cambridge, United Kingdom	2016-10-03	I live within roads that are going to be closed. I disagree with the closures that will affect my ability to drive on the streets where I live.
Christine Bristow	Highfields Caldecote, United Kingdom	2016-10-03	I need to get to work

Name	Location	Date	Comment
sheila gresham	Stapleford, United Kingdom	2016-10-03	The cost of implementing this will be high. All that us needed is to get private school students to bus from the park and rides - no more congestion! This scheme will badly effect business you only have to see what high parking charges have done to shops in Cambridge - combined with this scheme no ome will bother to shop in Cambridge.
Tina Jones	Cambridge, United Kingdom	2016-10-04	Our business delivers fruit/veg to schools , universities, Colleges and care homes to name but a few all going out at 7 am so as we cannot get in to the city no lunches will be cooked for school children, elderly, etc.. As the produce will not arrive in time to be prepared and cooked. The restaurants and cafe's won't get their deliveries so customers including Tourists visiting will not be fed, businesses will close and Cambridge will be ruined. Why re develop the train station you cannot get to it as both Hills Rd & Mill Rd will be closed! or Grafton Centre? No one can get in after 7am to 10 so trade will suffer and if you finish work after 4pm your stuck till after 6.30 to get you car home ! I live off Mill Road and cycle where I can but shall My 89 year old father & 83 year old mother with heart problems walk the half a mile to his nearest bus stop & wait then get connecting bus to get to their Hospital app? I guess they can use their small pension on taxi's Absolutely stupid idea and cannot believe it made it off the scrap bit of paper the idiots who thought it up wrote on! Is a march going to be organised along these roads so the council will see how much this will dispute and congest Cambridge?
Helen Carden	Milton, United Kingdom	2016-10-04	I have family who own a restaurant in the city and only use fresh locally sourced produce which is delivered daily, well before 10 am!!! A ludicrous idea.
maria vias	Cambridge, United Kingdom	2016-10-04	it would be totally impossible to get the kids to the breakfast club on time before the roads close. This is a crazy plan that will affect the lives of many working parents!
Jay Pinnock	Bolton, United Kingdom	2016-10-04	I regularly visit cambridge and know of small businesses that will be adversely affected.
Sophie Crewdson	Kendal, United Kingdom	2016-10-04	I know numerous cafe owners in the centre of Cambridge who will be severely affected if they are not able to receive deliveries or despatch deliveries during the planned restricted hours.
Daniela Glass	Highfields Caldecote, United Kingdom	2016-10-04	Nor feasible in town every day and collect children from school . Then back for after school activities .
Bill Jones	Great Chishill, United Kingdom	2016-10-04	I don't think that these type of traffic control measures are in the best interests of Cambridge, it's workers and users.
Henrietta Csesznok	Cambridge, United Kingdom	2016-10-04	Henrietta Csesznok
Consolatina D'Angelico	Cambridge, United Kingdom	2016-10-04	I want to stop road closures
Sean Goodman	Cambridge, United Kingdom	2016-10-04	I work out of the city and i need to get to and from work. Thanks
Penny Levinson	Cambridgeshire, United Kingdom	2016-10-04	I work in Hills Road and this will affect my business

Name	Location	Date	Comment
Leila Coe	Cambridge, United Kingdom	2016-10-04	This idea is going to damage businesses. I will not be able to get my child easily to their swimming lessons with Elite swimming and if I can't do this, then the only option will be to cancel the lessons. I have not got time to drive all the way around Cambridge and enter at the other end. I simply wouldn't be able to make the lesson after school pick up. This is just one example of a business that will lose a customer. There will be many others. Please reconsider this unwieldy plan and think again.
Edward Saul	Cambridge, Greece	2016-10-04	I am fed up with these idiots running our city, do they never learn. I bet most of them don't even live in Cambridge.
Gemma Drake	Cambridge, United Kingdom	2016-10-04	It's ridiculous and park and ride is so overpriced especially for business commuters.
Adrian Brand	Milton, United Kingdom	2016-10-04	Councils need to be accountable for their actions. Once the park and ride is the only means of accessing the city, the cost of travel will continue to rise. The only people who will win are the shareholders. You could cycle I hear you cry, I do, what a joke some of the cycle paths are,
Sara Abraham	Twyford, Melton Mowbray, United Kingdom	2016-10-04	Absolute madness, what about people who work hard only to have their earnings stripped away by more charges!!
Geoffrey Butlin	Oakington, United Kingdom	2016-10-04	this is a scheme designed by car haters
Michael Marini	Cambridge, United Kingdom	2016-10-04	It's a stupid idea, will put more pressure on A14, M11, as drivers will have to drive around Cambridge before entering the city.
Geoffrey Payne	Impington, United Kingdom	2016-10-04	This is a ridiculous 'solution'. Many low paid key workers can't afford the guided bus which is too expensive even without the parking fee.
Will Squires	Cambridge, United Kingdom	2016-10-04	I live surrounded by the proposed blockages - I would be a virtual prisoner in my house for these hours as the only way out would be Newmarket Road.
Paul Crinson	Hardwick, United Kingdom	2016-10-04	I don't want to see more traffic or homes in the Cambridge area or restrict the access we have now. It seems we are trying to be like Oxford which is a nightmare.
eileen smythe	kenilworth, United Kingdom	2016-10-04	This penalises part-time workers such as working mothers and carers - the poorest in our society
Mark Faulkner	Impington, United Kingdom	2016-10-04	This plan wil make congestion worse not better
Katharina Boroviak	Cambridge, United Kingdom	2016-10-04	I need to drop off and pick up both of my children from St.Albans Catholic Primary School on Lensfield Road and I work in Hinxton so closing the centre to traffic would be a nightmare for me.
Paul Savage	Melbourn, United Kingdom	2016-10-04	If you look at how inept the new payment system for park and ride was implemented then I have no confidence that this scheme which is bigger and more radical will have been researched planned and can be implemented successfully
Francesca Brosan	Cambridge, United Kingdom	2016-10-04	I am a business leader, employing 60 people in the City and a big proportion of them will be severely hindered in getting to work.
Joanne Perkins	Highfields Caldecote, United Kingdom	2016-10-04	What a bunch of idiot!
Michael Hadjioannou	Cambridge, United Kingdom	2016-10-04	It will ruin my business
Ben Dansie	Cambridge, United Kingdom	2016-10-04	This is small thinking linked to a short term pot of government funding.

Name	Location	Date	Comment
andrew hickling	cambridge, United Kingdom	2016-10-04	When has shutting roads reduced congestion? Air quality will worsen due to more stationary cars and longer queues. Why does the city deal want to throw money at panther cabs? Why does the city deal ignore the gold mine which is a congestion charge option? There are so many more options that could be implemented before such a drastic action of full road closures has to be considered. Secure bike stores/drop off/parking areas on all major entry points into Cambridge to allow people to park and "ride" (get on their bikes). Subsidised buses paid for by congestion charge. Bike prioritisation on Barton road. West Cambridge congestion would be solved largely by reducing the school run effect. This could be done by aggressively ticketing anyone outside schools, forcing the private schools into combined school buses, more resident parking areas. etc etc. Clinically analyse the current traffic conditions in west Cambridge and apply practical and pragmatic solutions now to solve problems now. Stop trying to solve issues 20 years out and trying to "model" traffic. There are too many variables of human behaviour for any model to be successful.
Mark Potton	Cambridge, United Kingdom	2016-10-04	With the proposed road closures I will be locked in/out of my home! How is this allowed? I live in the middle of three proposed closures - Mill Road, East Road and Hills Road. Has anyone considered residents at any point? At the very least the council should enable residents to access their properties as normal, the technology exists.
Craig Thomas	Cambridge, United Kingdom	2016-10-04	This would seriously impact my ability to transport, equipment in and out of our office.
Alison Burling	Great Shelford, United Kingdom	2016-10-04	It's a totally ridiculous idea! Road closures will not help, in fact they will make the traffic situation even worse!
Justyna Pietrasik	Cambridge, United Kingdom	2016-10-04	Bus tickets prices are too high!We suggested few times already to the bus company, that like in other European countries, children's tickets should be a half price all day long. From this September we are driving with kids to and from school because we cannot afford any more five tickets!
Brian Barber	Landbeach, United Kingdom	2016-10-04	Completely impractical especially for those disabled and Carers needing to attend there needs
Tristram Swallow	cambridge, United Kingdom	2016-10-04	If the public transport links weren't so excessively expensive then it "might" be a good idea of properly structured (which this is not!). Also this will cost local SME thousands and simply hit the local economy.
David Willsher	Cambridge, United Kingdom	2016-10-04	Even a a 95% cycle user over a car, I still need to make emergency trip in daytime to central Cambridge. Toll the roads beyond park and ride sites. Also, I need to get to local business in work hours.
Debbie Ager	Cambridge, United Kingdom	2016-10-04	I work on Cherry Hinton Road. I have bad joints in my feet which means I am unable to bike and will find it hard to walk to bus stop and with a bus change in town will mean so much more walking. This will be a nightmare and will stop me being able to get to work - its the worse idea I have ever heard
Alice Noyes	Godmanchester, United Kingdom	2016-10-04	Cambridge is already a nightmare to get around. This will effectively mean I will never go to Cambridge.
Mark Buitendach	Cambridge, United Kingdom	2016-10-04	The ludicrous proposal won't allow me to get around Cambridge and do my job as a nurse.
sheila veja	Cambridge, United Kingdom	2016-10-04	It's a ridiculous idea!
Andrew Rand	Cambridge, United Kingdom	2016-10-04	I run a business in central Cambridge and alongside Park Street being pulled down cannot see how I can operate in the City.

Name	Location	Date	Comment
Viswanath Sankaran	Cambridge, United Kingdom	2016-10-04	We live in near beehive centre and if the plan to close roads go ahead, we will be locked out on all sides - mill road, coldhams lane & east road. With a little baby, it is essential for us to have some access in and out of home. My wife works in Great Chesterford and will need to drive there frequently - it will be a nightmare for her to get to work if this plan goes ahead. It's a clear NO!
Ruth Betson	Cambridge, United Kingdom	2016-10-04	I'm signing this because of the cost and time associated with commuting that has not been thought about.
Margaret Hartley	Manchester, United Kingdom	2016-10-04	I'm signing because, as a former resident of Cambridge and someone hoping to move back there in the near future, I think this plan is bonkers! Yes the roads are congested; yes it is sometimes hard to get around by bike at rush hour; but banning vehicles from entering the city at certain times of day will just shift the times and locations of congestion. And the routes "freed" from cars would become congested with buses and taxis at peak times. As a cycle commuter, I found it much more intimidating to be overtaken at speed by a thundering bus than by a car, and I was regularly forced off the road by buses on Coldhams Lane and Mill Road. I can imagine *exactly* how intimidating it would be to cycle up those routes if they became dedicated bus routes at peak times, and the prospect does not fill me with enthusiasm. There are 'carrot' and 'stick' approaches to encouraging people not to drive into the city centre. Why not go more for the 'carrot' route, by improving existing bus provision (make it cheaper! more regular! more reliable! with free parking at the Park&Ride!) and improving cycle infrastructure (more places to lock up your bike! segregated cycle lanes!). The 'stick' route of banning cars from the centre at peak times is a nice idea; I understand the thinking behind it; but as a cyclist it makes me worried for my safety, and as a driver it makes me feel that the council is using me as a cash cow. Please please please, think outside the box and don't implement the existing idea.
Andrew Redfarn	Cambridge, United Kingdom	2016-10-04	I am a local trader in Cambridge and this could have a massive negative impact to a lot of peoples lives whether you live or work in the City of cambridge. Stop Stop Stop
darren wakerly	Sawston, United Kingdom	2016-10-04	I am a chef at trinity college and have to start early mornings and do split shifts. I would have no where to park and public transport is poor as wouldn't get me to work on time is also well overpriced. This scheme would be unfair to workers who serve this diverse and expanding city.
Ella Laws	cambridge, United Kingdom	2016-10-04	I work in the center of cambridge, the bus service are in shocking and far too expensive. I would loose my job.
Stefanie Raw	Bottisham, United Kingdom	2016-10-04	Although I think something needs to be done to help congestion I don't think this is the best solution.
Ian Mcmurdo	Fenstanton, United Kingdom	2016-10-04	Just supply a subsidise bus service including guided bus and park and ride say £2 a day use the carrot not the stick
Paul Weaver	Cambridge, United Kingdom	2016-10-04	I have a business on Mill Road!
jussi kangasmetsa	Cambridge, United Kingdom	2016-10-04	the road closures of this magnitude is sigh of madness.
Louise Holmes	Cambridge, United Kingdom	2016-10-04	This would have massive repercussions for all of the roads in and around Cambridge, effectively pushing the problem elsewhere and increasing traffic problems in these areas. The volume of people needing to traverse these roads will not decrease with this measure, it will cause massive problems for businesses and people going about their daily lives. It is unimaginable to try to close all the main routes of such a bustling, thriving city such as Cambridge.

Name	Location	Date	Comment
David Chaplin	Bottisham, United Kingdom	2016-10-04	I believe that the PCCPs will damage business in the City Centre and there are better ways of controlling Congestion available.
Darren Baldry	Brampton, United Kingdom	2016-10-04	It is wrong to stop cars going in to city center as not all the buses are not runing after 11 pm how would u get home
Lorraine Penney	Babraham, United Kingdom	2016-10-04	I need to travel into the city from Babraham on a daily basis for my daughters schools and also to take them to swimming club (6 days a week). The plans will make life very difficult (maybe impossible) to get to school and swimming training, especially early morning sessions.
Simon Folder	Cambridge, United Kingdom	2016-10-04	The idea is stupid and will cause chaos
Zoe Pattison	Newmarket, United Kingdom	2016-10-04	This is ridiculous you are making it so that Cambridge traffic is terrible, like whatever it is you have just done in Cherry Hinton there isn't enough room for two cars but the cycle lane is massive and every time i have driven through Cherry Hinton there is no cyclists in sight, what a waste of time and money! The commuter traffic will be horrendous and people will start looking to work elsewhere which WILL affect businesses in Cambridge and it is not fair on hard working individuals
Lesley Quintana	Cambridge, United Kingdom	2016-10-04	I think the powers at be need to think twice before they invite new business / investment and housing development into a city which is not built for this volume of people. I am assuming this scheme is better suited to people travelling into the city not to those who live within the city.
jane reeson	Cambridge, United Kingdom	2016-10-04	I live in Trumpington and it's already a nightmare to get to work as it is I leave home at 7.15 when I don't start work till 9 just because of the queuing.
Kathy Liddell	Cambridge, United Kingdom	2016-10-04	I consider mass road closure of major Cambridge roads a gross infringement of Cambridge citizens' freedom of movement, and discriminates against those who are less able to walk and cycle. (e.g. those with old/young age, poor health, caring responsibilities, work duties requiring movement). It is a totalitarian approach to the City's development.
Chris Butterworth	Cambridge, United Kingdom	2016-10-04	Cambridge can't be shut down to solve a problem. It requires creative thinking around transport infrastructure. All forms of transport need consideration.
Simon Cousins	Cambridge, United Kingdom	2016-10-04	Poorly thought out plan
Sarah Munnelly	Cambridge, United Kingdom	2016-10-04	I am a market trader so need to access the town centre before 10am and after 4pm the road closures would make this impossible
Stuart Thompson	Longstanton, United Kingdom	2016-10-04	I often need to get into Cambridge and this hasn't been thought out.
Simon Beere	Cambridge, United Kingdom	2016-10-04	It's ill conceived, anti-business rubbish. It will cause people to use "rat runs", inevitably increasing risk to cyclists and pedestrians. Utter madness.
kevin Webb	Cambridge, United Kingdom	2016-10-04	I am signing because I am a GP who needs a car to visit patients who are unable to come to my Practice. I won't be able to visit my patients without a car and some of my patients are within the no-go area meaning I will incur a charge for visiting them
Janet Copeland	Cambridge, United Kingdom	2016-10-04	Public transport is rubbish, not enough, not late enough and not enough car spaces at Park 'n' Ride, plus no good link from station
Andre Farrington-Bone	Cambridge, United Kingdom	2016-10-04	i will loose my job
cheryl hancock	Prickwillow, United Kingdom	2016-10-04	CHANCOCK

Name	Location	Date	Comment
Peter Green	Cottenham, United Kingdom	2016-10-04	It will take me 2 buses and a 15 minute walk to get to a meeting at 9.45.am
Joanne Franklin	Histon, United Kingdom	2016-10-04	I work at addenbrookes hospital and the journey is already bad enough. If the only access to cambridge during that time is via trumpington road, then the traffic in that area will be worse. I am already considering getting out of addenbrookes due to the terrible access, and with papworth arriving too it will be unattainable. Good staff will be leaving the hospital - Any normal family with school drops and living off a schedule dictated to by nurseries, schools and work hours will not want to stay in cambridge. I have lived in Cambridge all my life and I am sure the council are just trying to destroy everything that Cambridge was once about. It makes me very very sad.
Remco de Vries	Cambridge, United Kingdom	2016-10-04	It is just shifting the issue from one place in the city to another
Hazel Cook	Cambridge, United Kingdom	2016-10-04	I need to drive in to get to work....
Bernadette Dean	Cambridge, United Kingdom	2016-10-04	How are people expected to work and run a business...?
Philippa Denison-Smith	Barley, United Kingdom	2016-10-04	This will greatly effect my school run every day and I think cause havoc with everybody elses lives when the traffic is backed up down the main arteries into Cambridge.
Lamorna Poulton	Witchford, United Kingdom	2016-10-04	Both my husband and I work in Cambridge and we cannot afford for the pair of us to use public transport or use the poor bus service from our village as the timings do not meet our work rotas
Matt Casey	Cambridge, United Kingdom	2016-10-04	Too many new homes has brought these issues, the unsustainable population growth needs addressing. Ex post facto congestion measures will only serve to detriment the experience of those already living here further
Josephine John	Sawston, United Kingdom	2016-10-04	I work one day a week in Brooklands Avenue and the Hills Road route is the easiest route. I cannot afford to spend ages getting into work, as I only have a limited time there and a lot to do.
Rachel Emerson	Foxton, United Kingdom	2016-10-04	For obvious reasons!
John Bridge	Histon, United Kingdom	2016-10-04	There is no strategic plan in place to invest and provide the required public transport to deal with the interventions proposed which are completely ill conceived. They only move the congestion from one location to another, destroy local ambience and provide an additional tax on business which on their own admission does not alleviate the problem in any way.
Fiona Rice	Cambridge, United Kingdom	2016-10-04	The scheme is essentially flawed - it will create problems rather than solving them and will be massively disruptive, affecting the lives of countless numbers of residents within the City.
Melanie Burley	Fulbourn, United Kingdom	2016-10-04	I work for a Domiciliary care provider in Fulbourn. I/we visit very vulnerable people in the community in and around the areas of the road closures mentioned. Getting to and from these people in need will be near on impossible. The pressure it will put on the carers will be enormous. The knock on effect will be that providers of care like ourselves won't be able to take as many care packages and this will result in even more people being laid up in hospital "medically fit" as there won't be any care in the community available to them. Its absolutely crazy what the County council are proposing. There must be another way! I know its congested in Cambridge and some changes no doubt need to be made. A small charge would be better than closing main roads in to the centre of Cambridge.

Name	Location	Date	Comment
Dean Wakerley	Cambourne, United Kingdom	2016-10-04	It's ironic the only good thing about working in Cambridge is the lack of congestion compared to back home. I see it as just disability hatred and they need to be stopped. Why haven't they been arrested yet?
Lisa kantar	Cambridge, United Kingdom	2016-10-04	It's a mad idea! Business will suffer and people need to have the freedom to move around the city !
Simon Crisp	Cambridge, United Kingdom	2016-10-04	I am signing because city deal is flawed and ridiculous. The only people to gain any benefits from it are the profit making bus and taxi companies and I am assuming the back handers that certain councillors will be receiving to push it through. Not to mention the destruction of tree lined roads in cambridge for the sake of bus lanes which don't work as seen already in Cambridge. Please sign and share.
Philip Podmore	Cambridge, United Kingdom	2016-10-04	If this goes ahead, I actually will not be able to drive to work (in Royston) without passing a PCCP (Coldhams Lane, Mill Road or Hills Road) also my wife wouldn't be able to drop our Children off at Nursery and get to work without a 1.5hr bus journey to travel the 2 miles to the Science Park. Seems to be penalising people who actually live and work in the city rather than penalising companies who drive unnecessarily into the city (who would probably happily pay the charge)
Robert Southall	Barton, United Kingdom	2016-10-04	I am a "Blue Badge" holder without a bus route near my house. I go to the retail parks in the coldams lane complex. my legs are not good enough to carry heavy bags. My walking stick also means that I only have one hand to do that. The fact that all the Blue Badge parking is full most of the time suggests that a lot of other people are in the same situation. As a pensioner taxi's are out of the question.
Bernadette Parsons	Royston, United Kingdom	2016-10-04	this idea of road closures make no sense
Joey Rizzari-Carroll	Cambridge, United Kingdom	2016-10-04	Cambridge city council has to accept that the city has massively grown, that people drive and not everyone can take a bus or cycle. I'm from California and our cities have freeways that go up and over so you don't have to drive through the entire city to get across town- you just get off on your exit.
Chris Miller	Bottisham, United Kingdom	2016-10-04	this shouldn't be the only part of the solution. Look at traffic levels throughout the year and you will see that the problem is seasonal and at it's highest during school term times. a US style school bus service could ease huge amounts of traffic into the city. Better public transport (by better i mean affordable and regular - bus fares and times to Bottisham mean that I can't commute to work even I wanted to).
Maureen Maloney	Cambridge, United Kingdom	2016-10-04	The idea is ridiculous, ill-thought, it must be a man's idea!
Stephanie Palmer	London, United Kingdom	2016-10-04	Change is needed to control traffic and pollution but this change has detrimental effects on too many individuals who live and work in Cambridge.
margaret king	Cambridge, United Kingdom	2016-10-04	The people who are dealing with this don't live in the real world and certainly don't listen to the residents of the city .if you don't ride a bike you may as well not exist for goodness sake get real its the working class people that keep this city on track and working for the benefit of all and not the elite few
Bharpur Sanghera	Cambridge, United Kingdom	2016-10-04	I'm signing because this scheme is going to make it very difficult for people who live on/near these roads to use their cars.
marin tillman	APO, AE	2016-10-04	I work in cambridge every day. And that would make my own commute much harder.

Name	Location	Date	Comment
Danielle Smith-Turner	Cambridge, United Kingdom	2016-10-04	I live in a village outside Cambridge with next to no public transport and work in the centre of Cambridge. I also work shift hours so couldn't rely on public transport or park and ride anyway! This plan will completely prevent me from going to work.
Matthew Emmerson	Glebe Road, United Kingdom	2016-10-04	I will not be able to drive to work when I need to use my car
lyn hartley	Over, United Kingdom	2016-10-04	I cant get to work if this happens !
Allison Orton	Milton, United Kingdom	2016-10-04	Cambridge council need to realise that people who live in the area want the option of driving.
Rick Dorling	Cambrid, United Kingdom	2016-10-04	Cambridge needs to realise it is a hub town for a rural area . There is extremely limited public transport outside of the city. Take a leaf from Peterborough and build a strong dual carriaged ring road around the inner city with affordable Parking.
Abdul Arain	Cambridge, United Kingdom	2016-10-04	This is by far the most ill thought of Plan
Jeremy Curtis	Cambridge, United Kingdom	2016-10-04	These proposals are simply ludicrous and will have a massive impact of the general public, visitors, and businesses.
Marie Upshaw	Soham, United Kingdom	2016-10-04	There is little infrastructure in place to support such a move.
Elizabeth Brettell	Hitchin, United Kingdom	2016-10-04	I will leave my nursing job at Addenbrookes if this happened - I already walk an extremely stressful fine line to balance getting kids to & from childcare on time & work at Addenbrookes - this would be the final straw & I would be forced to leave my job, it's as simple as that
Kane Astin	Cambridge, United Kingdom	2016-10-04	My business would be affective and tenants would be affective.
Graham Lloyd	Cambridge, United Kingdom	2016-10-04	Yet more tree huggers with their anti car rhetoric. Business and schools in Cambridge will grind to a halt if these idiots carry on with their ill thought out ideas. They've spent a fortune on Hills Road in the last three years ... now they want to close it f or up to 4 hours a day? Do these people live in the real world? There are alternatives to this ludicrous scheme ... let the peoples voices be heard
Judith Selby	Hardwick, United Kingdom	2016-10-04	Judith sELBY
Celia Hobbs	Cambridge, United Kingdom	2016-10-04	It's a crazy plan! Reasons clearly given in this petition.
Genevieve Wright	Prickwillow, United Kingdom	2016-10-04	Utterly ridiculous idea especially as the only people who drive into Cambridge at that time have to. Its already very time consuming and expensive commuting to Cambridge. If you want to alienate the massive amount of people that have to commute then you will, with this plan. Unless you expect everyone who works in Cambridge to live in Cambridge of course? We are not all millionaires!! This is a terrible idea that is idealism over realism, as always it seems with this city that is grossly infatuated with the idea of itself.
Sue Hollyhead	Cambridge, United Kingdom	2016-10-04	I live off Coldham Lane and I am worried that as my husband and I are in our 60s if we have a accident at peak times, we will have to call a Amberlance even if it is not an emergency because we will not be able to get to the hospital quickly. Therefore it will put further pressure on the NHS.
David Willis	Horningsea, United Kingdom	2016-10-04	I feel this will affect alot of business in Cambridge and reduced people going into Cambridge, its a ludicrous idea who ever thought of it, maybe we should stop building hotels etc on Newmarket road causing even more gridlock

Name	Location	Date	Comment
Kieron Toner	Godmanchester, United Kingdom	2016-10-04	Creating Congestion does not solve congestion. Turn off some of the traffic lights and traffic will flow much more freely.
Jeremy Reid	Cambridge, United Kingdom	2016-10-04	This is so poorly thought through. What about businesses whose customers can't get to them? The congestion will just be displaced and make large areas of Cambridge a virtual car park.
Mike Warren	Fordham, United Kingdom	2016-10-04	This will affect a number of small businesses that clearly haven't been taken into consideration. It is such a ridiculous suggestion it almost beggars belief. This will even turn people away from the shops and be a further nail in the coffin of Cambridge shopping and all the independent stores.
Vladimir Oka	Cambridge, United Kingdom	2016-10-04	It'll ruin my, and everybody else's already awful morning commute.
Kristian Turner	Milton, United Kingdom	2016-10-04	I work in the city centre and need my car. This is a ludicrous idea.
Sally Dennis	Cambridge, United Kingdom	2016-10-04	I work in Cambridge and leave everyday at 6.30 to get to work for 8am start. This would interfere with my family time.
Vicky Cornwell	Ely, United Kingdom	2016-10-04	I do not see how this will help ease traffic. I have no choice but to drive into Cambridge. I lift share with a colleague and transport my daughter to/from nursery. The changes you are proposing are going to add at least another hour onto my journey. Gee whiz thanks a lot!
Neal Lawrence	Fulbourn, United Kingdom	2016-10-04	I pay road tax, I pay council tax, I work hard. Why should you force me to avoid certain roads and use a very poor public transport system.
Brian Johns	Cambridge, United Kingdom	2016-10-04	I'm completely in agreement with banning private traffic but to do so with the current single private bus company who charges three times what a comparable bus journey would cost in London with half the frequency and zero intergrating into other transport options is criminally stupid Half-arsed, just like the misguided busway
kate jameson	Bedford, United Kingdom	2016-10-04	I'm a single working mum and couldn't get to my job in Histon and drop my son off at nursery
Catherine Bridges	Cambridge, United Kingdom	2016-10-04	I cycle to work every day and drop my daughter off at school. However, occasionally my husband will drop her off or picks her up because I need to work early or late. This will now be impossible with the road closures. Also, in winter when the weather is really bad I don't want to cycle as it's dangerous. So, with the road closures I'm having to put the life of my daughter and myself at risk because I will have to now cycle in really bad weather!

Name	Location	Date	Comment
Eileen Smith	Great Shelford, United Kingdom	2016-10-04	<p>These planned stoppages can never succeed. What happens to working people who have to travel ROUND the City and to a workplace within the closed roads, necessitating at least two bus journeys both ways - even if any bus is routed in those directions? What about the part-time staff, usually on low wages and fixed hours, within the closure timetable, hence no possibility of choosing more appropriate working hours? What about all the stores, shops, petrol garages, and businesses that are within the planned 'closed' boundary/roads? No-one will be able to get to them: no access = no food, etc. Have these planners thought of that aspect?? Many companies will be bankrupted, and Cambridge will fall apart.</p> <p>Any extra traffic on any road in Cambridge, including side roads, will be totally at a stand-still during and surrounding the hours of closure. If the planners have seen traffic volumes any weekday coming from the direction of Addenbrookes/Long Road, they would see Perne Road, Brooks Road, and town end of Coldham's Lane bumper-to-bumper with every type of vehicle, including lorries and coaches, and that is a daily occurrence NOW. Just exactly where will this heavy traffic disappear to, and how many extra hours will it take to get anywhere in/around Cambridge at the closure times?</p>
Louise Buckingham	Cambridge, United Kingdom	2016-10-04	Because living in Cambridge is hard enough with a car and this plan seems to want to make it worse!
Simon Gurry	Oakington, United Kingdom	2016-10-04	<p>I feel this idea is very ill thought out as a business owner who relies on transport links to get around to my clients during these times this will effectively put me in a situation where it will be impossible to get around the city at these times due to the extra pressure on the routes this will cause - the end result will be that this will force me to stop doing certain activities related to my business. I think its also ill thought out as commuters cant always use public transport to get to their destinations, ie not everybody works in the city centre and the idea of having to catch two or three buses to get around I impractical for most people. I also have serious misgivings about whether there would be capacity on public transport to deal with the extra demand is this covered in the plan???</p> <p>In a city that is growing rapidly where has the infrastructure spending been to be able to cope with extra people. This is an ill thought out idea which will only benefit a few and will only result in a short term fix and yet damage the economy. A bit solution would be to create a dualled carriage way inner ring road - making some of the roads involved here one way only but with two carriageways.</p>
Andrew Moore	Cambridge, United Kingdom	2016-10-04	I believe this is a parent-unfriendly, university staff unfriendly irrational and ill thought out - great intentions, terrible execution.
Rob Tobin	Cambridge, United Kingdom	2016-10-04	I work in Cambridge for the NHS and need to travel between East Anglian hospitals by car as part of my job. The scheme will make my job unworkable.
Rosie Wilson	Cambridge, United Kingdom	2016-10-04	It's an insane idea which would prevent thousands of people getting to and from work, people going for hospital appointments, deliveries and it would ruin small businesses. We are 100 % against it.
Heather Du Quesnay	Cambridge, United Kingdom	2016-10-04	I'm signing because it is important for older people like me who can't ride a bike to be able to move around the city freely when necessary to get to the doctor, hospital or fresh food shops.
Brian Knott	Ely, United Kingdom	2016-10-04	I think it is a ridiculous idea and impractical.
Melissa Hartnack	Histon, United Kingdom	2016-10-04	I am a professional dog walker and I need to get around the city to pick up dogs and walk them before 10am and after 4pm
Steve Bowdler	Bury, United Kingdom	2016-10-04	it would make working in Cambridge non viable for many people.

Name	Location	Date	Comment
Jane Edward	Wiggenhall Saint Mary Magdalen, United Kingdom	2016-10-04	I drive to Cambridge for work if the trains are delayed or cancelled and I need to access the city. This is a ridiculous idea.
Richard Brooks	Thetford, United Kingdom	2016-10-04	At least let work vehicles use the bus and taxi routes, after all we are improving and maintaining your city and soon it's not going to be viable to work in Cambridge.
Claire Higgitt	Baldock, United Kingdom	2016-10-04	I commute to my job in Cambridge because I cannot afford house prices. I simply cannot get to my job on time in the morning on public transport.
Christian Bowsher	Histon, United Kingdom	2016-10-04	This is an ill-thought out scheme concocted by a council who don't live in the real world
Lindsay Semple	Cambridge, United Kingdom	2016-10-04	This is ill thought out.
Geoff Morland	Cambridge, United Kingdom	2016-10-04	How are delivery companies expected to deliver much needed stock/supplies to Cambridge businesses if the City Deal restricts road use on essential traffic routes? Do they expect us to pay more when business rates are already increasing (and set to surge next year) ? Not one letter / email or piece of information has been sent to individual businesses affected by this Deal, asking for input.
David Ritchie	Cambridge, United Kingdom	2016-10-04	The proposal is a very bad idea
Rebecca Phillips	Cambridge, United Kingdom	2016-10-04	I will not be able to get to work if this plan is put into place; I live in Cambridge and work in various locations outside of the city, most of which are not accessible by public transport. Perhaps focus on setting up a school bus scheme rather than making it impossible for residents to get to their places of work. Traffic is much more bearable in school holidays, which suggests that the problem largely lies with parents driving their children to school.
Diana Barden	Cambridge, United Kingdom	2016-10-04	Cambridge needs to remain flexible in order to be competitive. This will not solve any of its congestion problems, but will cause a whole lot more instead
Dorte Napthen	Cambridge, United Kingdom	2016-10-04	I will not be able to take my son to his swimming training at parkside and he will have to give up his swimming
Andrew Mcdonagh	Cambridge, United Kingdom	2016-10-04	This City Deal is as ill thought out, as the rejected Congestion Charge was.
Julie Mills	Cambridge, United Kingdom	2016-10-04	This is ridiculous I cannot walk or stand very long so totally rely on driving to my work at The YMCA I have a blue badge so what do I do
Neil MacLeod	Royston, United Kingdom	2016-10-04	this plan makes no sense at all.
Goodchild Jessica	Cheveley, United Kingdom	2016-10-04	I have children who don't go to school in Cambs what happens if I have to leave work to get them in an emergency and have no car. I also pick them up from nursery and have to leave work at 4 to do so. If I have to get a bus I'll have to leave work earlier if they'll let me. Or they could decide not to. What happens then? Does not support working families.
Sara Mitchell	Cambourne, United Kingdom	2016-10-04	I'm a community phlebotomist in Cambridge
nicola hughes	Cambridge, United Kingdom	2016-10-04	I live in Cambridge and need to travel out of town for work. I am already paying over the odds to live in this wonderful city and contribute to my community. Now it feels as if we are being punished even further.
S Ho	Newmarket, United Kingdom	2016-10-04	not able to get too work

Name	Location	Date	Comment
Ann-Marie Mckiernan	Cambridge, United Kingdom	2016-10-04	I have no choice because of my work, but to drive in the city at the times you want to close access to me. This unfair proposal would greatly impact my work and could cost me my job.
Tim Poole	Cambridge, United Kingdom	2016-10-04	I think this proposal is an absolutely ridiculous idea. It will not solve any problems and will most likely make the situation worse.
Rachel Engler	Cambridge, United Kingdom	2016-10-04	Most of the area being considered is made up of mixed residential and small businesses. This mix has not been taken into consideration. My home is on a street where the only access is via Mill Road. Will tradesmen and delivery vans restrict their hours, or pass the congestion charge onto us residents? My street is more the norm than the exception.
Kevin Symonds	Cambridge, United Kingdom	2016-10-04	Something needs to be done but not this, not done this way and not without actual answers to basic questions like 'I love on a road that will be closed, will I be able to leave my house?' This sort of question should have been answered on day one.
Angela Reed	Cambridge, United Kingdom	2016-10-04	I'm signing because I won't be able to get my Autistic son to and from school.
Jamie Fryer	Dry Drayton, United Kingdom	2016-10-04	This is beyond comprehension
Anthea Messent	Cambridge, United Kingdom	2016-10-04	As a local resident, living on one of the roads that will be partially closed, my views against this move have been completely ignored by the Cambridge City Deal team.
Lucy Carruthers	Cambourne, United Kingdom	2016-10-04	Why should business commuters be penalised for congestion, when it is school traffic that causes all the problems. There are significantly less traffic issues when the schools are on holiday than there are in term time!
Tamsin Eastwood	Fowlmere, United Kingdom	2016-10-04	i disagree strongly with the Council's plans. the answer is not in prohobition but in making sure that there are other efficient and costs effective alternative means of transport
Julie manttan	Fordham, United Kingdom	2016-10-04	I have to take my young son to Addenbrookes very regularly for cancer treatment and this is going to make the journey longer and more stressful than it I already.
Des Fordham	Cambridge, United Kingdom	2016-10-04	All that will happen with this proposal will be more people threading through the maze of side streets and clogging them up instead. May I suggest the council hold a referendum on these proposals or better still all resign on mass and see who gets re-elected.
Claire Cole	Haddenham, United Kingdom	2016-10-04	I'm signing because I work in the centre of Cambridge and currently lift share with a colleague. There is only 1 direct bus from my village to Cambridge a day which doesn't fit in with my working hours. Park and ride is expensive if you commute 3 days a week. Without my car I can't get home to my young children quickly if they or my disabled husband is ill.
Richard Cole	Ely, United Kingdom	2016-10-04	As a disabled person I can not stand around waiting for buses or walk too far. The road closures will seriously limit my ability to visit the city center.
Vanessa Landreneau	Littleport, United Kingdom	2016-10-04	Officials need to stop blocking transport when there are no viable alternatives - I can't take my bike on the train in rush hour!
Chloe King	Cambridge, United Kingdom	2016-10-04	I need to commute! What about people who live on these roads? or on the other side of them to their work?
Clody Johnson	Cambridge, United Kingdom	2016-10-04	I want to support local businesses
Kirsty Lloyd	Arrington, United Kingdom	2016-10-04	I work in Cambridge centre!!

Name	Location	Date	Comment
aemilia guest	Saffron Walden, United Kingdom, United Kingdom	2016-10-04	I go to college in Cambridge
Carol Mutter	Needingworth, United Kingdom	2016-10-04	I just don't see how this can work it's to extreme
Erin Co	Cambridge, United Kingdom	2016-10-04	I am a disabled parent (who can walk more than 20 metres and therefore I no longer qualify for a blue badge) who takes her children into town for an after school lesson with kit, and sometimes has to travel to clinic appointments at rush hour. Please improve commuter public transport before embarking on this ludicrous scheme.
maria Allen	Fulbourn, United Kingdom	2016-10-04	Because I use hills rd and mill rd at the times when they are proposing to close it's ridiculous!!!! I need to get to glisson rd !
Sarah Ransome	Cambridge, United Kingdom	2016-10-04	I live in central Cambridge and drive my kids out of town to school in Comberton before going to work in Royston. We will all have to stop going to school and work if this madness goes on. Exemptions for residents in cambridge .
Matt Vann	Eaton Ford, United Kingdom	2016-10-04	this is the most idiotic scheme that could have been conceived. Usual CCC balls-up.
Michael Proctor	Cambridge, United Kingdom	2016-10-04	I believe that the proposed road closures will be very damaging for City businesses and affect just those commuters who cannot afford to live in the city
Alex Selby	Cambridge, United Kingdom	2016-10-04	The answer to scarce road space isn't to make it even more scarce by closing it off. This will displace traffic to other times of day and other locations leading to even more congestion. Meanwhile, it will act as a curfew to those unable to walk or cycle, and many businesses will go to the wall. It is true that congestion needs tackling, but this is not the way to do it - it will make the problem worse while destroying many people's way of life.
Nicky Franzen-Vipers	Royston, United Kingdom	2016-10-04	As much as we need urgent change, sending traffic through Trumpington is not the option at all, and will only contain the issue into one area.
Sally Carlton	Cambridge, United Kingdom	2016-10-04	It will cause chaos. How are carers,district nurses,midwives etc get to all the Patients on their early morning lists. How to people get to work? How to deliveries get made?
Vanessa Callaghan	Little Eversden, United Kingdom	2016-10-04	I have worked on Mill Rd for 20 years and I will have to give up my NHS job of this goes ahead due to times and school drop off means I would not get to work on time as I would have to use public transport thus resulting in probably job loss
Paula Starkey	Cambridge, United Kingdom	2016-10-04	I drive to work and need to access my work place in order to park as I work evenings
William Prince	Brandon, United Kingdom	2016-10-04	I commute to work from Brandon to Gwydir Street .
Steve Sutton	Cambridge, United Kingdom	2016-10-04	I will have to quit my job and leave Cambridge if this comes into effect. The round trip bus journey to and from work each day takes approx 2 hours on 4 busses, costing £7 a day. It currently takes me 12 minutes to get to work on my motorbike at a cost of about 50p. I am not prepared to spend an extra 2 hours a day travelling a distance of about 3 1/2 miles.
Jamie stead	Barton, United Kingdom	2016-10-04	its absolutely ludicrous and I live on the only road that will open and its a nightmare now, and my fathers business will fail if this happens

Name	Location	Date	Comment
Peter Gray	Cambridge, United Kingdom	2016-10-04	So they are trying again - this was kicked into touch by people protests a few years ago - do they think we will not notice - lets give them a real message that WE DO NOT WANT THIS.
Richard Summers	Cambridge, United Kingdom	2016-10-04	I live in Cherry Hinton and work near the city centre and suffer long bus journeys to get to work. I would like to see a quicker bus journey however this proposal goes too far and grossly unfair to commuters who have no choice but to drive to work, residences who may need to drive to visit friends or shops and businesses that rely on road deliveries.
Donna Thomas	Great Shelford, United Kingdom	2016-10-04	I work for the University on a modest salary. We already pay London prices for everything without London incomes. Now the proposal is that we should pay to park at our own place of work and the money won't even benefit the University, but will go to the City Council. It is penalising those already on the lowest incomes that cant afford to live in the City.
Sara Halpin	Cambridge, United Kingdom	2016-10-04	Access is needed into the city.
Ellen Lee	Cambridge, United Kingdom	2016-10-04	I feel this is an unfair, disruptive measure that is not the answer to the problem.
Giorgia Clements	Cambridge, United Kingdom	2016-10-04	I am a local resident who will be negatively affected if these ridiculous proposals go through!
Tracey Cox	Cambridge, United Kingdom	2016-10-04	I think this is awful. Living just off coldhams lane will make our ability to get anywhere an absolute nightmare. Why punish those that live in cambridge?
Tansy Sentance	Cambridge, United Kingdom	2016-10-04	As a resident of the city major road closures will cause all kinds of problems. I will not be able to use my car to get anywhere as i live between mill and hills road.
James Foster	Fulbourn, United Kingdom	2016-10-04	I never understand why Cambridge do extreme changes without trying sensible ones first. More buses, more bus lanes and better places park and ride sites! You have to drive into the centre to get on the bus! The train line also goes right past addenbrookes... How about a station? There's to many obvious answers before this city deal! I'm a taxi driver and no one has ever asked/taken my opinion!
Alex Willis	Comberton, United Kingdom	2016-10-04	It will affect our business and how will we get to and from work.
Lauren Williams	Kings Hill, United Kingdom	2016-10-04	Absolutely ridiculous!
wendy giles	Burwell, United Kingdom	2016-10-04	i feel very strongly that people like myself that live outside of cambridge will have even more time added to an already long day at work, and as the buses in my area only run hourly it will change my times of working
Sue Rogowski	Cambridge, United Kingdom	2016-10-04	It will stop people getting to their workplace, especially those who work unsocial hours or split shifts and parents getting children to school and also cause enormous backlogs as drivers try to find alternative routes to.their destination
Annabel Keeler	Barton, United Kingdom	2016-10-04	Firstly, this will only further gridlock the city; secondly, it will bulldoze people into accepting a new P&R on Barton Road, east of the M11, and this in turn will be the thin end of the wedge for more development all the way down the Barton Road, which is what the University wants, but which will remove the one remaining area of green adjoining the city, causing flood risks and ruining a haven for wildlife.
Oliver Lewis	Cambridge, United Kingdom	2016-10-04	It's a ridiculous solution that will cause more problems for many who work in and around Cambridge!

Name	Location	Date	Comment
Nick Wadsworth	Cambridge, United Kingdom	2016-10-04	It will make it impossible for residents of the centre to get out at peak times and will lead to extreme rat-running on side streets as people try to find ways around the closed roads
Rachel Bush	Fen Ditton, United Kingdom	2016-10-04	It's an ill thought out plan that will cause more congestion than it solves. It will also have a devastating effect on businesses - as usual a few egos in the council coming up with useless ideas.
Brett Gray	Cambridge, United Kingdom	2016-10-04	It will become impossible to get my son (who has a heart condition that makes cycling difficult) to his school. This plan will make Cambridge residents' lives a misery.
Amy Mingay	Newmarket, United Kingdom	2016-10-04	I won't be able to get to work.
Linda Lawrence	Cambridge, United Kingdom	2016-10-04	I use the gym in coldhams lane and I need to travel this road before 10am this would mean that I cannot exercise as I normal do. This is totally stupid we paid a road tax so should be able to use all roads
Christina Andrews	Iowa City, IA	2016-10-04	I used to live in Cambridge and love and miss the town. This is a horrible idea.
Jo Stansfield	Cambridge, United Kingdom	2016-10-04	I travel with my 3 year old from Coleridge Road to his nursery near my work on West Cambridge site. While I cycle on good days, I cannot subject a young child to icy or slippery cycling conditions in heavy rain. This plan will severely affect my ability to reach nursery and work on these days and compromise my ability to do my work as a result. I am extremely concerned by these plans.
Graham Howe	Burwell, United Kingdom	2016-10-04	I think these people who keep on making these ridiculous decisions need to pull their heads from out of their arseholes! You are ruining Cambridge completely. You shut certain roads of years ago and guess what! The congestion problems started. You then make 2 lane roads into 1 lane roads. Guess what! More congestion! The council are intent on continuing to waste tax payers money on stupid little time wasting exercises. Perne Road island is a fine example of wasting peoples hard earned money! After weeks of messing around with the island, they have apparently come to the conclusion its not very good and may have to alter it again. I heard it was a massive amount of money wasted on this island. Absolutely shocking. Getting back to shutting roads off, well all you are doing is sending all motorists down certain roads and creating a higher pollution level. Not good for the people who live there! Using busses for me isn't a great option either. The bus services where I live are a joke compared to all the ghost busses (just sometimes with a driver and 1 or 2 passengers on board) that run round Cambridge on a daily basis! Why do you need more busses around Cambridge? The villages need better and more frequent services to accommodate! On top of this you are thinking of introducing a work place parking levy. How much more do you want to tax motorists? I guess though where most of you fat cats live, it won't affect you in any way! I could go on and write a massive essay on this but, I don't have the time as I might have to go out and work more hours to help pay for my parking space at where I work! This is just a short piece to show how frustrated I am!!!!!!
Alison Lawrence	Cambridge, United Kingdom	2016-10-04	The proposal to close all those roads into Cambridge seems crazy. Not everyone can cycle or spend ages on long bus journeys. Why not introduce a congestion charge instead to discourage those who might make unnecessary car journeys and raise some income for the City Council at the same time?
Pauline Tickle	France	2016-10-04	It is stupid, I come from Cambridge and traffic is at a standstill. To put moe houses around water each is crazy
Angela Slack	Cambridge, United Kingdom	2016-10-04	I work at Parkside custody and come and go several times during the day. If they block East Road how I'm I meant to get there.

Name	Location	Date	Comment
Simon Whitmore	Cambridge, United Kingdom	2016-10-04	The scheme will cause misery to local residence trying to get around the city.
helen richardson	West Wickham, United Kingdom	2016-10-04	This plan is totally flawed, no thought has been given to the businesses who have to use these roads at the time of the proposed closures. If this plan is supposed to increase business growth in the City, I think it will do the complete reverse, you the planners have this so wrong it is laughable, you are supposed to be intelligent and reasonable people, obviously you are NOT!
Jocelyn Robson	Melbourn, United Kingdom	2016-10-04	I am a parent with children attending school on grange road. I cannot see any viable alternative to seeing at present
Liberty Hibberd	Whittlesford, United Kingdom	2016-10-04	The people of Cambridge need to have a voice!
Michael Cole	Cambridge, United Kingdom	2016-10-04	I live in Cambridge and I feel that this strategy will make congestion worse in residential areas and harder for us as residents to get around.
Emily Aveling	Cottenham, United Kingdom	2016-10-04	Ridiculous idea!!!!
David Carlisle	Houghton, United Kingdom	2016-10-04	I'm a decorator and all my work is in Cambridge so how I'm I going to get to and throw from my customers in these time. ? ££££££££
Nathalie Jacoby-Danesh	Cambridge, United Kingdom	2016-10-04	The road blocks will not allow us to kerp our kids in their schools and get to work on time
Andrew Webster	Cambridge, United Kingdom	2016-10-04	Others have said it, but the traffic flows absolutely fine when schools are off, it is clearly school runs which should be targeted and not all motorists. Cough up for school busses instead of trying to fleece shoppers and residents and force everyone onto terrible P&R services unfit for purpose even now.
Andy Kurdynowski	Cambridge, United Kingdom	2016-10-04	The City Deal is a flawed money raiser not a congestion reducer. Just make the bus cheaper and stop the park and ride parking charges - Job Done!
Neil McDiarmid	Cottenham, United Kingdom	2016-10-04	This proposal is moronic.
Zahra Hussain	Brampton, United Kingdom	2016-10-04	I am a student at Anglia Ruskin university who commutes to save money as the accommodation in Cambridge is so unaffordable. By doing this you will be stopping me from attending my morning lectures, therefore affecting my education and results. This will make my life so difficult, I already have to leave my house at 7am in order to get into the city for 9am, that in itself is ridiculous. Why make it worse?
Deborah Brown	Cambridge, United Kingdom	2016-10-04	I don't want Trumpington Road to turn into a car park and worry about the effect on local businesses and schools!
Melanie Fishpool	Cambridge, United Kingdom	2016-10-04	I think its the most hideous and stupid idea the council have thought of. And as for charging the people on minimum wage to park at work is also silly as you can bet the employers will pass the charge on to us workers who have little money as it is. it adds up to £31.50p per month that could put some people in dept . stop charging in park and ride parks and make bus travel cheaper .
Francis Carr	Burwell, United Kingdom	2016-10-04	this is ill-thought out and will negatively affect thousands of people.
Will Sandford	Little Eversden, United Kingdom	2016-10-04	Friends business

Name	Location	Date	Comment
Beatrice Criminisi	Cambridge, United Kingdom	2016-10-04	As a Trumpington resident, I'm deeply concerned by these plan to close key roads around the city at peak times. If Hills Road is closed, traffic on Trumpington Road will be even worse than it is meaning that it'd be at a complete standstill. How is this plan going to help traffic congestion?? Traffic will simply be moved to the alternative routes! It'll be a mess. Buses are expensive and not a viable alternative for everyone for lots of good reasons other people have already mentioned: disability, carrying shopping or heavy items, couriers and builders, not having a direct route to somewhere, too expensive, etc. Please don't do this. It's such a bad idea!
James Childs	Cottenham, United Kingdom	2016-10-04	I run a business and i need to get into town
Steven Poole	Cottenham, United Kingdom	2016-10-04	The proposal is ill-considered and will so clearly NOT WORK.
Daniel O'Brien	liverpool, United Kingdom	2016-10-04	It's a ridiculous idea. It will fail. It will waste money.
Lydia melbourne	Sawston, United Kingdom	2016-10-04	What a farce! I use buses every day and my route goes via trumpington road. Aren't I the lucky one, as it is my citi 7 route is like a magical mystery tour taking in all parts of the overly congested addenbrookes, cb1, railway station etc etc. As far as I can tell the only way to reduce congestion is the dreaded congestion charge with exceptions for those who live within the zone. Personally im sick of sitting in traffic and this needs to change but at what cost to businesses and locals alike ?
Samantha Hill	Ely, United Kingdom	2016-10-04	I would prefer to use public transport. However the price is too high and for this I barely ever get a seat on the train. During my pregnancy I stopped using the train for this reason. I recently got the train from Ely to Cambridge with my 3 year old son. We had to stand and he got hit round the head by someone forcing their bike onto the train. Just not acceptable!
Delyth Jones	Cambridge, United Kingdom	2016-10-04	I think blocking Grange Road to traffic will mean drivers will come through Coton from the M11. I don't think it will succeed in stopping parents from doing the school run that way nor cut down on traffic. It will increase congestion in our vilkage- which already suffers when there is slow traffic north bound on the m11 and already suffers from people rat running thru.
Tom Ivatt	Cambridge, United Kingdom	2016-10-04	This is a stupid idea! How this is even being considered is outrageous!
Edward Marsh	Soham, United Kingdom	2016-10-04	I work in Cambridge every day it's going to affect me big time!
Jaya Sharma	St Neots, United Kingdom	2016-10-04	I won't be able to get to work if this goes ahead!!!!!!
Andrew Stone	Newmarket, United Kingdom	2016-10-04	This is a crazy plan and the unintended side-effects of doing this are likely to be just as catastrophic as the plan itself. For example., how much more are house prices going to be pushed up by this plan?
graham smallshaw	Mepal, United Kingdom	2016-10-04	I work for a sign company based on coldhams lane and fit signs all over the city using a van to transport them how do they think i can do this if this hairbrain scheme comes in
Elena Lockyer	Sawston, United Kingdom	2016-10-04	I need to use Hills Road for work and I would start at these times but finish times buses do not run and I am a long way out to cycle!
Anne Goulding	Cambridge, United Kingdom	2016-10-04	They're not allowing for accidents where does the traffic go

Name	Location	Date	Comment
Susan Thorne	Bath, United Kingdom	2016-10-04	My family lives in Cambridge and I feel the transport from the villages into Cambridge is unreliable and unaffordable. Also the additional parking charges at the park and ride are outrageous!
Alexis Park	Bar Hill, United Kingdom	2016-10-04	This is the most ludicrous idea, you're going to drive people away from Cambridge!
Jenette Butler	Cambridge, United Kingdom	2016-10-04	I think it's a crazy idea, yes we get jams sometimes but leaver earlier
Chris Ward	Huntingdon, United Kingdom	2016-10-04	Whoever thought of this idea needs to be sacked!!!
Sarah Walsh	Girton, United Kingdom	2016-10-04	I work in the city, I work shifts, public transport does not start early enough or finish late enough to be if any use to me it also costs a fortune. You really need to bare in mind that not everyone works 8am to 5pm
Kelly Tennick	Haverhill, United Kingdom	2016-10-04	This idea is friggin ridiculous!!
Melinda Newman	London, United Kingdom	2016-10-04	This will ruin Cambridge if this goes ahead.
Jane Heaton	Cambridge, United Kingdom	2016-10-04	It is an idiotic idea which will cause total chaos
Deborah Stratfold	Cambridge, United Kingdom	2016-10-04	I need my car to do my job, visiting vulnerable people in the City.
John Sawtell	cambridge, United Kingdom	2016-10-04	We need a proper consultation on the whole plan not just piecemeal parts.
Natalie Benson	Stapleford, United Kingdom	2016-10-04	What a ridiculous idea. It won't force people onto public transport. It will most likely force people to go elsewhere for shopping and services normally purchased in the city centre
Luke Banaszkiwicz	Cottenham, United Kingdom	2016-10-04	This is a ridiculous idea
Rachel Johnson	Haverhill, United Kingdom	2016-10-04	I need to be able to drive to my place of work
Rachael B	Cambridge, United Kingdom	2016-10-04	In support of all the buisnesses who will suffer as a consequence. And I do not believe it will help the congestion issue but infact make it worse!
Sarah Pettinger	Hardwick, United Kingdom	2016-10-04	I have no desire to victimise parents but a huge amount of traffic is related to school runs. Work with schools to improve drop off and bus services to schools. Make sure bus services are good value and usable. It's a joke to implement road closures before making other infrastructure and service improvements. Make those improvements and the road closures might not even be needed as people will have other choices.

Name	Location	Date	Comment
Richard Sharpe	London, United Kingdom	2016-10-04	<p>I was born and grew up in Cambridge, and during my 30 years living their I slowly saw traffic get worse, access for residents get more and more restricted, and those in 'control' of Cambridge make bad decision after bad decision regarding traffic - all of which negatively impact residents.</p> <p>The guided bus scheme was a clear example of how a project with great potential to support residents encountered delay after delay, and ultimately was nothing short of an expensive exercise in futility; modifying existing buses with the most low tech solution possible is just laughable. And and what cost to Cambridge tax payers??</p> <p>Be transparent. Be honest. Serve the residents of Cambridge, don't just listen to the colleges and senior citizens on committees who are out of touch with what the people of Cambridge want, and need.</p>
katalin Bach-Anderson	Witchford, United Kingdom	2016-10-04	Working in Cambridge and commuting on A10 using the P&R will be very painful as won't be enough spaces for everyone.
Renata Schaeffer	Cambridge, United Kingdom	2016-10-04	This is just a crazy idea. I live in the center and if this goes through I will not be allowed to get out of my house by car in crucial times and in times of the day that I need. The council has not invested properly in basic infrastructure for years and is finding a cheap way to improve congestion by forbidding cars all together and penalising residents. But funny enough I would be able to call a taxi to take me to the supermarket for example. It does not sound logical at all.
Lorraine Sweet	Cambridge, United Kingdom	2016-10-04	This is ludicrous... I run a business which will be crippled if this happens... where is the support for local businesses
Sarah Sepanski	Cambridge, United Kingdom	2016-10-04	We live 15 miles from one school, a little further from the other and I park at work, between the two sites. We do use school park and ride buses when we can but it is sometimes not practical with cumbersome instruments and large sports bags. Tired and wet children need collecting from school after matches and poorly children can't be expected to take a bus before getting in the car to go home. There need to be more and better options for free-to-park park and ride, but don't shut the roads; it will cause bottlenecks and misery elsewhere. And what of the poor people who drive to the station to commute? Do you propose that they add half an hour each way taking buses to and from Cambridge station to the P&R sites after an hour of train to London with connections at the other end? This seems entirely unreasonable to me.
Claire Harding	Cambridge, United Kingdom	2016-10-04	This is not right
Nigel Wilson	Cambridge, United Kingdom	2016-10-04	<p>I need to have access across the city during the working day to visit various commercial, educational and private clients in the course of business. I live within the west Chesterton area and need to be able to access all parts of the Cambridge and regional areas during the daytime. Public transport cannot provide for these multiple visit needs each day - whilst not a nurse , doctor or other worthy user of the road system, business users of the road network within the city have the same requirements to get to clients with bulky business equipment with a reasonable degree of efficiency.</p> <p>Our families have lived in the Cambridge area for more than 125 years and need to be able to have reasonable access to various parts of the city to visit elderly family and friends at times to suit us, not those that are dictated by the draconian measures of the City Deal team who will no doubt move onto other areas when they have torn apart our city.</p>

Name	Location	Date	Comment
Laura Robson Brown	Cambridge, United Kingdom	2016-10-04	The proposals are a nuclear-button approach without due consideration to the reality of the consequences, including the economy of Cambridge and most certainly the goodwill of its citizens. It will affect negatively both many small and independent businesses and the regular practicalities of working and family lives without providing any thought to the necessary investment and support for alternative options. It is entirely unreasonable and unacceptable that this has been 'agreed' without any public consultation.
James Bridgeland	Cambridge, United Kingdom	2016-10-04	More poorly thought out attempts by the council to shut the stable door after the horse has bolted. This is going to cause gridlock around trumpington and any side streets that can be used as ratruns, whilst making life a misery for businesses and residents that don't have the option of cycling
Paul Dunn	Cambridge, United Kingdom	2016-10-04	Who the hell do city deal think they are, these individuals are totally insane.
Jo Giove	Cambridge, United Kingdom	2016-10-04	I am signing as this is not a workable solution. It has been devised by people who have no idea what the impacts will be on businesses and people in Cambridge and surrounding villages trying to get to school and work.
Stephen Lin	Cambridge, United Kingdom	2016-10-04	Against closing the road
Natalie Finnigan	Sandy, United Kingdom	2016-10-04	This will destroy local businesses. Cambridge is becoming more and more inaccessible. If anything, more buses should be laid on for school children at peak times. It seems to be school traffic that clogs up the roads as it takes half the time to get into Cambridge during the school holidays. Individual parents taking children to school individually is one of the main issues contributing to congestion, I believe.
Richard Anderson	Newton, United Kingdom	2016-10-04	An absolute disgrace to close vital roads at the time of day they're most needed
Gillian Kuzniar	Histon, United Kingdom	2016-10-04	Restricting access to the city centre at peak times will destroy businesses as employees leave and shoppers go elsewhere. The company parking relieves pressure on local streets. It costs less to drive and park than park and ride. You will never stop rat-running, people will always find a way. The remaining open roads will be a nightmare. Stop this ill conceived idea now and stop wasting money!!
Sam Peacock	Willingham, United Kingdom	2016-10-04	I won't be able to work as a electrical contractor in Cambridge
Rosanna Woods	Girton, United Kingdom	2016-10-04	I don't agree with closing more roads off to cars. I cycle a lot but this is too far
Duncan Mackay	Exning, United Kingdom	2016-10-04	The City Council is incompetent in traffic management and risks paralysing any remaining opportunity for economic well being of the City. Furthermore there is no scientifically based assessment of their blinkered and biased argument in favour of their "hobby-horse" policy .
William Archer	Sutton, United Kingdom	2016-10-04	This proposal will be a disaster.
Tanya Fynn	Stapleford, United Kingdom	2016-10-04	I travel to work and school daily My children need to get to school I need to get to myself to work
Fergus matheson	Newmarket, United Kingdom	2016-10-04	It will effect my working day
Caren Munnelly	Cambridge, United Kingdom	2016-10-04	This is a hair brained scheme that will ultimately end costing Cambridge residents more in taxes to pay for it!!

Name	Location	Date	Comment
chris randle	Biddenham, United Kingdom	2016-10-04	regular visitor to an address in cambridge
kevin hard	Girton, United Kingdom	2016-10-04	My kids couldn't get to college a few years ago because the buses were always full in the morning so drove straight past. More people will be trying to get the buses which aren't adequate anyway in peak times.
R MACAULAY	Cambridge, United Kingdom	2016-10-04	I live just off East road. I will not be able to get out of the city to get to work!
Darragh Burne	Cambridge, United Kingdom	2016-10-04	This is a totally crazy idea on every front!!!
Deborah Carnwath	Cambridge, United Kingdom	2016-10-04	I am concerned that Brooklands Avenue will have to take even more traffic, and I will be unable to take my disabled husband to appointments, or to drive out of town to work.
Paul Garnre	Cambridge, United Kingdom	2016-10-04	This I'll conceived plan will severely impact on me as a self employed person to carry out my living...
Dan Richards	Cottenham, United Kingdom	2016-10-04	I have to commute into central cambridge and work long hours which buses would not cater for.
Alex Uglow	Cambridge, United Kingdom	2016-10-04	Closing the roads is a bad solution, make public transport the faster and cheaper option for commuters
Jay Cantebrigge	Sandy, United Kingdom	2016-10-04	Not enough thought has been given to the real effects of the planned closures and restrictions. No plan will work for Cambridge without building an outer orbital road, and maybe one more arterial in route. It is the only way to cope with the future demand.
Sam Window	Hemingford Grey, United Kingdom	2016-10-04	This is a ridiculous idea. Will worsen congestion, but on the plus size I am sure it will make someone money!
Peter Garland	Hinxton, United Kingdom	2016-10-04	Not enough buses (due to cut backs and reductions). More buses from villages into Cambridge and to schools. Stop charging at park and ride sites. Complete the ring - road A11 south-east to M11 south-west. Improve and open up the flow of traffic, rather than restrict it. Not all of us travel by bike! If you live in a village a car is the only option.
kate Wilson	Cambridge, United Kingdom	2016-10-04	This project will destroy this city!!
David Brown	Ely, United Kingdom	2016-10-04	I work throughout Cambridge and my requirement is access to various customers with my vehicle for tools and equipment. I would lose customers if this goes ahead!
patricia carvill	Cambridge, United Kingdom	2016-10-04	I have a business in central Cambridge and would not be able to operate if this goes ahead.
Viv Halton	Cambridge, United Kingdom	2016-10-04	As a self employed teacher the closure of Hills road will be catastrophic to me & my pupils.
Catherine Holmes	Alconbury, United Kingdom	2016-10-04	I cannot afford to live in Cambridge. I am already penalised when applying for jobs because I live so far out of town. I study languages in Hills Road twice a week, I work in St Ives butility the guided bus won'the get me to my classes on time after I leave work. If I can't use my car I will have to give up my lessons. Therefore taking my tuition fees away from Cambridge language schools. Please understand whilst we would all like to see a greener society, this move will only hurt those already at a loss because we can't afford to live in or close to Cambridge. You are making out city insula and eventually that will lead to good, employable people abandoning Cambridge. I would love to be able to rely on bus transport but living as far out as I do it just isn't a viable option when you have to make it from work to lessons on time.

Name	Location	Date	Comment
Jennifer Jary	Rattlesden, United Kingdom	2016-10-04	I am a food supplier and this will have a catastrophic affect on our ability to get our locally sourced produce to the wonderful network of independent cafes and restaurants that our in Cambridge city centre and the surrounds.
Lisa Wakerly	Cb22 3lp, United Kingdom	2016-10-04	If the roads close I will be unable to attend my job as busses are not reliable and I need to use the car to take my children to my mums who lives in Cambridge before I start work
David Smith	Cambridge, United Kingdom	2016-10-04	It's completely stupid. Banning cars from having access to the city centre is not a sensible way to deal with congestion. A cheaper park and ride service would encourage more people to use it. Improving access to the city and removing bottle necks would allow traffic to get to their destination more efficiently, that's the best way to reduce congestion.
Oggi Tomic	Cambridge, United Kingdom	2016-10-04	Making Cambridge virtually a no-go area is not an answer. It will only create chaos, monopoly by coach companies to do what they want and charge what they want. This is NOT an answer!
Joshua Smith	Cambridge, United Kingdom	2016-10-05	I am signing this because the money that is being spent on this could be better used else we're such as our schools etc
Natasha Hodge	Barton, United Kingdom	2016-10-05	I commute into Cambridge every day during peak rush hour by car even though I live three miles outside the city. I would prefer to cycle but there is no designated two way cycle route along the A603 over the M11 from Barton into Cambridge. In particular there is no proper crossing over the slip road that leads to the M11 where traffic is fast and heavy. I cannot risk my children's safety and cycle even though we would prefer to. For a city that prides itself on being green this is surely where the city deal funds should be spent- Improving cycle paths to reduce traffic -not closing roads! Why not also consider a 'park and bike' on the Barton side of the M11? Investing in the improvement of the M11 junction 12 area to create a cycle route into the city for people commuting in from the west side of the city would ease traffic.
Emma Northfield	Cambridge, United Kingdom	2016-10-05	I live and work in cambridge and find the cost of this enough already without more cost to park at work (have to use the car due to injury) and to not be allowed to use my local streets. Stupid idea not really thought about. The price of public transport will also go up due to it being the only option for some people and that is already extortionate. Think of the local people and what it will cost them daily!
Jamie Huckle	Cambridge, United Kingdom	2016-10-05	Blocking roads to commercial vehicles destroys business. Growth is only important if it benefits the community
Trish Lenton	Willingham, United Kingdom	2016-10-05	Living where there is bus only every 2 hours I would be unable to get into Cambridge to work
Rachel dawson	Waterbeach, United Kingdom	2016-10-05	I need to get to work and take kids to after school activities just off Hills Rd,this is going to be a nightmare for our work
Lynsey newbery	Swavesey, United Kingdom	2016-10-05	We need a sensible travel plan that allows residents free movement within the city,and enables people to travel freely as and when they want to. This should not cost the general public any more and businesses should not be penalised . We have a very special city that is growing and we need to ensure that the growth is sustained not choked by poor transport planning.
David O'Dell	Cambridge, United Kingdom	2016-10-05	It's a mad idea and will totally cripple Cambridge.
Ruth Beach	Cambridge, United Kingdom	2016-10-05	I am a postal worker for Royal Mail at Clifton Road and I travel to and from Abington daily and this would create a great problem for me.

Name	Location	Date	Comment
Douglas Thorogood	Great Gransden, United Kingdom	2016-10-05	I work in Cambridge and need my van to work
emma banyard	Cambridge, United Kingdom	2016-10-05	I live in the abbey area and the congestion will then be a lot worse on Newmarket road.
Stuart Manttan	Fordham, United Kingdom	2016-10-05	I work for ridgeons Cromwell Road and start work at 7.00 am and finish at 4.00pm so I can get into work in will not be able to get out, not good. This is a stupid idea which will create more problems than it will cure .
James Smith	Cambridge, United Kingdom	2016-10-05	Cambridge is a real City where some real people still live not some la la land inhabited only by muesli eating sandal wearers. A simple specific would be my need to ferry my parents around, they frequently have medical appointments at that time and I need to be able to get across Cambridge to help them.
Stuart White	Cambridge, United Kingdom	2016-10-05	Its completely illogical. Too much develop in an area where infrastructure is bursting to the point of complete dysfunction, a bit like the brain processes of our councillors. Dysfunctional.
Sonja Bellew	Cambridge, United Kingdom	2016-10-05	They keep building more in cambridge causing the congestion and now booked one will be able to get about. This is one way to destroy cambridge. Lower the price if busses make them more reliable and useful routes. You are destroying cambridge but it's your choice to do so
Kate Phillips	Cambridge, United Kingdom	2016-10-05	Public transport is ridiculously expensive and this is the craziest idea I have ever heard of - you are going to destroy businesses within Cambridge and ruin the city. Before even thinking about something like this you should drastically reduce public transport costs and see what affect that has!
Lee Badwell	Saint Ives, United Kingdom	2016-10-05	I work in cambridge
Grace Clark	Cambridge, United Kingdom	2016-10-05	Alternative solutions should be considered first
Jenny Zealley	Histon, United Kingdom	2016-10-05	I can't do my job if this plan goes ahead!
Trudi Hughes	Great Dunmow, United Kingdom	2016-10-05	It's an ill conceived scheme that is anti business, anti disabled workers and will cause traffic chaos.
Robert Wright	Ely, United Kingdom	2016-10-05	It will effect many people's lives and nore so in comparison to other options.
Imtiaz Din	Cambridge, United Kingdom	2016-10-05	It's hair brained plan that hasn't been thought through.
Steve Unwin	Histon, United Kingdom	2016-10-05	This is stupidity.

Name	Location	Date	Comment
Ken Smith	Cambridge, United Kingdom	2016-10-05	<p>1. The railway companies and Stagecoach haven't give any structured plan to say what they are doing to improve transport.</p> <p>2. The report in the Cambridge News indicates that people living off roads that will be closed will not be fined. The PDF files on the City Deal website say it's a £60 fine. This is misinformation and as someone who lives off Coldhams Lane, it's not viable solution.</p> <p>3. Closing roads at certain times and days will push traffic to other times making congestion in those hours worse.</p> <p>4. The retail park is the biggest impact on our streets and in East Cambridge. I have lived here for 20 years and since it was built, Newmarket Road and Coldhams Lane suffer gridlock during the day, not just in peak times but at lunchtime too. To solve a large part of this problem, relocate the retail parks (and recognize that when residents say plans will increase traffic, listen to us).</p> <p>5. We all know that the school holidays mean less traffic, I see no evidence that the council has researched this and thought about better bus routes or compulsory bus use for all schools</p> <p>6. As a dog owning pensioner with arthritis, unable to cycle with my dog, I need to walk her outside the city (since you're bringing in PSPO's). This is because I can't walk on pavements for a long periods of time. It will cost me more in petrol to get from my house – I suppose I go North to South? It's utterly unclear.</p> <p>7. How to the City Deal team presume to delivery better air quality? Where is the evidence that this will work?</p> <p>8. The City Deal reply to Fitzbillies is appalling. They have made it very clear that they are doing all they can to delivery by bike. Do the City Deal team propose that they take large packs of cakes on a bus?</p> <p>9. Bus driver seem to be allowed to let people by personal evaluation. I won't risk assuming my well trained dog is allows on a bus, or buying something large and assuming that I can either carry it in the first place to and from a bus stop or indeed that the driver would let me.</p> <p>10. I thoroughly object, as a resident of the city that I'm being penalized for the mistakes of the council in failing to address the parking fees at the Park and Ride, insubstantial information and failure to engage with the public on their objections to the City Deal. This 'consultation' is box ticking at best because we lack clear information.</p>
Karen Walker	Earith, United Kingdom	2016-10-05	This will effect my journey in/out of work and currently I car share, we will end up using 2 cars instead of one and buses are not an option as the service from the village is too expensive and only 2 buses a day at the wrong times
Sarah Tofts	Linton, United Kingdom	2016-10-05	I work in Cambridge at the university's and basically it would be absolutely awful getting to work.....
Vanessa Baylis	Ely, United Kingdom	2016-10-05	There are many businesses some of which have parking how are you meant to get to them as I live in a rural area and rely on my car no buses fir around work times!!!
Pat White	Cambridge, United Kingdom	2016-10-05	I have no car, but eg buses will whizz down Mill Road and get stuck in all the traffic displaced onto Perne Road etc-obviously! Plus worries for carers, elderly to Doctors, workmen, pets to vets, utility vans, parents bringing small children to nurseries etc. No consultation and poorly thought out.
Jacqueline Whitmore	Cambridge, United Kingdom	2016-10-05	It's a crazy idea.
Gillian Cooke	Little Shelford, United Kingdom	2016-10-05	It has been ill thought out with insufficient alternative transport options in place

Name	Location	Date	Comment
Karen Rogers	Cambridge, United Kingdom	2016-10-05	I do not think the measures suggested will help to reduce traffic. I think it will cause problems for business owners such as myself. Although I work in Shelford our business relies on people coming to us which will be a problem if the roads are closed.
Irana Morrish	Linton, United Kingdom	2016-10-05	This will make it very difficult for me to work in Cambridge as a mother with three children in three different childcare settings. I think it will have a negative impact on Cambridge businesses including my own company.
Nigel barclay	Cambs, United Kingdom	2016-10-05	I work for Royalmail on Clifton road. This sounds as if it could cause us all sorts of issues!
barbara hardy	Hildersham, United Kingdom	2016-10-05	So many people need to get in and out of Cambridge at these times, need access to vital services and vulnerable people. Using park and ride is just not feasible when you need to carry goods or equipment, especially when it goes nowhere near your destination. COME ON COUNCIL PLANNERS, STOP WASTING OUR MONEY on half baked ideas that will cause havoc and potential harm to people!
Alison Lawlor	Cambridge, United Kingdom	2016-10-05	I completely oppose the proposed road restrictions/closures/bans at peak times for vehicles.
Laura Maxted	Godmanchester, United Kingdom	2016-10-05	I commute to work in Cambridge 4 days a week and can't afford further transport costs.
Gosia Kuranda	Cambridge, United Kingdom	2016-10-05	I am Physio at the practice and the closure will significantly affect many of my disabled patients. They are coming by car all the time!
jerry smith	Cambridge, United Kingdom	2016-10-05	City deal's remit it to make it faster for buses: this is a flawed argument to begin with and should be scrapped as the starting point. It is only because they are getting cash from government are they trying to push it through!!... sod the residents and commuters !!!
Sarah Lees	Germany	2016-10-05	I used to live in cambridge myself. I was born there. I think this is a very bad idea. I don't believe it will help reduce congestion, I feel it will do the exact opposite. Isn't there another way this can be sorted out?
Bethany Jones	Fordham, United Kingdom	2016-10-05	This will effect businesssss and create so much congestion- who would want to do such a thing?!
Chris Uden	Chatteris, United Kingdom	2016-10-05	I find it hard to believe that anyone with an IQ of higher than 2 could think this was a good idea. At some point people with common sense, or any sense at all have to make a stand!!
jerry smith	Cambridge, United Kingdom	2016-10-05	The remit of the Chairman of the city deal is to improve bus transit times: this is a flawed argument and should not be the starting point for the redesign. They are only interested in the cash from government, and, just like the misguided bus, they will "push it through against all opposition", to quote. The starting point should be a survey of where people are coming from and for what purpose, they have not done one yet !!!, amazingly: Who in their right mind would design something not knowing how it supposed to achieve it's purpose !!
jerry smith	Cambridge, United Kingdom	2016-10-05	The remit of the Chairman of the city deal is to improve bus transit times: this is a flawed argument and should not be the starting point for the redesign. They are only interested in the cash from government, and, just like the misguided bus, they will "push it through against all opposition", to quote. The starting point should be a survey of where people are coming from and for what purpose, they have not done one yet !!!, amazingly: Who in their right mind would design something not knowing how it supposed to achieve it's purpose !!

Name	Location	Date	Comment
Sarah Banks	Sawston, United Kingdom	2016-10-05	I work on Madingley Road and drive to work where I park in the Car Park. I have to drop children at School first I have no time to do park and ride.
Mark Fearn	Earith, United Kingdom	2016-10-05	This ridiculous idea will add time & lengthen my journey to work, I live in a village which is not served by adequate public transport to Cambridge, I also bring two other people to work who live in the same village. I would not be able to bring these other two people to work, so they would have to make their own way to work, which would add another two cars to the city on a daily basis.
Gus Barraclough	Great Shelford, United Kingdom	2016-10-05	This will add nearly an hour to my travel time and cause untold trouble to small business, children at school and families bringing their children to school.
Gillian Beer	Cambridge, United Kingdom	2016-10-05	this will make life impossible for the elderly and disabled
juliette van den hout	Newmarket, United Kingdom	2016-10-05	The deal is silly
Cheryl Hollis	Cambridge, United Kingdom	2016-10-05	It will hugely negatively impact my co-workers (who travel for work, or see clients in the office), myself (as I live in the no-go area so will be unable to leave/come home at certain times) and will create more traffic issues through trumpington. I do not see this as a positive step in solving Cambridge transport issues.
Melanie Challis	Soham, United Kingdom	2016-10-05	I work on Hills Rd and start and finish at the allotted closure times, I also have deliveries coming to e on a strict time schedule as it is a school and for H&S REASONS THEY HAVE A SMALL WINDOW OF OPPORTUNITY AND THIS WOULD NOT ENABLE US TO PROVIDE A LUNCH
Geoffrey Barnes	Cambridge, United Kingdom	2016-10-05	Because this will ruin an already struggling university town
Cassie Paul	Waterbeach, United Kingdom	2016-10-05	I work in the centre of Cambridge, finding an alternative route would never work, people will lose their jobs if this goes ahead
gerla de boer	Cambridge, United Kingdom	2016-10-05	I fully agree, that action has to be taken to reduce the traffic congestion. However I think it hasn't been thought through properly. It would be good to consult cities in other countries, who have similar problems. They have introduced one way systems and road closures on certain times of the day where businesses and residents have access. Most important, they have very good public transport. In Cambridge it is cheaper to drive into town and park, then to take the bus. Not even to mention the park and ride!
Tracey Hensman	Therfield, United Kingdom	2016-10-05	The city deal does not reflect what locals and those who work in Cambridge want or think is achievable. To be successful, it needs to work in conjunction with other plans (eg west Cambridge orbital) to provide a combined, comprehensive solution taking into proper consideration the views of locals and those who work in Cambridge. Closing roads simply penalises those who have no other option other than to drive in. More thought needs to be given to the provision of park and ride (with safe cycle storage) on ALL entry points into Cambridge - this would help to reduce car journeys into Cambridge far more effectively than closing off key roads which will simply cause even longer tailbacks on the "open" roads.
Becky Frost	Willingham, United Kingdom	2016-10-05	They are going to destroy our amazing city.
Craig Hunt	Cambridge, United Kingdom	2016-10-05	It's a joke it will cause massive problems for local businesses
Stacey Moar	Cambridge, United Kingdom	2016-10-05	This is a ridiculous plan that is going to prevent the city from doing business, not to mention the impact on residents.

Name	Location	Date	Comment
Britt Kilian	Cambridge, United Kingdom	2016-10-05	I'm signing because I think this is the wrong way to reduce traffic in Cambridge!
Emma Uden	Chatteris, United Kingdom	2016-10-05	This is going make congestion in and around Cambridge worse, not alleviate it!
Fiona Riddall Bell	Godmanchester, United Kingdom	2016-10-05	I don't feel appropriate consideration has been extended to providing affordable, practical alternative transport for children carrying for instance large musical instruments, sports kits or school work; we use folding bicycles in conjunction with a car. I also have concerns with regard to the disabled, those caring for them and all those on lower incomes who support the Cambridge economy but cannot afford to live in the city. I would have used the 'park & ride system on occasions myself; but it is prohibitively expensive.
Phillippa Fletcher	Great Bradley, United Kingdom	2016-10-05	I'm signing because it would make my journey into Cambridge to drop my children at school totally impossible. This is restricting everybody except those that live in the centre of Cambridge.
Glen connolly	North Shields, United Kingdom	2016-10-05	Businesses will suffer, cause excessive congestion elsewhere which will increase traffic accidents etc
Carola Grimal	Comberton, United Kingdom	2016-10-05	of my need to get to work
Ian Warburton	St. Neots, United Kingdom	2016-10-05	closing the main roads into Cambridge will cause a log jam around Cambridge affecting other commuters as well who work close to Cambridge, but not actually in Cambridge itself!
Danny Teasdale	Redcar, United Kingdom	2016-10-05	I think it's ridiculous and I'm. It even from Cambridge
Amanda Chapman	Kelshall, United Kingdom	2016-10-05	I drive my children into primary school every day
Neil Portch	Welwyn Garden City, United Kingdom	2016-10-05	I commute into Cambridge
Bernard & Janet Layton Layton	Hauxton, United Kingdom	2016-10-05	I'm signing because how do they think residents of surrounding villages are going to get to various venues. Also to stop so much traffic coming into the city they should close the grand arcade car park, it causes havoc in Downing St, and the buses get delayed, but they will not close that because it is a cash cow!!
Paul Taylor	Cambridge, United Kingdom	2016-10-05	This will affect me and my family in a negative way every single day!!
Paul Oakley	Haverhill, United Kingdom	2016-10-05	If this happens, our company will be forced to move away from Cambridge. This is just a way of taxing workers and businesses.
Cinnamon Francis-Burnett	Cambridge, United Kingdom	2016-10-05	This will cause more damage than it will fix. There are thousands of residents all saying NO to this and protesting against it and yet no one is listening. This is a TERRIBLE idea and will make Cambridge gridlocked at all the points when people need to get to work etc. The public transport provided it terrible AND if it wasn't so damn expensive to live in Cambridge half the people travelling in for work would be able to live here and cycle!! Doesn't help that those outside of Cambridge are being cut off left right and centre from public transport!!
Duncan Robertson	Bassingbourn, United Kingdom	2016-10-05	Cambridge should be championing modern, environmentally friendly cars, not persecuting car drivers who have no alternative means of transport. I can't help but notice that the council offices have ample car parking.
tatyana lapa	Hardwick, United Kingdom	2016-10-05	I will not be able to take children to school and then go to work!

Name	Location	Date	Comment
Jakob Frickelton	Impington, United Kingdom	2016-10-05	Control and prohibition... sickening.
Emma Cleobury	Melbourn, United Kingdom	2016-10-05	We shall find ourselves on an island between Grange Road & Queens' Road - it will be impossible for us to leave our house by car during the proposed hours. The parents at King's School and St John's School will be unable to bring their children to school from the villages - unless they pause in Barton Road and Madingley Road and drop them off - and then what chaos will ensue? There has been no consultation, no leafleting here in West Road, and we only found out by this by chance.
Lewis Passmore	Haverhill, United Kingdom	2016-10-05	What an absolute bowl of shite.
Emily Kimber	Sutton, United Kingdom	2016-10-05	I live on the side of the A14 so driving into the city is my ONLY option, walking or biking outside my house is massively dangerous. These proposed plans are absolutely insane.
Jessica Santos	Cambridge, United Kingdom	2016-10-05	I don't know who suggest this stupid idea. Cambridge traffic is bad is because surface space is full. we shall build underground or fly-path for this booming city to facilitate the flow of traffic, not shut it down!
Anna Marsden	Whistler, Canada	2016-10-05	This seems crazy!
Nicola Pickess	Haverhill, United Kingdom	2016-10-05	I believe that this proposal will significantly restrict business' ability to meet customer needs as well as make working in Cambridge untenable for a large number of people who already have long commutes.
Camilla Butterworth	Saffron Walden, United Kingdom	2016-10-05	This is hopeless for getting the children to and from school in the morning and will create further gridlock.
Adam Kruczynski	Lode, United Kingdom	2016-10-05	This scheme will be a disaster for the majority of businesses in Cambridge.
Alan Cooke	Cambridge, United Kingdom	2016-10-05	People (rate payers) need access to the city
James Ashworth	Cambridge, United Kingdom	2016-10-05	I feel as a Cambridge resident it is against my civil liberties that I am inconvenienced in my daily life in this way.
Rachel Amies	Cheshire, United Kingdom	2016-10-05	I use my car to travel to my clients and to transport gym and massage equipment; I also teach group classes in central Cambridge and many of my clients use their cars to get to me. The road closures would seriously affect my availability and would instantly halve the number of clients I have attending my classes. I've worked long and hard to establish my business in Cambridge and refuse to see my efforts wasted as the result of this short-sighted vision of the council's.
Sybil Crisford	Cambridge, United Kingdom	2016-10-05	How are Businesses supposed to get deliveries
Tracy Hamilton	Girton, United Kingdom	2016-10-05	How will I get my daughter to school in the centre of town?
fiona stevenson	Saffron Walden, United Kingdom	2016-10-05	This is an ill thought out scheme with totally impractical and disastrous impacts on many people, particularly young school children. It is going to extend an already long day to an unacceptable level for children (particularly those who live outside Cambridge.). It will also create a safety issue for children. Having cycled (or caught a bus?) with their cello, sports kit, school bag and artwork (aged 7) to the park and ride. What do they do when their mother is stuck in an accident on the M11. And what about the siblings who finish at a different time. It simply does not work.
Yuki Cheng	Lower Cambourne, United Kingdom	2016-10-05	This will cause a lot of grief for everyone.

Name	Location	Date	Comment
Samantha Wickham	Aldreth, United Kingdom	2016-10-05	I live near Ely - how am I supposed to take my eldest daughter to school in Cambridge then back to Haddenham to drop my twins on a bike????
Colin Eade	Cambridge, United Kingdom	2016-10-05	This makes absolutely no sense
Sue Baldwin	Madingley, United Kingdom	2016-10-05	... and where is all the commuter traffic going instead, after the M11 has been brought to a standstill, the necklace of villages to the west will be even more clogged with traffic. This GCCD proposal is no resolution to the challenges ahead of us.
Margaret Dawson	Christchurch, New Zealand	2016-10-05	This sounds ineffective and needs re-evaluating.
Becki Holt	Rouston, United Kingdom	2016-10-05	Help save my hubby business this will impact not just him but us as a family too
nic whitwell	Perth, Australia	2016-10-05	I love Cambridge, my birth town
Elizabeth Faller	Cambridge, United Kingdom	2016-10-05	Having this imposed would be of great detriment to many people who work with vulnerable people- meaning they would be denied access to carers, unable to leave home in their car to do visits etc.
Rupert Curwen	Fowlmere, nr Royston, United Kingdom	2016-10-05	The only people who will benefit are those rich enough to live in central Cambridge. Unfair on the average person and the poor.
Sue Day	Highfields Caldecote, United Kingdom	2016-10-05	This is a thoroughly bad idea that cannot possibly work.
jonathan chapman	Cambridge, United Kingdom	2016-10-05	j. chapman
Victoria Curteis	Cambridge, United Kingdom	2016-10-05	There has been no consultation with local residents and the proposed scheme will cause more problems than solutions.
Helen Browne	Oakington, United Kingdom	2016-10-05	This is an absolutely ridiculous idea. I thankfully don't work in the town centre but these restrictions would still affect me negatively. Where do they think people would park when trying to get to work? Not everyone is able to use buses of the park and ride. Absolutely bonkers!
bradley o'dwyer	Cambridge, United Kingdom	2016-10-05	the people who make these deals do not have the right.. they think they own the city in which they were not born.
Derek Lee	Cambridge, United Kingdom	2016-10-05	The council's plan will cause more problems than it will solve.
Christopher Massey	Cambridge, United Kingdom	2016-10-05	The proposed solution isn't going to "solve congestion" in Cambridge - it'll just move the congesting to the edge of the city, create another problem, while making it incredibly difficult for people who use services in the middle of the city (like schools!)
Jenni Dixon	Impington Cambridge, United Kingdom	2016-10-05	I use public transport to travel to work but this "solution" seems to have been arrived at without considering the effect on those who working hours are outside bus hours. How are deliveries going to be made to shops?
Amanda Borrill	Impington, United Kingdom	2016-10-05	I feel very strongly this is not the solution. Cars will congest roads around the closed off routes, rush hour will extend to before and after these cut off times and our City will be drained of its life blood. While bus and cycle transport does need to be encouraged, it does not suit every journey. No City can survive by the prohibition of its essential visitors.

Name	Location	Date	Comment
Teresa Weston	Cambridge, United Kingdom	2016-10-05	This is too extreme in it's measures. Some road closures could be trialed but this goes too far. For those businesses off Coldhams Lane this would be disastrous if this is true. I'm a member at the Nuffield Gym so if it's right that Coldhams Lane would be closed it would restrict my going to the gym early morning and late afternoon. Plus the charge to that business on their car parking would inevitably add to membership costs. Of course we need to address traffic congestion in Cambridge and improve public services but this proposal is far too extreme and will seriously affect businesses and their employees.
Mark Russell	Longstanton, United Kingdom	2016-10-05	Another ridiculous idea from daft local government. They want to have their cake (business rates) and eat it.
Michael White	Cambridge, United Kingdom	2016-10-05	The proposed scheme is absolute madness. Rather than ease congestion it will create bottlenecks throughout the city and make congestion much worse. Buses and taxis will still need to mix with other traffic and get caught up in the gridlock. Cambridge needs to stop viewing the car with such negativity. Sometimes people have no other option but to drive. My father is ill and has very limited movement and therefore relies on me to drive him to locations around the city. There is no way he can take the bus and these plans would make it a nightmare for us. Business will also suffer, some may even go out of business altogether. Every road should be open to cars in order to reduce congestion in conjunction to an overhauled bus system for those coming into the city from outside. Cambridge is a city and cities unfortunately suffer from congestion. All these plans will do is waste huge amounts of money, increase congestion further, inconvenience residents and visitors and harm local businesses. Has the council no common sense?
Chloe Pink	Newmarket, United Kingdom	2016-10-05	I work in Cambridge, and I believe this scheme is money making madness intended to line desk sitters pockets, who have no idea what it is like to have to commute in and out of Cambridge in peak hours.
Lisa Hewitt	Newmarket, United Kingdom	2016-10-05	I'm signing because its a bloody stupid idea!!
Joanna Rigby	Haslingfield, United Kingdom	2016-10-05	I need to get the kids to school
Anna Robson	Willingham, United Kingdom	2016-10-05	I think this will be a total disaster for the shops and also the customers
Maggie Wilkinson	Great Shelford, United Kingdom	2016-10-05	I work in Cambridge and the proposed plans will be a nightmare for all commuters coming into the city as well as those living in the city. City Deal have proposed solutions that will make commuting into the City impossible and dangerous. There are much better ways to solve this issue than penalising businesses, creating chaos in residential streets and closing roads only to cause already packed roads to become even more unusable. This is a knee jerk reaction that is not supported by a competent public transport system and the ever increasing need to build thousands of homes on the city outskirts causing the existing transport system to buckle under the weight of users.
Holly Julian	Histon, United Kingdom	2016-10-05	I have to commute to work everyday via car and the bus system is already dreadful.
Angela Bentley	Barkway, United Kingdom	2016-10-05	It's madness! Don't ruin Cambridge businesses!!
Martin Collier	St Ives, United Kingdom	2016-10-05	The scheme is misconceived and will create even more congestion. Businesses need access throughout the day.
Sandra McMillan	Cambridge, United Kingdom	2016-10-05	It's a ridiculous idea and will cause chaos

Name	Location	Date	Comment
Sarah Reilly	Cambridge, United Kingdom	2016-10-05	There are alternative ways of reducing conjestion and pollution in Cambridge that are being ignored such as a conjestion charge.
James Patman	Cambridge, United Kingdom	2016-10-05	The negative effect this will have on many business' and peoples jobs seems catastrophic. During school holidays traffic flows well compared to on term. This is where the focus needs to be, not penalising the majority of the cities population. I hate to say it but a permanent congestion charge would be more effective than closing roads off completely.
Sarah Walker	Barrington, United Kingdom	2016-10-05	It will not be feasible for me to take my children to school and get to work in any reasonable timeframe if this plan goes ahead.
Jo Heslop	Madingley, United Kingdom	2016-10-05	I believe it will intensify the congestion on the fewer roads left to use.
mark cameron	Harston, United Kingdom	2016-10-05	I live outside of town, and need to be able to get access to the centre at peak times !! Simple
Natalie Jennings	Meldreth, United Kingdom	2016-10-05	What a stupid idea!
Henry Nightingale-James	Cambridge, United Kingdom	2016-10-05	This is a ridiculous proposal which as a stand alone will only damage the lives of local people.
Grant Norman	Cambridge, United Kingdom	2016-10-05	This idea is Mental!
Clare Armstrong	Milton-under-Wychwood, United Kingdom	2016-10-05	This will severely impact on my livelihood as it will prevent me from being able to continue with my current employment
KAREN GREAVES	Hadstock, United Kingdom	2016-10-05	Cambridge traffic is bad enough without adding to it even more. The Park & Ride should also be cheaper.
Lizzie Lane	Waterbeach, United Kingdom	2016-10-05	I work in the town centre and need access at all times
Brian Beckett	Cambridge, United Kingdom	2016-10-05	Cambridge has no true "public" transport. I wouldn't mind paying money to the Cambridge City Corporation Bus Company, if it existed, but I have no interest in paying Stagecoach, a private company, to get me to work. The money doesn't get pumped back into the city, it goes to Stagecoach's shareholders. To add insult to injury, it's more expensive to get the bus than it is to drive! 1) The council should take over the running of public transport 2) The ticket prices need to go down, down, down 3) The congestion will vanish Has the council never heard the fable of the North Wind and the Sun?
Hugh Wood	Shepreth, United Kingdom	2016-10-05	It will seriously impact our family life and ability to get children to school!
Caroline Biggs	Cambridge, United Kingdom	2016-10-05	Small businesses will be seriously affected by this decision. The people to target are those on the school run. There is a discernible difference to traffic when the private schools are on holiday.
David Brock	Cambridge, United Kingdom	2016-10-05	I've had enough of mis-guided busways and anti-car madness
Liz Pentlow	Little Gransden, United Kingdom	2016-10-05	I commute into Cambridge every day and park on Grange Road. Getting to work in the morning will be horrendous under the new scheme.
Rebecca Moulton	Cambridge, United Kingdom	2016-10-05	The people that make these decisions have no idea how this will affect the city. It will only increase congestion not decrease. To add to that I use my car to travel to different schools in the region and I live on Coldhams Lane..there will be no way I can do my job under these stupid restrictions!!!!

Name	Location	Date	Comment
Tom Nichols	Cambridge, United Kingdom	2016-10-05	Business s and traffic flow will be affected
Nadia Miscione	Histon, United Kingdom	2016-10-05	I need to drive my son to school. It would take 2 busses and 1.5 hours for him to reach school by public transport. It currently takes me 30 minutes to drive to school.
Dawn Clark	Wyton, United Kingdom	2016-10-05	I don't agree with charging people to enter their city - it will mean loss of business to central Cambridge. Train and Bus fares are far too expensive. If it was cheap (£1 a journey) perhaps it could be negotiable. Charging Businesses for parking over 10 is ridiculous! This has to be stopped!
Ella Horwell	Debden, United Kingdom	2016-10-05	I think it's stupid to close off all the roads to the major schools in Cambridge.
Charles Mutter	St Albans, United Kingdom	2016-10-05	I work regularly in Cambridge, this will make my commute incredibly difficult and I don't have an alternative to driving.
Philippa Brice	Cambridge, United Kingdom	2016-10-05	This deal completely fails to take into account the needs and preferences of those who live and work in the city.
Bee carew	Cambridge, United Kingdom	2016-10-05	it will affect my work
Dijana cvejic	Teversham, United Kingdom	2016-10-05	the level of collective luncacy required to suggest a scheme such as this unfortunately doesnt fill me with confidence as to what a plan b might look like, even if this dastardly plan doesnt go ahead!
Anya Petyaeva	Cambridge, United Kingdom	2016-10-05	Because my family live off hills road and how do you expect us to move around? Moreover, this is a commuters problem. Businesses that employ people who live out of Cambridge should help solve this problem. Not residents of inner Cambridge.
Timothy Higgs	Cambridge, United Kingdom	2016-10-05	Incredible that a controversial plan such as this could proceed without public consultation when it will clearly make swathes of Cambridge uninhabitable for commuters who live within the restricted zone and need to head out of town each day.
David Norton	Cambridge, United Kingdom	2016-10-05	It seems like utter madness to solve congestion by closing roads. More options need to be available
Steven Rosanoff	Cambridge, United Kingdom	2016-10-05	Cambridge congestion and traffic is terrible
Alex Norman	Cambridge, United Kingdom	2016-10-05	People will still have to drive into Cambridge - this means that the few roads remaining open (Trumpington road, amongst others), which are already over capacity, will become far worse.
Susan Bertkau	Saint Ives, United Kingdom	2016-10-05	I work in Cambridge
Oliver Ladbrooke	Cambourne, United Kingdom	2016-10-05	Absolutely ridiculous idea!!! No consideration to tradesmen or local business!! It is clear that congestion is mainly caused by parents taking their children to school in the mornings as on school holidays Cambridge has virtually no traffic!! It's time for these over paid heads of the council to go, all they do is come up with ridiculous ideas that help no one but themselves and overpay themselves!!! The head of Cambridge council getting paid more than our prime minister is utterly appalling and I wonder if he will be sacrificing his own private space in the grand arcade car park to adhere to these ridiculous rules? No I didn't think so
Thomas Neave	Waterbeach, United Kingdom	2016-10-05	I often go into Cambridge in a car between the times that the roads will be shut down
Deborah Norris	Cambridge, United Kingdom	2016-10-05	This will make my journey to work in Fowlmere a complete nightmare, unless I move out of Cambridge

Name	Location	Date	Comment
Edward Green	Cambridge, United Kingdom	2016-10-05	It is neith plausible now fair to expect every single person to use the bus or leave, which is the effect of this policy. Buses are slow and indirect, and not always appropriate.
Jenny Seabrook	Cambridge, United Kingdom	2016-10-05	This is an ill thought through and irresponsible scheme that will lead to chaos on already over crowded roads in our city.
Peter Richards	Cambridge, United Kingdom	2016-10-05	The scheme is unfair, badly thought thorough and the way in which it has been introduced is manipulative. There has not been proper consultation with the people of Cambridge.
andrew altmann	Brampton, United Kingdom	2016-10-05	I will not be able to take my children to school on grange road after this is introduced
Kerry Fox	cambridge, United Kingdom	2016-10-05	Concerned about getting my child and cat to hospital/ vets in emergency. We usually cycle, but have had to rush our cat to Clarendon Street vets to save his life. We need access to roads in emergencies.
Stanislav Stoyanov	Willingham, United Kingdom	2016-10-05	I am against the Cambridge City Deal! It will hinder small businesses like me.
Victoria Ross	Lincoln, United Kingdom	2016-10-05	Public transport in Cambridge is no where good enough or priced correctly for this to work. How about the Council actually improves the existing transport links first before resorting to this. To be honest it will just mean I will be avoiding Cambridge at all costs.
Jeremy Simon Robson Brown	Cambridge, United Kingdom	2016-10-05	Junctions on the M11 will be dangerously congested
Sir Alan Fersht	Cambridge, United Kingdom	2016-10-05	I, along with other members and residents of the College will be trapped during key times of the day.
Daniela Macchio	CAMBRIDGE, United Kingdom	2016-10-05	I live in Bottisham and work in the city centre Mon - Fri. Bus are extremely expensive and not worth people's time and hassle for the same cost of coming to town by car. Bus fares needs to be reduced by half to make sure people actually start considering leaving the car at home. I would much rather read a book on the bus that sitting in the car stuck in traffic... So Bus services should be improved
Melvyn Sibson	Bluntisham, United Kingdom	2016-10-05	This will cost a fortune and achieve nothing
Jason Twinn	Cambridge, United Kingdom	2016-10-05	As a local business owner this will impact our staff and totally ruin our business as we will not be able to travel to our customers within the city
Barnali Ghosh	Cambridge, United Kingdom	2016-10-05	I don't agree with the suggestion!
Alex jenner	Cambridge, United Kingdom	2016-10-05	I find this whole proposal totally illogical. I don't use the roads much myself in peak time, but I cannot possibly see how blocking peoples' routes to work can help them progress and have a low stress existence.
Bob Shimmens	Fordham, United Kingdom	2016-10-05	This is too restricting for people wanting to earn a living when there are not appropriate and cost-effective alternative public transport methods in place.
Sarah Sims	Cambridge, United Kingdom	2016-10-05	My child swims for Cambridge swimming club at parkside and these times of road closure would prevent her from swimming.
Geoff Bones	Cambridge, United Kingdom	2016-10-05	The City Deal is unfair and undemocratic.
Christy Williams	Cambridge, United Kingdom	2016-10-05	I live in Cambridge and the proposed plan is not beneficial for residents or businesses.
Antranig Basman	Cambridge, United Kingdom	2016-10-05	The City Deal is an undemocratic disaster and needs to be stopped.

Name	Location	Date	Comment
Tess Stone	Great Shelford, United Kingdom	2016-10-05	I need to access town. Increased congestion on Trumpington road . Be a nightmare with traffic getting to Addenbrookes
Stuart White	Cambridge, United Kingdom	2016-10-05	<p>Reducing the window for which traffic can pass through Cambridge will increase congestion, slow down traffic and cause tailbacks onto main highways (namely the A14 and M11) and resulting in increased vehicular pollution and noise pollution.</p> <p>Tell me, what happens to the public services which rely on using routes completely jammed packed with other road users? Cancellations? Less reliable services? Doesn't this completely negate the reasons behind forcing people to use public transport anyway? Even if one assumes there would be less traffic due to more people using public transport, the demand for public services will outstrip supply by a significant amount, along with Cambridge expecting to see one of the highest increases in population.</p> <p>1) Give residents and those who work in the city significant discounts for public transport use.</p> <p>2) Less buses going to places where nobody is or wants to go.</p> <p>3) Improve road infrastructure across the city. (NO MORE CYCLE LANES!)</p>
Paul Anderson	Cambridge, United Kingdom	2016-10-05	Nothing is more expensive than a solution that only makes the situation worse.
Sebastien Jollet	Cambridge, United Kingdom	2016-10-05	<p>This will greatly affect my commute and the traffic around Cambridge.</p> <p>Living in the north of Cambridge the already awful traffic near the A14 (Histon/Milton exchange) will suffer additional back pressure from those roads closure especially at these times. A very simple illustration so that the council understand the issue: when you have a massive incident on the A14 at evening peak time, the impact ripple through the entire city centre. And what they are proposing in essence, will have the exact opposite effect in the morning: the A14 in Cambridge traffic will become unsustainable before, during and after morning peak time in the morning because people will still have to commute into or through town and there is nothing to alleviate the incoming traffic.</p> <p>Stopping traffic on those road only alleviate the traffic on those road, but it will not stop people needing to commute through/in/out of the city.</p> <p>In the end, it is just pushing the problem somewhere else.</p>
Simon Came	Ramsey, United Kingdom	2016-10-05	<p>I work at Royal Mail Clifton Road.</p> <p>This will cause problems for myself and colleagues</p>
Alex Hannam	Cambridge, United Kingdom	2016-10-05	This idea is absolute ridiculous and everyone in Cambridge knows and recognises it
Penelope Rieck	Catmere End, United Kingdom	2016-10-05	I am signing this because I don't want Cambridge to become a ghost city How will we collect children from school? They have heavy bags to carry and are tired after a long day at school so need to get home quickly. No thought has been put into this at all
Emma Hanid	Cambridge, United Kingdom	2016-10-05	How are residents supposed to leave their houses? How are drivers who drive for their businesses supposed to operate between these hours?
Katrina Biggs	Reed, United Kingdom	2016-10-05	Because my children go to school in the city, I need access to Trumpington Road at all times.

Name	Location	Date	Comment
Kathryn Hutchings	Cambridge, United Kingdom	2016-10-05	My mum live in cambridge and I travel in and out to work in Cambridge. Mill Road.
Glenys Self	Cambridge, United Kingdom	2016-10-05	This madness will render my business inoperable: I will be trapped in Petersfield unable to take my locally produced hand crafts to my stall on the market
Jane Parish	Sandy, United Kingdom	2016-10-05	I work in and around Cambridgeshire I use a commercial vehicle and I am a field Staff who reads residential meters. All the roads listed about are apart of my regular roots!!
Emma Howarth	Bristol, United Kingdom	2016-10-05	I'm signing because a congested Trumpington road will cause traffic to back on to the M11 and colleagues who live in the city will be unable to access their workplace without significant disruption; this will particularly affect those with disabilities and those with children.
Elaine Dowell-Edwards	Cambridge, United Kingdom	2016-10-05	My journey to work will take twice as long and many further miles which seems that saving one area then impacts on the global environment. It will just push the congestion from some road to other road. A Ridiculous idea
Kevin Levell	Cambridge, United Kingdom	2016-10-05	I don't believe there is a congestion problem at present, but this will create one. As a resident of the Mill Rd area I am alarmed that the needs of residents are (once again) being overlooked.
Ryan McMahon	Cambridge, United Kingdom	2016-10-05	This change will be hugely frustrating in terms of my family's commute to work and school
Jennifer Dunstall	Keyston, United Kingdom	2016-10-05	I commute to Cambridge from a village 30 miles away with no public transport available.
France Davies	Cambridge, United Kingdom	2016-10-05	The proposed road closures will have a significant impact on families, especially those with children in schools within the affected areas, and businesses in Cambridge.
Philip Perkins	Great Gransden, United Kingdom	2016-10-05	The public transport infrastructure in Cambridge does not provide a viable option for most people travelling into and around the City. The consequences of the City Deal have not been thought through and its imposition will cause severe traffic problems on the roads that are not closed in peak time.
Theresa Lander	Saffron Walden, United Kingdom	2016-10-05	I work in Cambridge and my daughter is at school here too. We travel in a multiple-occupancy (full) car with multiple drop-off points. Public transport is only feasible if you live within sensible distance of the Park & Ride facility (we don't), have deep pockets (5 people + car = added expense) and have spare time to stand and wait for buses that are already full to pass you by. We already avoid Cambridge centre at the weekend (shopping elsewhere = revenue outside of Cambridge) and will look for work elsewhere too. Cambridge relies on trade, professionals, reputation of Universities and schools, tourism: All will be adversely affected. The 14% reduction in use of the P&R may well turn into an even higher reduction in money coming into the entire City. Madness!
Matthew Porter	Tadlow, United Kingdom	2016-10-05	My children attend King's College School on Grange Road. I have no idea how we will get them there without being able to drive. It is too far for us to cycle (and even a short cycle is not really practical for the 4 year old)
Gelinas Annie	Axams, United Kingdom	2016-10-05	This will not help congestion.
Karena Jobsz	Cambridge, United Kingdom	2016-10-05	I am signing this because it's just absurd.

Name	Location	Date	Comment
Mark Simmonds	St Neots, United Kingdom	2016-10-05	I play cricket after work in Cambridge and this will make it impossible to get to some grounds
Penny Winter	Cambridge, United Kingdom	2016-10-05	I don't believe it is a reasonable or sensible solution to what is to be fair a big problem. What do they propose residents do when they need to go to work? Mill Road is full of small independents and this will crucify their ability to run their businesses. I do however agree with somehow minimising the school run traffic as that is just a complete nightmare and there is clear evidence that during holiday periods there is a huge difference in traffic volume in the city. Surely the council has someone with some common sense that can think a bit more about this than they have.... Surely?
Hannah Wardle	Great Eversden, United Kingdom	2016-10-05	I believe this proposal is bad for Cambridge businesses.
Steven Turner	Cambourne, United Kingdom	2016-10-05	I am a Sole Trader, sub contracting to a local Estate Agent, and Lettings, carrying out Maintenance and Repairs to hundreds of Houses, Flats, and Apartments throughout the City. Getting in to the City and out again, at the times stated, is going to be a Nightmare!! This proposal must not go ahead. It will strangle hold my access to carrying out my job efficiently, and effectively, if at all!!! Stop and think about what they're doing.
luke flanagan	Cambourne, United Kingdom	2016-10-05	its a preposterous idea
Eleanor Scott Mrs	Cambridge, United Kingdom	2016-10-05	We all want to tackle congestion, but the proposed road closures are draconian and unworkable.
Tammy Smith	Whaddon royston, United Kingdom	2016-10-05	It's not fair the roads being closed due to people need to get to there jobs especially if u got cleaning jobs for part time in cambridge city town this should not be happening
Chelsea Miller	Chatteris, United Kingdom	2016-10-05	I work in central Cambridge and have to drive in. I can't afford to live in cambridge as I'm doing an apprentice and can barely afford to survive. There is no station where I live. It would take me hours to get to park and ride and it closes before my work shift finishes
Ben Gibbs	Leicester, United Kingdom	2016-10-05	The traffic in Cambridge is awful and the ideas being put forward are ludicrous. Also Park and ride should be free! Then congestion will fall!
Sue Meadows	Cambridge, United Kingdom	2016-10-05	Although I live in willingham, work in various locations around Cambridge including kings college school nobody can get there before 10am unless they walk or cycle. No public transport between willingham and west road. I then spend my day darting between long Rd, coldhams lane, trumpington, back to west road. I am single and self-employed. I will lose 50% of my income if these plans go ahead
Barbara Clegg	Great Shelford, United Kingdom	2016-10-05	This is certainly not the answer. Also wrong to change businesses who have more than 10 parking spaces.
Derek Roberts	Cambridge, United Kingdom	2016-10-05	I'm fed up with the anti-motorist stance of the city council. People need to use cars because the public transport system is expensive and doesn't serve the needs of anything but a tiny minority or residents
Emily Nesbitt	Cambridge, United Kingdom	2016-10-05	It will make Trumpington even more congested
John Papaloizou	Cambridge, United Kingdom	2016-10-05	To prevent an abuse of power that will result in destruction of the quality of life of many people
Roshni Velankar	Cambridge, United Kingdom	2016-10-05	Taking the kids to school and collecting them after school will become a complete nightmare. This is fundamentally flawed.

Name	Location	Date	Comment
martin thornton	Littleport, United Kingdom	2016-10-05	this will be the commercial death of Cambridge city centre
Laurence Evans	Barton, United Kingdom	2016-10-05	I'm signing because, although the proposals will not affect me that much, I think the proposals will: 1) Cause enormous amounts of misery to a large proportion of people living in the area 2) Hugely increase congestion on the already busy A14/M11 3) Not even generate much revenue which could be spent on public transport (I'm not in favour of a congestion charge but this is worse). In summary, the proposal has not a single redeeming feature.
anna lowe	melbourn, United Kingdom	2016-10-05	I am disabled and cannot get public transport in to work!
Jody Deacon	Cambridge, United Kingdom	2016-10-05	I'm signing this petition because this is ill thought-through. It is frankly one of the most ridiculous proposals I have ever heard. On a par with tunnelling through the Gogs. I am one of many families who children have parents who live in separate houses. Just so happens I live in a village whilst my child's father lives in the city. This affects our school arrangements, our business, our relationships, pretty much everything. Cambridge is somewhere people are prepared to pay a premium to live in... if this goes through it will be city suicide. Interesting how charges increased to park and ride have inevitably resulted in a lower uptake in this option, and yet this idea is put forward as something serious and sensible? A solution? I have laughed at this suggestion and cried at it. Whoever brought this to the table is either aiming for bad publicity so they can bring back the idea of congestion charges, or simply barking and should be sacked. Not everything can be achieved on a bike, and for many, many, many reasons, all it takes is for you to USE YOUR BRAINS! Support your local families and businesses and culture, don't destroy it. This is probably thought up by some young professional who lives in the very center, with no children, someone who walks everywhere, or some retired person who cycles everywhere and has no dependents or other commitments to think of.
Martin Bentley	Barkway, United Kingdom	2016-10-05	This is an absurd and "ill thought out" proposal which will create a nightmare journey for anyone who has no choice but to go into Cambridge by car!
Marion Messmer	South Hadley, MA	2016-10-05	I'm signing because it's irresponsible to block the centre off from traffic without expanding public transportation. Public transport in Cambridge is inadequate and expensive; it needs to be made more accessible before any such scheme as blocking off the city centre can be entertained.
jamie brittain	cambridge, United Kingdom	2016-10-05	this plan is madness, how do i go to work and get home when i live in the city centre and head out to work!!!
Penny Miege	Milton, United Kingdom	2016-10-05	I do not think this is an effective solution to traffic problems in Cambridge
Sadie Parr	Dry Drayton, United Kingdom	2016-10-05	Getting my child to and from holiday club on Victoria Road will be a logistical nightmare when I travel from Dry Drayton to Huntingdon Road during school holidays. Who on earth came up with these ridiculous ideas...
Martyn Whitehead	Longstanton, United Kingdom	2016-10-05	Self employed bathroom/kitchen fitter who works within the city during these ridiculous proposed road closure times. I can't take tools and materials on public transport.
Clifford Ord	Cambridge, United Kingdom	2016-10-05	This idea will not solve anything just make things worse!

Name	Location	Date	Comment
Kate Hughes	Swavesey, United Kingdom	2016-10-05	These plans do not take into consideration the lives and welfare of the thousands of people who commute into Cambridge each day NOT because we want to sit in our cars but because THERE IS NO VIABLE ALTERNATIVE and the public transport plans proposed here will do nothing to redress this. It should also be noted that many people who live outside Cambridge and commute in each day, do so because we cannot afford Cambridge house prices so the 'City Deal' is effectively going to punish those of us without the financial means to live in the city.
Alistair MacInnes	Teversham, United Kingdom	2016-10-05	The only way to improve things is proper investment in public transport so it's a viable (punctual, reliable and economical) alternative.
Rhian Christopher	Cambridge, United Kingdom	2016-10-05	This is a stupid idea!
Ben F	Girton, United Kingdom	2016-10-05	The growth in Cambridge was supposed to be of benefit to the people of Cambridge - this clearly isn't....
Philip Beck	Cambridge, United Kingdom	2016-10-05	I believe this will increase rather than reduce congestion.
Jeanette Robinson	Huntingdon, United Kingdom	2016-10-05	My business is in the centre of Cambridge. I need my car to get out to see clients and this is going to make my morning commute from Huntingdon sheer hell. I may well have to move my business out of Cambridge if this is enforced.
Marit Jones	Cambridge, United Kingdom	2016-10-05	I'm signing because. I am a community Palliative Care Nurse I am based at the Hospice in Cambridge I start work at 9am and may well be out visiting patients between 9- 10 am . I cover the city centre. I also have to drop my son of at school on one of the closed roads on my way to work.
Nathanael Huen	Bar Hill, United Kingdom	2016-10-05	This ignores people in the satellite villages who need to commute into Cambridge.
Gill Davidson	Little Shelford, United Kingdom	2016-10-05	It will be impossible to get to my workplace as all potential routes will be barred
Antonio Criminisi	Cambridge, United Kingdom	2016-10-05	It's a crazy idea that will have a very negative impact on the economy of Cambridge
JASMINE CHANANA	cambridge, United Kingdom	2016-10-05	because I travel to work every day through that route
Kim Monteiro	Derby, United Kingdom	2016-10-05	This is ridiculous! It would be like living on an island without a boat :(
Janet Rogers	Little Eversden, United Kingdom	2016-10-05	This scheme will cause congestion not resolve it.
Cari-lene Mul	Cambridge, United Kingdom	2016-10-05	I am afraid this will just displace the traffic, onto Cherry Hinton Road, Coleridge Road and side streets. They will become a nightmare.
Simon Nickerson	Cambridge, United Kingdom	2016-10-05	Traffic in Cambridge is certainly bad, but this is not the solution.
Anji Jackson-main	Cambridge, United Kingdom	2016-10-05	This council are a disgrace. Looks like someone is getting a back hander It would be interesting to see what each of these councillors are getting out of this city deal for themselves
Ashley Easter	Cambridge, United Kingdom	2016-10-05	There are better ways. This hasn't been thought through, or at least the evidence hasn't been presented.
Thomas Buchanan	Cambridge, United Kingdom	2016-10-05	The current proposals have had inadequate consultation, and inadequate provision has been made for those people living in the zone who will be unable to leave their houses. There has to be an exemption in place for central Cambridge residents. I know of no other traffic scheme that doesn't include this.

Name	Location	Date	Comment
Nikki Dibb	Swavesey, United Kingdom	2016-10-05	Park and ride charges are far too high. Introduce financial incentives for people to use public transport rather than closing roads.
Elizabeth Dowell-McGrillan	Earith, United Kingdom	2016-10-05	My parents live in Cambridge and they wouldn't be able to drive out of there road, plus it increases my mother inlaws journey to work by 40 minutes not great for the environment. This I going to be worse once Northstow is open as traffic from the a14 will have no where to go, this already causes hold ups in Willingham every morning
Helen Lovatt	Nottingham, United Kingdom	2016-10-05	Very badly thought out.
Ann Godden	Ely, United Kingdom	2016-10-05	An un-thought through plan will badly affect local business, and likely destroy someof them in the process, especially courier companies.
Martyn Ward	Halstead, United Kingdom	2016-10-05	I will have no way of getting my daughter to school. We live 25 miles away and whilst I work on the outskirts of Cambridge I have to take her into centre. Ridiculous idea to close these roads.
Kerrie Clifton	Cambridge, United Kingdom	2016-10-05	I am a local resident (Sturton Street) and the plan would be so disruptive to everyday travel! It would block all routes from our house!
Anita Faul	Swavesey, United Kingdom	2016-10-05	Grange road s only congested at the times when the kids from StJaohn's and Kings College schools get dropped off or picked up. You would think that the schools could organise some transport from the Park and Ride site. As soon as the private schools in Cambridge are on holidays the congestion improves so much.
Julie Porter	Ely, United Kingdom	2016-10-05	I think this is an awful idea and will affect local businesses and the ability of people to get into work. Many people travel over an hour or more to get in. To then have the expense of a park and ride and the inconvenience of the extra time they would have to allow is not workable. Many people would struggle like me.
ivan brownstone	Cambridge, United Kingdom	2016-10-05	Fed up with more ways to be charged in this town
Anna Benstead	Fulbourn, United Kingdom	2016-10-05	I use this route daily to attend to my disabled dad who lives off Mill Rd.
Liz Sullivan	Cambridge, United Kingdom	2016-10-05	This stupid, ill thought out plan will displace hundreds of people working and living in Colleges and schools in the Madingley Rd/Grange Rd area, does the Council expect people to drop their young children off in Barton Rd (when they finally get to it given the congestion this idiotic plan will cause) and expect them to get to school on their own safely. There are at least 5 colleges and 4 junior schools in that area. This is a half baked plan which will cause more congestion, and more than likely end with a death.
David Lane	Cambridge, United Kingdom	2016-10-05	Poor planning by traffic management and authoritarian methods.
Charlotte Brown	Longstanton, United Kingdom	2016-10-05	The plan is ill-conceived. Public transport is not a sufficient alternative to parents trying to take their children to after school clubs e.g. Swimming lessons at Parkside when it requires more than one bus to get there and parents often have more than one child with them. Similarly how are parents able to job children at daycare with a buggy on overcrowded buses that don't necessarily stop anywhere near where you need to go, and then get across Cambridge on another bus to get to work? Or businesses whose livelihoods depend on their being able to drive across Cambridge rather than take a massive detour on the A14 or M11 which is neither environmentally friendly nor financially viable long-term. I cannot see how this plan is workable!

Name	Location	Date	Comment
katherine russell	Newmarket, United Kingdom	2016-10-05	Because i drive down it everyday and it would be a massive inconvenience. it would cause me massive delays.
Ben Whittaker	Cambridge, United Kingdom	2016-10-05	Funny how the Council always run their consultations during the summer when they know the townsfolk are away and aren't in a position to object!
Abbi Edwards	Potton, United Kingdom	2016-10-05	I work in Cambridge. Due to the high cost of housing in and around the city we are forced to live out into the next county in surrounding villages. This forces me to have to drive in everyday with an average commute of 40 minutes. If this plan were to be implemented it would make it much more difficult to work in Cambridge as it would most likely significantly increase the length and cost of my commute.
Mark Rowland	Cambridge, United Kingdom	2016-10-05	I don't think this or other proposals have been well thought through, or serious consideration given to other options proposed.
Denise Elliott	Cambridge, United Kingdom	2016-10-05	I'm signing the petition because this is a ludicrous idea, closing road will only make congestion worse. We need a really good public transport system in and around Cambridge which is cheap, frequent and reliable. Other countries and places that I've visited really put Cambridge to shame. They start late, finish early, you have to wait for ages and are expensive. Consequently few people use them. Compare with Barcelona - trains every 10 mins, costs just over £1 to go for a 20 min journey etc etc! If we did this in Cambridge with buses, trams whatever. Only the necessary cars would be there! Come on get your act together!
Gillian Langford	Girton, United Kingdom	2016-10-05	There is not sufficient public transport to support closing all of these routes
Joanna Souster	Cambridge, United Kingdom	2016-10-05	I don't feel the City Deal benefits local residents. It has negative impacts on the environment and communities of many areas of Cambridge in favour of commuters. Please make good, affordable bus services for those who want to travel into Cambridge and let residents keep their way of life and green spaces.
Amy Shaw	Cambridge, United Kingdom	2016-10-05	I disagree with the plan for the Cambridge city deal.
Richard Godden	Cambridge, United Kingdom	2016-10-05	It is a crazy idea being forced on the City with proper consultation and will drive visitors & business away from the city, hence down grading the local economy.
Jonathan Furbank	Cambridge, United Kingdom	2016-10-05	My small City Centre Design business employs 6 people, all of which live outside Cambridge. They would find it extremely difficult to get in and out of work if the PCCP control points on Grange road come into being. I also have a young child at King's College school, and would find it impossible to drop them off at 8am every morning.
Simon Hunt	Longstanton, United Kingdom	2016-10-05	I drive into Cambridge station at 7:30 in the morning and back out at 6:30 in the evening like many other London commuters - if Hills Road and Mill Road are closed at these times it will make this journey impossible - by all means improve congestion in Cambridge but not like this - it's a ridiculous idea
john lindley	Harlton, United Kingdom	2016-10-05	fuck the government
anna browning-orme	Cambridge, United Kingdom	2016-10-05	I either won't be able to get to work, or I will have to stop looking after my elderly father! Bus, bike or on foot won't work for me!
Jacky Liptrot	Cambridge, United Kingdom	2016-10-05	It's an impossible situation!!
elkdj lakfgj	Manchester, United Kingdom	2016-10-05	these roads shouldn't be shut down!!!
dslkdj sldkjfa;ldksj	cssdfokm, United Kingdom	2016-10-05	sdfs

Name	Location	Date	Comment
Alexandra Wong	Cambourne, United Kingdom	2016-10-05	I'm signing because this arrangement is the most stupid idea I ever heard. This would not solve the congestion but create more problems. Pls consider change the roads to one way so cars move faster and smoothly like the road arrangement in Manhattan.
asdfs asdfas	asdfs, United Kingdom	2016-10-05	asdfsadf
dfeefef efefefef	Dracula's Castle, Romania	2016-10-05	asdfsadf
Sophie Langton	Abington, United Kingdom	2016-10-05	Because all the roads are my way to work! No bus stops near my work
Andra Udrea	Cambridge, United Kingdom	2016-10-05	It affects school and nursery runs before work... All in Cambridge
Brendan Blythin	Red Lodge, United Kingdom	2016-10-05	I work at Queens and live in red lodge I work all days of the week early and late the commute by public transport would be a night mare for me. Cheap and quicker to drive. And parking fine for parkin at work? Not only can't I afford to live in the city I grow up in soon I won't be able to afford to work in my city
Peter Jennings	Balsham, United Kingdom	2016-10-05	This will not work without better public transport in place before this happening
afdfsdf asdfsadf	asdfsdfasdfs, United Kingdom	2016-10-05	asdfsadf
asdfsdf asdfsadf	asdfsdf, United Kingdom	2016-10-05	asdfsadf
Peter Holliday	Comberton, United Kingdom	2016-10-05	I work in Cambridge every day
Charlie Lewis	London, United Kingdom	2016-10-05	In my view, this plan won't reduce congestion. The consultation process needs to happen before decisions are made -- a petition is necessary to show the council that you can't just make plans without asking.
Catherine Harhalakis	Haslingfield, United Kingdom	2016-10-05	I need to drive my kids to school
Soraya Bish	Cambridge, United Kingdom	2016-10-05	I need my car to get to work and I live within the triangle surrounded by hills road, mill road, east road. I won't be able to get to work
Colin Dean	Cambridge, United Kingdom	2016-10-05	How stupid are these people, self interest at the fore and to hell with the working person
sophie trevett	Verwood, United Kingdom	2016-10-05	Alternative infrastructure needs to be highly invested in before such measures are taken. Those with higher incomes will not be greatly dissuaded by this initiative, and the impact it will have on those with lower incomes is too great. A shame to see such a great city produce such regressive ideas.
Francis Baker	Stapleford, United Kingdom	2016-10-05	My wife is seriously disabled and these closures will prevent her accessing disabled parking places in the city centre. For her, the park & ride is not an option
Gordon Saxty	Zagreb, Croatia	2016-10-05	Why do learned people want to stop economic growth in the region
Julie Marchetti	Earith, United Kingdom	2016-10-05	It's ridiculous !!!!!!!
Julie liddle	Somersham, United Kingdom	2016-10-05	I am horrified at the City Plan. I think it will have a devastating effect on business in the city. It will encourage businesses to relocate and customers to shop elsewhere.

Name	Location	Date	Comment
Mike Paduano	Little Shelford, United Kingdom	2016-10-05	This ridiculous idea will damage business, add ages to journey times if you are too far away to walk or cycle and the woefully inadequate public transport system will never be up to the job of getting people from outlying areas into the city. We don't go in because we want to - we go in because we need to or have to.
Chris Jackson-Kew	Cambridge, United Kingdom	2016-10-05	It will have an adverse effect on local business, employees commuting into Cambridge, and parents bringing children to school
Paul Ashenden	Earith, United Kingdom	2016-10-05	I live near by I want the roads around cambridge and access improved not blocked by some green minded buffon
chris hurst	Cambridge, United Kingdom	2016-10-05	The proposal seems totally divorced from reality!
Jan Bay-Petersen	Cambridge, United Kingdom	2016-10-05	I live in the Kite. There's no through roads into Maids Causeway, the only route to travel North or west is via East Road. If this is blocked, it's not possible to drive anywhere but south! This idea might work if there were alternate routes, but there aren't. Also, we have often seen large lorries trying to do a U-turn in Emmanuel Road to avoid the rising bollards. Can you imagine the mayhem if they try to turn back to avoid the cameras and a fine in East Road or Mill Road?
Patricia Murray	Highfields Caldecote, United Kingdom	2016-10-05	It's impractical
Anna Kent	Cambridge, United Kingdom	2016-10-05	I won't be able to get my kids to school in time for me to get to my workplace
Vivienne Gutsell	Cambridge, United Kingdom	2016-10-05	Don't agree with the road closures.
Hayley Felce	Southoe, United Kingdom	2016-10-05	I'm signing because I travel in from outside of Cambridge, from a village that has no public transport, to play bowls at your various Clubs in Cambridge. Travel sometimes involves peak times to arrive at a set time.
Natalie lee	Great Wilbraham, United Kingdom	2016-10-05	Because I wont be able to get my children in to school
Caterina Ducati	Cambridge, United Kingdom	2016-10-05	It really makes no sense!
Harry McMenami	Huntingdon, United Kingdom	2016-10-05	It's going to fuck my life right up!!!!
CLAUDIO CINQUE	CAMBRIDGE, United Kingdom	2016-10-05	IT IS NOT GOOD FOR BUSINESSES AND WOULD STOP FREEDOM OF MOVEMENT THIS IS NOT FAIR AND SHOULD NOT BE IMPOSED AS A BLANKET TO EVERYONE WE SHOULD BE ABLE TO MOVE AROUND FREELY AND NOT BE DICTATED TO AS AND WHEN WE CAN MOVE.
paula rayner	Orwell, United Kingdom	2016-10-05	this idea is ridiculous as it would cause congestion on other Cambridge roads. Not every one is able to cycle/ use park & ride, journey times would increase & people would have to work a shorter day to allow time to get to & from school to pick up their children
Deborah Nunn	Cambridge, United Kingdom	2016-10-05	This is a heavy handed answer to the problem of congestion which makes no allowance for the times when car travel is the only option, for example due to illness or disability, on top of all the business reasons which people have stated. How will carers and district nurses get to their patients? The whole thing has been very poorly thought through.
Bernard Norris	Bassingham, United Kingdom	2016-10-05	I need access to my U3Ac activities

Name	Location	Date	Comment
David Sargan	Over, Cambridge, United Kingdom	2016-10-05	I often cycle into work from Over, but because of a carer role I cannot always do so. The plans here look set to make an already difficult commute a good deal worse, whilst public transport for this journey is not adequate for those who have to work late.
Charlotte Thomas	Somersham, United Kingdom	2016-10-05	I work in Cambridge, and this will make my journey even more hellish. It's a ridiculous idea that will not reduce congestion, but move it to another part of the city.
Darren turner	Bury Saint Edmunds, United Kingdom	2016-10-05	I work in Camborne so go past Cambridge every day. If I go into the city any time the traffic is ridiculous, as bad a London. Surely there is a better option.
Alan Bullard	Colchester, United Kingdom	2016-10-05	Because I sometimes need to access Grange Road in the early evening
Julie Martin	Cambridge, United Kingdom	2016-10-05	Probably the worse idea since the poll tax, CCC be careful people of this country have had enough. Take BREXIT, dont make getting to work or earning a crust even harder STOP the absurd idea NOW
Jennifer Bromley	Cambridge, United Kingdom	2016-10-05	Road closures have not been fully thought through particularly with regard to business and residents within the closure
David Macpherson	Cambridge, United Kingdom	2016-10-05	The principal is right but the plan is weak
Toby Ward	Leeds, United Kingdom	2016-10-05	I disagree with the plans.
Richard Vanbergen	Alconbury, United Kingdom	2016-10-05	This proposition will have a huge blow on businesses
Fiona Swainston	Radstock, United Kingdom	2016-10-05	It sounds a poorly thought out strategy. More consideration of the impacts is needed methinks.
Stephanie Sutton	Burwell, United Kingdom	2016-10-05	I think the Cambridge Deal is a terrible idea with so many negative ramifications.
Michela Garner	Cambridge, United Kingdom	2016-10-05	The proposal will totally affect the general day to day of getting to places especially travelling to work
Anne Parkinson	Cambridge, United Kingdom	2016-10-05	You are making it impossible for people who work outside of the city to get to work and to get home at the end of the day!!
Tom Buckham	Norwich, United Kingdom	2016-10-05	It's a flawed and stupid idea
Sue Davies-Scourfield	Haverhill, United Kingdom	2016-10-05	We also have a home in Cambridge, and would often be using these key roads during the peak times when they might be closed.
Nicola Jones	Waterbeach, United Kingdom	2016-10-05	I own a care company and provide care all around the Cambridgeshire area including city . This will cause late calls , distressed elderly clients and severe knock on effect
Tara Bacon	Newton, United Kingdom	2016-10-05	I live near Cambridge and often have to go to the city centre, this won't solve the problem, it will cause more congestion and just prolong traffic flow!
Claire Daniel	Swavesey, United Kingdom	2016-10-05	It's ludicrous and will only displace the problem
Peter Jackson-Main	Cambridge, United Kingdom	2016-10-05	I live right in the middle of the access zone. I also keep my car there which I need in order to get to work outside the city. I don't have any choice about this at this time. This scheme would effectively prevent me from getting out of my street, rendering me a prisoner inside my own town. Quite apart from the spurious arguments of those promoting the scheme and the very real possibility that it will create city wide chaos. There's something highly suspicious here. One of those situations where the planners get what they want no matter what the opposition. What would we find out if we followed the money?

Name	Location	Date	Comment
Karen Dawson	Beck Row, Bury St Edmunds, Suffolk, United Kingdom	2016-10-05	.
Philip Rainey	Boxworth, United Kingdom	2016-10-05	If you live in a village and you have children at school you can't use P&R because you can't PICK UP like that when all kids finish at different times etc. (And just wait till we have really bad winter weather and all the cyclists take to their car; city will gridlock)
beate wendorf	Germany	2016-10-05	wendorf,beate
Terry Moore	Brampton, United Kingdom	2016-10-05	I need to get my child to and from school on Grange Road. There is no bike lane from Madingley park and ride to Grange road. What do we do when it rains or snows or if she has heavy kit to take in/bring home. I don't think she'd feel safe on a bus by herself. I also like to shop in Cambridge City centre. I will be taking my business elsewhere if I'm kept to the fringes during my school run.
Roger Bostock	Cambridge, United Kingdom	2016-10-05	I think that this scheme is going to cause chaos
Joe Alromonte	Cambridge, United Kingdom	2016-10-05	I work on Mill Road and it'll have a massive effect on my clients and employees being able to come and it'll effect my business and my employees livelihood.
Kamil Kowalski	Cambourne, United Kingdom	2016-10-05	I'm living outside of Cambridge and working in Cambridge city centre, for me and for business I work for is a very bad deal.
Caroline Murray	Cambridge, United Kingdom	2016-10-05	The City Deal is ill thought out, piecemeal and impractical: guaranteed to make congestion worse!
Bernard Bagnall	Cambridge, United Kingdom	2016-10-05	It's a terrible idea. I care for a person who needs to be rushed to Addenbrookes on occasions and I live near Mill Rd
Lewis Roper	West Row, United Kingdom	2016-10-05	I'm signing this because it will make doing business and getting into the centre of Cambridge even more difficult, pushing people on salaries that make living in Cambridge unaffordable pay for overpriced park and ride services or will just push more motorists onto surrounding roads.
alison ades	Whittlesford, United Kingdom	2016-10-05	This is an unsustainable solution to a complex, multi-dimensional problem. It punishes those who support the economy, without offering a workable solution. Cambridge leads the world in terms of innovation and technology, this solution is not adequate to support this.
Claire Taylor	Great Bradley, United Kingdom	2016-10-05	This is insane! How on earth does this present a solution? One road in and out will just create the biggest snarl up on the planet!
Patrick Murray	Stellenbosch, South Africa	2016-10-05	My grandson attends school in Cambridge and his father needs to access the school by bicycle during the proposed hours of closure
Trevor Farrington	newmarket, United Kingdom	2016-10-05	General small builder, will be impossible to deliver materials and tools to work places around Mill road area..... Bonkers !!!!!!!
Teresa Lister	Cambridge, United Kingdom	2016-10-05	Its a complete infringement of peoples rights!Who do these people think they are?
Joel Rogers	cambridge, United Kingdom	2016-10-05	It would virtually destroy Cambridge and while the infrastructure is struggling to cope now, it would be impossible if this were to happen. I haven't seen a proposition this poorly thought out in a long time.
Lynsey Steward	Cambourne, United Kingdom	2016-10-05	The whole idea is ridiculous.

Name	Location	Date	Comment
Alison Rogers	Fulbourn, United Kingdom	2016-10-05	I don't believe this is the answer to the problem. Many people have no option but to use these city roads during these hours. The useable roads will become gridlocked. There has to be a more workable solution...this simply penalises residents, and regular users of these roads and will bring further misery during the busy hours in the morning and evening.
Rafi Blumenfeld	Girton, United Kingdom	2016-10-05	Too much disruption to current transportation arrangements of too many people and businesses
Harry Ward	Papworth Everard, United Kingdom	2016-10-05	I do a lot of work in Cambridge where I buy a lot of materials, need the freedom to go around Cambridge so I can earn a living
emma bennett	Cambridge, United Kingdom	2016-10-05	This is a ridiculous idea
alan forster	Cottenham, United Kingdom	2016-10-05	It seems a crazy scheme that has not been well thought out.
Zickie Chamberlain	Saffron Walden, United Kingdom	2016-10-05	I work in and am a key employer in Cambridge. Our offices are on Hills Road and this will severely impact on the ability of myself and many of our staff to get into Cambridge for work
Sabrina Carone	Cambourne, United Kingdom	2016-10-05	I work in addenbrookes and I use my car
Pam Collis	Fulbourn, United Kingdom	2016-10-05	This scheme is ridiculous. If public transport is made cheaper, and more reliable then additional people would consider using it. Currently, there are times when buses do not arrive at the advertised times, how can we rely on services which do not guarantee getting us into work on time?
Sara Hammond	Linton, United Kingdom	2016-10-05	Cambridge will become a ghost town if people can't get to the shops easily. Our shops are closing down as it is.
N Semark	Waterbeach, United Kingdom	2016-10-05	So we build a pool, build 2 cinemas, 2 shopping centres in the middle of the City and wonder why we have cars...and the planners have never allowed out of City development..This idea must have come out from a night out on the beer..
Chris Hobson	Soham, United Kingdom	2016-10-05	Poorly thought through plan. All for helping the environment and stopping pollution. But they need to go back to the drawing boards and actually think about it. There are too many flaws
Samantha Lloyd-Jones	Upwood, United Kingdom	2016-10-05	The plan is ridiculous. I live in Huntingdon but I work at the hospital and my journey is already long, busy, chaotic and stressful enough.
T Harold	Cambridge, United Kingdom	2016-10-05	The plan is unworkable
Samanths Houlden	Papworth Everard, United Kingdom	2016-10-05	The proposals are a joke! They are damaging to both my small business and my ability to collect my child from school. There are much better ways of tackling congestion e.g. Significantly improved public transport options. Restricting traffic flow and fining members of the public who need to travel into Cambridge at peak times is completely wrong.
Jianhua Ba	• • , United Kingdom	2016-10-05	Blocking away traffic is not the way solving the congestion problem in Cambridge, but a lazy idea that can only damage local businesses and make every commuter and parent's life much more difficult.
Josephine Measham	Cambridge, United Kingdom	2016-10-05	It will divert the traffic to other roads and the congestion into the city will be terrible. I will no longer use the shops or services in Cambridge but take my business and pound elsewhere i.e. Bury St Eds, Newmarket, Peterborough etc
Alison McTaggart	Cambridge, United Kingdom	2016-10-05	This is lunacy!

Name	Location	Date	Comment
Christine Dann	St Asaph, United Kingdom	2016-10-05	I visit Cambridge several times a year, as part of a round trip to visit several family members in South of England and if I couldn't bring my car to Cambridge it would make it almost impossible to continue to visit elderly relatives and take them out of their homes.
C WRIGHT	Histon, United Kingdom	2016-10-05	Well what a hair brain scheme this one is by the City Council another great idea to drive businesses out of Cambridge
Trevor Clarke	Cambridge, United Kingdom	2016-10-05	Its a farce
Sara Slade	Cambridge, United Kingdom	2016-10-05	This will not only create more chaos, but it will stop new businesses and investment coming to Cambridge. I really cannot believe in a city with so many brilliant minds, that between them all they simply have no common sense!
Christopher Stubbs	Cambridge, United Kingdom	2016-10-05	This is a fundamentally flawed idea and will do nothing except irritate people!
Jacqueline Barwise	Cambridge, United Kingdom	2016-10-05	Totally unreasonable
Pippa Brand	Milton, United Kingdom	2016-10-05	how am ever going to earn money with traffic!!! IDIOTS!!!
Chris Peacock	Stow cum Quy, United Kingdom	2016-10-05	I'm signing because this doesn't make sense and a better solution needs to be found
Ruth Howlett	Cambridge, United Kingdom	2016-10-05	It will kill small businesses and penalise the elderly and infirm. The bus services proposed will not be fit for purpose and will not run late enough with a regular enough service.
Steven Foreman	Cambridge, United Kingdom	2016-10-05	<p>The traffic is insufferable at peak times but for my job as a surveyor I have to travel around the city at peak times and non peak times of day. It is the nature of my work. Why should I be punished for providing a service to the public living in Cambridge. I cannot cycle with the equipment I require for my job (ladders) and public transport also isn't an option for this reason. There are many others like me who have no option but to drive. How are we meant to make a living between 10 and 4?!</p> <p>The school run is the majority of the problem, if this traffic can be reduced by school buses that would greatly reduced congestion. In school holidays my journey times go down by more than 50%. How can shutting roads reduce congestion? If we had more roads open with more lanes then the traffic will flow faster. Bus stops off the street to allow cars to pass whilst passengers alight will speed up traffic flows also.</p>
Chris Masters	Cambridge, United Kingdom	2016-10-05	it is a ridiculous idea that will serve no purpose other than to infuriate people who want to visit Cambridge on buisness or pleasure. The revenue potential for the city centre will be strangled off and the few independent traders that have managed to hang on will no longer be financially viable. Who exactly is considering the needs of people who live and work in Cambridge? I manage a team of telecommunication engineers who already have enough problems being able to work in Cambridge with parking restrictions and congestion and this ill concieved idea will not help in the least, how exactly are the service industries supposed to work around these extra restrictions? And aside from anything else if the claim that buses are already being bought on the back of this plan then that shows that any planned consultation obviously has no worth and those involved must completely morally corrupt. How do people like this end up in a position where they can make these big decisions? Surely major plans of this nature should be put to the vote for the residents and traders it affects?

Name	Location	Date	Comment
Clare McEwan	Loughborough, United Kingdom	2016-10-05	I can't afford to live in the centre so have to live 10 miles away from where I work. I am an art teacher. I can't carry all the things I need for my job on a bus. This deal would force people like me to work elsewhere. What a terrible place Cambridge will become if it can't get civil servants to work in it
Peter James Foster	Cambridge, United Kingdom	2016-10-05	I think it is pointless. It will make it more gridlocked than it has been. It needs cheaper fares for people to use public transport and run more often and later than it does already. I sometimes do go into Cambridge at that time they are planning to stop cars going into the centre and on the roads they are shutting. Please listen to the masses. We voted you in and we can vote you out.
Ruth Mckechnie	Cambridge, United Kingdom	2016-10-05	This is a ridiculous idea
Gillian Fordham	Cambridge, United Kingdom	2016-10-05	I have been a resident of Cambridge all my life and am signing this petition on behalf of my fellow residents and not for those people who travel unto our beautiful city to work
Christopher Amery	Knapwell, United Kingdom	2016-10-05	I live 8 miles from Cambridge and rely on travel there and back for my social and cultural interests.
rebecca hodgkin	Cambridge, United Kingdom	2016-10-05	this is not the answer to congestion and emission charges - it will effectively make it impossible for people to get to work or their businesses and have a negative impact overall
Samuel Hipkin	Cambridge, United Kingdom	2016-10-05	My wife works in London and we do not live within walking distance of the train station. Therefore it is important for us to travel to the train station early in the morning
keith jenkins	Bangkok, Thailand	2016-10-05	I want to save Cambridge buisness.
Alma Neville	Linton, United Kingdom	2016-10-05	the balance wrt ppl and lives is not addressed. Tourists looked after far more. Perhaps they could use park and ride and reduce bus and taxi by half. Solutions to reduce traffic are required but this is extreme. Expensive enough to live in this area without making it more difficult
Emma Gerety	Barrington, United Kingdom	2016-10-05	How can I park and ride from Barrington with two children under 8 years old, games bags, musical instruments and school bags and then get to my work on time? Let alone get back to pick them up...
Noleen Brady	Foxton, United Kingdom	2016-10-05	Stop taking the easy solution-so many better solutions should be considered
April Achner	Bar Hill, United Kingdom	2016-10-05	I work in Cambridge and I need to be able to drive in as I have to drop others off to work.
Juan Gomez	Bottisham, United Kingdom	2016-10-05	It doesn't make sense what the council is suggesting. People have to work too hard to make a living without the council taking some more of the little wages some people make... it sounds like another scam by the council to make more money.
Margaret Collins	Cambridge, United Kingdom	2016-10-06	We live in Romsey, just off Mill Road. Many local people will be marooned if Coldham's Lane and Mill Road are shut. My son's care workers won't be able to get to us, which will mean he will be stuck in the house, unable to get to his usual activities. If our end of Mill Road remains open while over the bridge is shut can you imagine the parking situation in Romsey? People who need to get to work in the City centre will park here and leave their cars all day. The local parking situation is already pretty impossible.
Marc Zyngier	Soham, United Kingdom	2016-10-06	Terrible idea...
Sarah Lacy	Cambridge, United Kingdom	2016-10-06	This is the definition of madness.
erik nielsen	Longmont, CO	2016-10-06	Why make it more difficult to get into Cambridge?

Name	Location	Date	Comment
Mark Bloxam	Cambridge, United Kingdom	2016-10-06	It's the worst idea ever thought up as it doesn't take in account people like me that lives in Cambridge and works outside of Cambridge
Sara Young	Cambridge, United Kingdom	2016-10-06	I live in the Abbey area and both my husband & myself are at work before the 1st starts it's round & we can't afford taxis.
Heather Stewart	Wistow, United Kingdom	2016-10-06	This sounds a completely ridiculous scenario. I refuse to use the park and ride because the few times I have attempted it the service has been appalling and ice ended up waiting up to 40 minutes for a bus
Alix Nadelman	Cambridge, United Kingdom	2016-10-06	I do not agree with the imposed plan
Carole Mills	Cambridge, United Kingdom	2016-10-06	The consequences of these measures on local schools and businesses will be catastrophic. Driving into Cambridge is not a lifestyle choice anybody would make if the alternatives were good, reliable and affordable. Offer something that works better for commuters and leave businesses open for business.
ahmed hajroussi	Cambridge, United Kingdom	2016-10-06	Im sining becouse this is not right
Anita North	Cottenham, United Kingdom	2016-10-06	This is a plan to destroy business in Cambridge
Dave Martin	Stretham, United Kingdom	2016-10-06	Forcing more traffic onto already congested routes when alternatives are available is insane. Cambridge traffic needs to be allowed to flow MORE freely, not choked!
john hazlewood	Somersham, United Kingdom	2016-10-06	madness !!! why put a charge / tax on those people that need to work.
Andrew Blagbrough	Buckden, United Kingdom	2016-10-06	Public Transport into Cambridge at peak times is non-existent for thoses living in the villages outside of Cambridge
Matthew Courtney-Jones	Girton, United Kingdom	2016-10-06	I wont go into town anymore, I will buy everything online..... as always... no one asked the public. And I'm sure there are 'ulterior mitives' behind it
Jason Arnold	March, United Kingdom	2016-10-06	It's going to impact on people's lives too much who have chosen Cambridge as there home.
Clare Crook	Cambridge, United Kingdom	2016-10-06	We own a local Heating, Plumbing and Building Company. A lot of our customers are based in Cambridge. I would like someone to tell us how they expect our engenneers and builders to work in town when the road closures are in operation. In our business we have to assess what the problem is and what parts/supplies are needed. We can not carry around every part just incase. We need to get to our suppliers quickly in order to rectify the issue. We can not expect our staff to work longer hours to fit in in all work that is needed by our customers. Also we would be out of pocket as it would be unsociable hours which would be an added cost to the customer and to us who would have to pay our employees more money. If the road closures go through I don't know how we will survive as a business.
Thomas Melliar-Smith	Cambourne, United Kingdom	2016-10-06	I commute from Cambridge and travel in and out daily and my wife does the school run at a different time. We would both be affected adversely if the changes went ahead as envisaged.
Tracy Woodall	Burwell, United Kingdom	2016-10-06	Ridiculous idea but what can you expect. No doubt Park and Ride charges will go up as well!
Eva Brazdilova	Cambridge, United Kingdom	2016-10-06	New rules won't aloud me to commute to work as i finished around midnight and don't like to cycle at that time of the day
Tara Rice	Cambridge, United Kingdom	2016-10-06	There is no public transport from my home address to work and I start at 7.30am

Name	Location	Date	Comment
debra Sillis	Stotfold, United Kingdom	2016-10-06	A scheme poorly thought threw.
Becky Curtis	Newmarket, United Kingdom	2016-10-06	It will have a negative impact on people running businesses.
Fabia Gawthrop	Red Lodge, United Kingdom	2016-10-06	I travel from suffolk all the way to my job on Grange Rd and i start work at 7:30 it would be impossible to get here without being able to drive!
Simon Goodlad	Cambridge, United Kingdom	2016-10-06	Rush hour traffic in Cambridge is almost gridlocked as it is - this plan will make getting to work by car all but impossible
Philip Ayton	Cambridge, United Kingdom	2016-10-06	Building work will be impossible we have to move men and materials
Vicki Rush	Wilburton, United Kingdom	2016-10-06	This proposal will not help congestion it will just cause more. It will effect so many young people and disable people needing to get to the city for schools, employment etc, especially as the public transport from rural areas is poor.
Raffaella Morelli	Newmarket, United Kingdom	2016-10-06	I work in Cambridge
Sally Edwards	Cambridge, United Kingdom	2016-10-06	I diasgree with the plan. I have to take my son to Cambridge train station to get to school at Ely and then drive to Addenbrookes hospital. It's totally impractical. For people that live in Cambridge they won't be able to use their cars to get out of Cambridge etc and my colleague sees her parents in Oxford so she would have to move her car outside the permitted area then catch a bus in the morning to her car.This is so expensive as well
Thomas Gregory	Cambridge, United Kingdom	2016-10-06	Occasionally have to drive to work in city centre (with goods too heavy for bus), even though I cycle 90% of the time.
Lauren Barry	Cambridge, United Kingdom	2016-10-06	This will Hugely impact on myself my family and friends. There businesses as well as their day to day lives. There must be a better solution and their must be a chance for the community to discuss this.
Erinn Heggan	Huntingdon, United Kingdom	2016-10-06	I am a commuter and already traffic congestion is a major problem. This is a poorly thought out plan that will be detrimental to the entire city of Cambridge.
Keith Marcelle	Cambridge, United Kingdom	2016-10-06	This idea will destroy jobs and drive up costs, we need to increase accessibility not limit it
Bob Johnson	Wyndham, United Kingdom	2016-10-06	The proposed plans will do nothing but cause chaos. A true consultation with the road users need to take place.
Ian Marlow	Longstanton, United Kingdom	2016-10-06	I cannot see how these proposals solve the problem in a way that improves the life of people who love and work in Cambridge
Julie Allen	Cambridge, United Kingdom	2016-10-06	This scheme will create great difficulties for those businesses who are within the restricted zone. The charge for business parking spaces are likely to be passed on to the staff and for those on lower pay it will not be viable for them to continue working there. The buses are expensive, not frequent enough and the service is not reliable now and this will be worse with increased demand. We know that the council will continue to increase bus prices going forward so it will be the local people who already have to pay a high price to live in Cambridge will have to pay even more.
Penny Richold	Cambridge, United Kingdom	2016-10-06	That is the route to my daughters school and then on to my work in Milton. I cannot imagine what I would do if these roads were closed.
catherine oxtoby	cambridge, United Kingdom	2016-10-06	The only people who seem to benefit from all the changes are the taxi companies. Cambridge is becoming harder to live in, and the roads are less safe with taxis speeding and uturning in the roads where private cars are restricted. The station has been a disaster and these closures will further destroy the community.

Name	Location	Date	Comment
Cathy Barnard	Saffron Walden, United Kingdom	2016-10-06	I drive in and out and around Cambridge as a Physiotherapist doing home visits for people who can't access an appointment at a centre.
Paul Smoth	Hartford, United Kingdom	2016-10-06	I work in Cambridge heating plumbing and gas work Such a stupid idea
Eleanor Page-John	Royston, United Kingdom	2016-10-06	If the council were that concerned about congestion, they'd provide the park and ride service for free! Additionally, lots of people need to have easy to their vehicles when in work, due to disabilities, emergency response duties, and parental responsibilities. Furthermore I cannot see how many people would undertake school runs or get to work in a timely manner were they to be prohibited from using their cars on major roads at peak times.
Lesley Shaw	Cambridge, United Kingdom	2016-10-06	It is simply not the right solution.
Keith Savill	Linton, United Kingdom	2016-10-06	I work in central cambridge and this is going to make my life hell!
Hugh Osborn	Cambridge, United Kingdom	2016-10-06	It will have a very bad effect on Cambridge
Tony Luckett	Haverhill, United Kingdom	2016-10-06	Growth and investment to local business will be capped. Why should people be driven to use the park and ride. Why should I give my money to line the park and ride company owners pockets due to there 14% drop in numbers, this is manly due to the fact that you now have to pay for parking for a service that is crap. Busses are normally late in the morning.
Tom Cull	Cambridge, United Kingdom	2016-10-06	This is barmy and would stop me being able to collect my daughter from my parents house after school (only a few hundred metres within the zone) not to mention impact on small businesses and surrounding areas
Sharon Reynolds	Cambridge, United Kingdom	2016-10-06	They are going to cause problems in other areas.
Paige Welden	Haverhill, United Kingdom	2016-10-06	I work in Cambridge every morning from Haverhill to arrive in the City Centre for 8am and I finish at 4:30pm... this means I wouldn't be able to work in Cambridge due to congestion on Trumpington road due to all other major roads (most importantly for me, Hills Road) being closed in rush hour times. This makes absolute no sense to close more roads when we suffer just a minor amount with all major roads open.
Amy Gilbey	Wilburton, United Kingdom	2016-10-06	We have a shop on mill road & it would effect small business like our selfs & every 1 else who is also struggling but closing roads won't help
Denis Iucleaevschii	Cambridge, United Kingdom	2016-10-06	This deal will stop normal morning and evening commute. It is unthinkable not to travel in the morning and evening rush hour.
Joanna Michell	Cambridge, United Kingdom	2016-10-06	I'm signing because I support local businesses. My kids school is in the middle of town and some days I need to use the car. I work at Addenbrookes and on the days I need a car (for meetings in care homes out of town etc) my journey will be much longer and I will have to drive further thus worsening pollution. There are better ways to deal with the Cambridge congestion and I urge the council to reconsider.
Janette Sizer	Cambourne, United Kingdom	2016-10-06	I have lived in Cambridge all my life and have connections to family in the city. It would make life for everyone I know a great deal of life will be affected. I think we are only supporting a small proportion of the residences of this city those who are not people who are born and raised here. It feels we are only catering to the residents and surely will cause more congestion.

Name	Location	Date	Comment
yvonne chapman	Girton, United Kingdom	2016-10-06	This is madness!
Karen Heslop	Cambridge, United Kingdom	2016-10-06	I work in the city centre - traffic control 7.30am to 10.00am, city centre closed to traffic 10.00am to 4.00pm, back to traffic control on the leading roads 4.00 to 6.30pm??? why aren't we dealing with the school traffic and yellow bussing the children into the private schools? the roads are fine in school holidays!!
Justin Hayward	Cambridge, United Kingdom	2016-10-06	The City Deal option that was recommended is too expensive (poor taxpayers elsewhere have to pay for it), has poor ROI, reduces freedom and won't work, not to mention unthinkingly cutting through pristine fields only for the benefit of the university (I am an alumnus) and developers.
Thomas Mayle	Coveney, United Kingdom	2016-10-06	The proposals to close roads and fine people is simply ignoring the problems, the trains and bus service into cambridge from surrounding areas are far to expensive, slow and inadequate in every sense that there is no viable, practical and financial option, other than to drive to work. Sort the buses and trains into cambridge, make them affordable...
Zoe Swan-Taylor	Cambridge, United Kingdom	2016-10-06	Because i work in Cambridge on Hills Road and need to get to work
John Doak	Burwell, United Kingdom	2016-10-06	It will make my daily commute much harder, if I were to use public transport it would take me 2 hours to get to college whereas in a car I can do it in 45 minutes even at peak time
Sarah Channell	Red Lodge, United Kingdom	2016-10-06	How will local businesses survive? How will my husband who is a tradesman and works in Cambridge get to the jobs he needs to go to?
Charlotte vine-Milns	Red Lodge, United Kingdom	2016-10-06	I am a working mother who lives on the out skirts of bury st Edmunds, I need to drive to drop my son off at nursery in bury to then drive all the way to Cambridge for work. I want to make a career for myself and to do that I need to work in a big city such as Cambridge, but I cannot afford to live in Cambridge due to the house prices.
Grainne Freeman	Cambridge, United Kingdom	2016-10-06	If this goes ahead I will not be able to get from my home in the city to work and nursery. There are no suitable public transport options, the bus from my home was recently cancelled. I cannot cycle with a young child on the dangerous roads and substandard cycle routes. Alternative suitable and adequate transport options should be in place before any suggestion of closing roads. I also think that businesses should not be affected by any road closures.
Elodie Radier	Cambridge, United Kingdom	2016-10-06	Closing roads will also create congestion on the nearer streets where there is no resident parking permit!!
Lyn Hudson	Sewards End, United Kingdom	2016-10-06	This is a stupid idea
Rosanne Mackenzie	Wicken Bonhunt, United Kingdom	2016-10-06	I think the planned road closures will be unworkable for small businesses and schools.
B Garwood	Cambridge, United Kingdom	2016-10-06	This scheme will discriminate against people who live outside the city. Buses are expensive and don't go where people need to travel. Cycling is great if you can do it but try cycling ten miles on busy roads in the winter! Many people won't be able to go to work. Businesses won't be able to deliver. Roads that are open will be even more busy. This is a scheme dreamed up by idiots.
Evelyn Risius-Andrews	Cambridge, United Kingdom	2016-10-06	This is only benefiting out-of-town commuters who use park and ride, and disadvantages almost everyone else, especially local residents and businesses, especially small ones. I cycle most of the time but want the freedom to take the car occasionally when I need to.

Name	Location	Date	Comment
Nikki Darnell	Royston, United Kingdom	2016-10-06	I agree with the comment about school buses, traffic always flows much better when the schools are on holidays, this plan will make the traffic worse than it already is and block all the other roads around Cambridge.
Alison Drake	Stapleford, United Kingdom	2016-10-06	Object to Hills Road, Mill Road & Coldhams Lane closeures , I have an 89 mother who I have to take to her doctors on Mill Road. She is unable to get on a bus and is not safe on her bike. We attend Mill Road Baptist Church and someone is needed to be there early morning and again in the early evening during the week to open the Church centre for booked groups. As a previous resident of Mill Road & Cherryhinton Road, we feel why should be be resitricted.
Shannon Keeble	Cambridge, United Kingdom	2016-10-06	Penalizing those that have to commute by car to contribute to the economy is beyond ridiculous! The impact on business would be catastrophic!
Carol Carol Godfrey	Linton, United Kingdom	2016-10-06	I work in retail. Babraham Park and ride is the only route I can use. It's late. Rude drivers. Expensive Unreliable. How dare you make this ruling. Stores need urgent deliveries. Customers use cars to transport children and collect heavy goods. Why gives you the right to decide.
Ionela Lozovanu	Chişinău, United Kingdom	2016-10-06	I am Signing this petition because I am a person that comutes to work everyday through the main roads, and having them closed will disrupt the schedule of my whole family, which is not an advantage for our wellbeing!
NEIL BRADSHAW	Fulbourn, United Kingdom	2016-10-06	i think that we should keep roads open to help people get to work and shop have a congestion charge £1 a week ?????
jasmin khan	München, Germany	2016-10-06	It might also be an a good idea to send an email to the council at City.Deal@cambridgeshire.gov.uk. Please try and send them an email as well as signing the petition; a direct comment voicing strong disagreement will then be noted on their consultation papers with the hope that they will reconsider this proposal. The consultation period ends on 10 October. Please ask others affected to do so too. Thank you. Please forward this message to your friends
Paul Rae	Cambridge, United Kingdom	2016-10-06	This will effect my ability to get to work
Anne Collins	Fulbourn, United Kingdom	2016-10-06	The idea will kill the city within months and make life very hard for everyone living in and around Cambridge
Mchael Hole	Ousden, United Kingdom	2016-10-06	The scheme is not a proposal - there is no alternative strategy, just a chaotic, lets close roads approach. We need strategies with joined up thinking, considering Cambridge is supposed to have some of the best academics in the country its a shame the brain power cannot be utalised on this occasion.
Fahimeh Westwood	Cambridge, United Kingdom	2016-10-06	Resident in affect area.
Carol Wright	Cambridge, United Kingdom	2016-10-06	Public transport in the area is not sufficiently reliable and affordable and traffic will just be transferred to other already congested roads
Miranda Zwalf	Cambridge, United Kingdom	2016-10-06	You are killing city centre businesses, preventing people from getting to and from their homes and work and creating congestion. And incidentally, if you want people to use the park and ride service do not cut the number of bus stops and isolate those on Milton Road for example.
Dave Betts	Linton, United Kingdom	2016-10-06	This is a sure fire way to increase conjection

Name	Location	Date	Comment
Merve Kurc	Cambridge, United Kingdom	2016-10-06	This ill thought out scheme has been rushed through with a total lack of transparency. If this goes ahead it will affect our business and general life in a adverse way.
Angus Murdoch	huntingdon, United Kingdom	2016-10-06	the idea for this is shlt ...pure & simple ignorance by greedy council & governement (well they can go whistle)
Pauline Walker	Earith, United Kingdom	2016-10-06	Because the bus service is rubbish from Earith to Cambridge. The guided busway is dangerous, the drivers go to fast, come of the rails. I will not feel safe. It will have a knock on affect for me and my staff coming into work. Nobody can afford to pay for their own parking space.
Simon Eggleton	Peterborough, United Kingdom	2016-10-06	It will disrupt custom and deliveries to the business I work for!
Mike Liverman	London, United Kingdom	2016-10-06	It is such a bad idea
Clare Fisher	Saffron Walden, United Kingdom	2016-10-06	I regularly commute to Cambridge and driving is my only option - the train station is 3 miles from my house and the bus service is a joke - it would take me triple the time to get in and out of Cambridge
Kirsty Carter	Royston, United Kingdom	2016-10-06	Having lived in and around Cambridge all my life (38 years), the City Deal will ruin my home town and I will seriously reconsider whether I work in the city anymore. I want to still be able to get to work but this proposal makes it impossible!
Hayley Fisher	Newmarket, United Kingdom	2016-10-06	I work in Cambridge and the transport links from Newmarket are not good enough to use public transport
Ashley McMullon	Chatteris, United Kingdom	2016-10-06	I work in Cambridge and so does my partner. I cannot believe this is even being considered, this will not work. I think it will cause more conjection.
Hannah Campbell	St Neots, United Kingdom	2016-10-06	They should be using the money the councils have provided to provide new solutions. Why haven't they considered something that might improve things - e.g. frequent regular tram lines across the city so that people would take public transport because it is better? However bad the traffic is for commuters who drive, it is still a significantly better option than taking public transport - both in cost and convenience. 1.5 hour commute by car is an almost 2.5 hour commute by bus from Huntingdon - and that's just one way. Improve public transport and people would be happy to take it rather than drive!
sarah robinson	shefford, United Kingdom	2016-10-06	It is going to make it impossible for me to keep my job
Karolina Kowalczyk	Cambridge, United Kingdom	2016-10-06	It will make make a nightmare on the roads already heavy with traffic.
Daniel Gant	Hardwick, United Kingdom	2016-10-06	It simply won't work....
Sally Nott	Cambridge, United Kingdom	2016-10-06	This has not been thought through sufficiently thoroughly. It will be highly detrimental to local businesses, the disabled, residents of the city and commuters and is only likely to increase congestion elsewhere.
Teresa McGarry	CAMBRIDGE, United Kingdom	2016-10-06	The traffic will just use other roads, roads that are unable to handle the traffic using them. Think again !
Sarah Marsh	Cambridge, United Kingdom	2016-10-06	Don't make Cambridge worse than it already is!!!

Name	Location	Date	Comment
Sarah Ramshall-Smith	Cambridge, United Kingdom	2016-10-06	Access to the city is important not only for those who travel to offices, and other similar places; but also for those who are going to build, repair and maintain building and facilities. Most, if not all of which would need to take their work van into the city to their clients location, and they would be prevented from doing so at peak hours to arrive when required. As a commuter to Cambridge myself, being able to get into the city later and leave earlier is important, as this means the childcare arrangements I have in place (which are out of the city), mean I can work!
Matt Bowles	Willingham, United Kingdom	2016-10-06	It will direct impact upon myself and friends who have business to conduct in the city.
Arabella Wright	Cambridge, United Kingdom	2016-10-06	The road closure plan is a ridiculous idea and so far from any solution to solve congestion in Cambridge.
Jane Hampshire	Foxton, Cambridge, United Kingdom	2016-10-06	When I have to use public transport I find it EXPENSIVE and UNRELIABLE. Lots of work to do if the city is to survive with no peak car access. How will our local businesses cope? I think people will go elsewhere.
joanne murray	Cambridge, United Kingdom	2016-10-06	Both myself and my daughter suffer from M.E and F.M and have a disabled badge. She will have to be driven to Long Road college or Hills Road college as she will not be able to walk, bus, cycle or even taxis as this will cause her significate energy loss and stress. This will mean she will not be able to start or finish college at the correct time when well enough to and will knock her confidence and stress even more. I will not be able to attend some therapies at the time of day that suites my energy and can not afford to get taxis to these places or have the energy to bus and walk. My partner's working hours would be seriously effected and this would then.have another negative effect on our family as he would have even less time to support both myself and daughter. This would be a life changing decision for my family and those families and people in similar circumstances. I cant imagine also how this would effect the people living in outlying village's like Trumpington and Fen Ditton. We have family friends with a partially sighted son who is unable to cycle, bus or walk to.school which is.in Cambridge. She will not be able to take him to.school and then get to work on time which is on the other side of Cambridge.
Jos Costello	Mildenhall, United Kingdom	2016-10-06	I work in Cambridge. It is a beautiful city. The city deal will kill its businesses, its tourism and its vibrant atmosphere.
robert whatley	Sutton, United Kingdom	2016-10-06	Tradesman
Joy Byart-Long	Huntingdon, United Kingdom	2016-10-06	This is not a good idea.
Elizabeth Faulkner	St Neots, United Kingdom	2016-10-06	I'm signing because this is completely ridiculous and will have a devistating effect on businesses and on the people who live within the "no drive" zone - Cambridge County Council, this is not the answer!!
Charlotte Moore	Newmarket, United Kingdom	2016-10-06	I work in the area
Benjamin Trenchard	Willingham, United Kingdom	2016-10-06	I strongly disagree with the proposal. It is completely wrong to try and reduce traffice at the expense of penalising workers, employers and businesses in cambridge. There are many other options which would help, e.g. scrap the parking charges at the park and ride which increased congestion due to lower takeup of park and ride services.....

Name	Location	Date	Comment
Paul Everest	Burwell, United Kingdom	2016-10-06	The prospective closures would only work in an area benefitting from excellent public transport both in and to the city, coupled with adequate cycle routes. Cambridge is not this area. Public Transport, as predominantly provided by Staegcoach, is overpriced and unreliable. Travelling from the satellite villages is an extortionate game of pot luck, and simply doesn't provide an acceptable level of service. This 'scheme' will simply divert congestion elsewhere, given the dearth of viable alternatives. It's almost like the powers that be want Cambridge to be an unappealing place to live, work or visit!
Alan Ogaton	St Ives, Cambs, United Kingdom	2016-10-06	I am a frequent visitor to Cambridge. I object to Councils etc acting as dictators; like ordering the busses before approval. How much are the cancellation fees on the order? Will the councillors in favour pay the penalty costs?
Emma Longland	Soham, United Kingdom	2016-10-06	The plans will cause havoc for workers and businesses. Traffic is fine in the summer, get the schools to pick the kids up from the park&ride stations!
Brett Wyman	Cottenham, United Kingdom	2016-10-06	I work in Cambridge and I won't be able to get to work and there is nowhere to park as it is
Angela Stibbs	Kingston, United Kingdom	2016-10-06	The traffic is fine when the school children are not there. Put a bus at each park & ride to ferry children into schools
Rebecca Steadman	Cambridge, United Kingdom	2016-10-06	Chaos. Ill thought out. Frustration. Cost. Businesses will suffer. Don't do it please! The Road planning in conjunction with new housing hasn't been thought through at all resulting in carnage for all of us.
Yvonne Prevett	Harston, United Kingdom	2016-10-06	I think it will severely affect businesses within the city who are unable to get supplies in the mornings.
Simone Shadrack	Cambridge, United Kingdom	2016-10-06	It will cause an utter nightmare for the people who actually live down these roads and also the businesses who rely on movement around Cambridge. My cousin runs his own gardening business and this will affect his livelihood. The impact is going to be immense and needs to be ditched and something else put in place.
John Summers	Fulbourn, United Kingdom	2016-10-06	Because they are not thinking about people who live in the parts off the city who have children in school in different parts of the city. And as usual it's just favouring the busses, and making us pay for hi bus fairs.
Sally Johnston	Milton, United Kingdom	2016-10-06	I work at Clare College on Queens Road.
James McKenzie	Cambridge, United Kingdom	2016-10-06	Consultation is inadequate, no evidence has been presented that solution works. Decision driven by need to use money.
Alexandra Wright	Bedford, United Kingdom	2016-10-06	It's a ridiculous suggestion, it will ruin small business concerns and cause havoc
Susan O'Shea	Cambridge, United Kingdom	2016-10-06	How are people to get to work? How are the sick and elderly and disabled going to get to the shops or the doctors? How are the already overcrowded ring roads supposed to manage the additional congestion? This is all very badly thought through, and promises to wreak havoc witness the city and its environs.
stephen scarr	Girton, United Kingdom	2016-10-06	I will need to go down the A14 - M11 to get to work, my MOPED isn't allowed through the closed areas so need the car, and its just crazy...
John Percival	Oxford, United Kingdom	2016-10-06	Our family usually cycles but we need the flexibility to use the car to get kids to school if there is illness. This would make it almost impossible for us to get from Chesterton to Trumpington Road without going via A14/M11 which is crazy!

Name	Location	Date	Comment
Izzy Brook	Grantchester, United Kingdom	2016-10-06	This is a ridiculous idea!
Rebecca Lilley	Cambridge, United Kingdom	2016-10-06	This is a totally ridiculous idea which will effect local residents like myself as well as commuters
Brian Marshall	West Wickham, United Kingdom	2016-10-06	the plan is ridiculous and will impede business
Ash Day	Highfields Caldecote, United Kingdom	2016-10-06	I strongly believe the current plans are completely inappropriate and will be hugely damaging to businesses and the community. There ARE better alternatives.
Julia Minns	Milton, United Kingdom	2016-10-06	My 89 year old mother-in-law lives on Mill Road and the proposed road closure would mean that we and other careers could not get to her to assist her in during the closure period. This is totally unacceptable and would leave her in a vulnerable position and unable to get to medical appointments etc.
Lee Corke	Cambridge, United Kingdom	2016-10-06	This will affect so many people in a bad way.
Charlotte Snoxall	Cambridge, United Kingdom	2016-10-06	I live off Hills Road where there is still no residents parking, and I work in the centre of Cambridge in private practice and many of my clients have to come by car, those who don't already walk/bike. This scheme offers no choice and will SEVERELY affect Cambridge for both residents and businesses alike, turning it in to a pedestrian tourist trap only. Cambridge is a diverse and thriving small city - why can't we be properly consulted with?
Denis Kaminskiy	Moscow, Russian Federation	2016-10-06	Ridiculous plan - lets also make sure that we do not vote for any councillors who support this
Margaret Allanson	Burwell, United Kingdom	2016-10-06	Something needs to be done but this is just plain wrong. School buses would reduce traffic congestion considerably, but of course this would not make money for the council .
Georgia Garner	Cambridge, United Kingdom	2016-10-06	It's inconvenient
Xuan Li	Cambridge, United Kingdom	2016-10-06	My child won't be able to get to school on time
Heather Elliott	Prestwich, United Kingdom	2016-10-06	The closure of the roads will have a massive impact on small businesses who need to take vehicles into the city centre to get goods out or receive deliveries or who need to get in to perform a service. Will no plumbers or builders be able to start work on premises in the city centre until 10am??? Also , what about disabled people who work in the centre and are unable to use a bus? How will they get to work if they can't drive their car in? The list of problems this will cause is endless. The implications of this have not been thought through at all
Laura Robson Brown	Cambridge, United Kingdom	2016-10-06	The solution is simple: Introduce a central congestion charge to help pay for the following: Raise the cost of the central car parks; abolish the cost of Park & Ride parking and buses; implement more regular buses into town, from all main entry points to the city (It has to be half attractive to leave your vehicle on the periphery and take a bus). Put on a wealth of school buses to tackle the network of Cambridge schools. Hey presto, there will be no congestion.
helen howard	Cambridge, United Kingdom	2016-10-06	Putting all the traffic on to a few roads will cause chaos and terrible pollution for those areas. There needs to be a better solution - what about much better and cheaper buses and out of city parking and then congestion charge on all roads?

Name	Location	Date	Comment
Edwina Mullins	Little Eversden, United Kingdom	2016-10-06	This is is horrific planning gone very wrong! I am in a village with no public transport - how can I do business n cambridge?
Laurie Ryan	Newmarket, United Kingdom	2016-10-06	Because I have to do business in cambridge and will need to carry items which are impossible on a bus.
lynda Leigh	Australia	2016-10-06	My cousin lives there and it affects her family life
Isiah Davis	Red Lodge Bury St Edmunds, United Kingdom	2016-10-06	The go ahead plans are ridiculous.
Mariana Miele	Cambridge, United Kingdom	2016-10-06	Don't agree at all
Anna Bickerstaffe	Cambridge, United Kingdom	2016-10-06	Chesterton High Street will experience awful traffic if these plans go ahead. Cars and buses will be badly delayed.
Lynne Harrison	Cambridge, United Kingdom	2016-10-06	While I agree that measures, and possibly quite drastic ones, do need to be taken to tackle congestion I do not think that sufficient consideration has been given to the legitimate concerns of people living in the areas within the proposed closures. We may end up unable to cross the city for most of the day and also unable to employ painters decorators, repair men etc. as they will be unwilling to try and access our homes. It is clearly individual drivers trying to access the city that is the major problem so surely they can be targeted more efficiently. In particular we all know that the traffic is much easier at half terms and school holiday so the suggestion of school busses from the Park and Rides seems like a very useful proposal.
Martin Irwin	Cambridge, United Kingdom	2016-10-06	I'm signing because there's insufficient public transport options from surrounding town to Cambridge.
Nick Chastney	Cambridge, United Kingdom	2016-10-06	I think the idea of closing roads in Cambridge is a terrible one, and will have dreadful consequences on traffic flow through the city, and quite probably on peripheral routes as well
Neil rogers	Milton, United Kingdom	2016-10-06	It's an ill conceived, one sided, and anti business measure, that will stifle business growth in Cambridge.
Floria Marshall	Cambridge, United Kingdom	2016-10-06	This will have a massive detrimental effect on our business. We attend to many gas and heating breakdowns 80% of them around these proposed road closures!
Gary Brown	Cambridge, United Kingdom	2016-10-06	I don't agree
Stephen Blay	Salford, United Kingdom	2016-10-06	It's ridiculous to lump motorcycles and scooters in the same class as cars and vans. We Bikers are a solution to your congestion problems stop making us part of the problem
ketan patel	Cambridge, United Kingdom	2016-10-06	awaful idea which will ruin buisness
Daniel Barrett	ely, United Kingdom	2016-10-06	I work within the restricted zone and drive in from ely. This will mean at least an extra hour journey all the way round Cambridge and in on trumpington road. A journey that everyone else will also be taking. I work shifts so sometimes I finish at 4 or start at 9. This is going to be hell. No one will avoid the roads and traffic will be insane.
Kevin Lacy	Brent Pelham, United Kingdom	2016-10-06	I cannot see any sense in this proposal.

Name	Location	Date	Comment
Holly Mackay	Cambridge, United Kingdom	2016-10-06	The coloured will affect my business I am self employed and travel to some clients at home to give them treatments and this is seriously impact on whether I can continue to treat people in their homes and possibly mean I cannot fit as many people in on one day so therefore earn less money
Mr R Clancy	rendlesham, United Kingdom	2016-10-06	I regularly do business in Cambridge and this is going to severely effect deliveries to the area
Alison Barker	Cambridge, United Kingdom	2016-10-06	The cure for excessive traffic is not to close roads. You will be making life hell for people who have no choice but to commute in (and out) of Cambridge at peak hours. I'm a huge fan of public transport, but it simply isn't powerful or flexible enough for many people - or we'd be using it already.
Helen Houghton	Bury St Edmunds, United Kingdom	2016-10-06	I work in Cambridge and drive 35 miles each way. I need to be able to get to and from work, quickly and efficiently.
mathew newman	Cambridge, United Kingdom	2016-10-06	M newman
Caroline fletcher	Cambridge, United Kingdom	2016-10-06	The potential to increase fuel consumption and reduce air quality in cambridge. The lack of analysis on the impacts of the options and the lack of any detailed assessment on alternatives. I would prefer to see improvements in public transport rather than reductions in the buses and now making the individual pay in time and fuel costs. Cambridge has continued to expand without proper transport plans for the people that live and work here. We are destroying a unique city and this is just a poorly thought out, random action.
Alex Routh	Fen Drayton, United Kingdom	2016-10-06	This is such a stupid idea
David Jefferson	Exning, United Kingdom	2016-10-06	I work in the Dept. of Chemistry (Lensfield Road) and Gonville & Caius College
Stephen Howarth	Darwen, United Kingdom	2016-10-06	It sounds more like an Eastern block state than a free country!
Lina Davey	Fulbourn, United Kingdom	2016-10-06	I work as a mobile hairdresser, Carry alot of equipment, so would make it very difficult for me to get around and also to get to clients on time. It's an absolutely ridiculous idea.
jenny farley	Stretham, United Kingdom	2016-10-06	Are they trying to kill cambridge
jason stearn	Comberton, United Kingdom	2016-10-06	I have a company in Cambridge and this is just a crazy idea !!!
Mohua Bhattacharya	Gurgaon, India	2016-10-06	It is going to make my working day even more expensive and stressful than it is now.
Sharon Downham	Eaton Socon, United Kingdom	2016-10-06	I travel to work and work shifts, nightmare !!
James Brown	Cambridge, United Kingdom	2016-10-06	This proposal, if implemented, would be detrimental to my business, other local companies and residents.
Simon Bennett	Cambridge, United Kingdom	2016-10-06	What a stupid idea!!!!!!!!!!!!
Helen Chambers	Cambridge, United Kingdom	2016-10-06	These plans will hugely impact on my life. I have two jobs, on opposite sides of the city, and commute in. If these plans come in, I will literally be unable to travel between them quickly enough to attend both. Moreover, one of my jobs is in a gym on Colham's Lane. Our business will take a huge hit here, as people will not be able to reach it in time to then get to work afterwards.
jennifer Hunter	NAPLES, FL	2016-10-06	I've moved to the area and this would be detrimental to my husbands job.

Name	Location	Date	Comment
Rachel Riley	Cambridge, United Kingdom	2016-10-06	I need to get to work. I need to get home in time to pick my daughter up from school. I need my car to get to site for my work. The proposals are going to stop me running my life. I feel they are ridiculous and ill thought out. I am worried about losing my job as I can't see how our business can run without us having our cars.
Barbara Comish	Woodbridge, United Kingdom	2016-10-06	My son lives in Cambridge close to Mill Road but he works outside Cambridge in an area not served by public transport. A lot of flats have been built in Cambridge within the last few years. It can't be assumed that everyone who lives in and buys one of these flats works inside the city. This is a terrible idea and there has to be another answer to the congestion.
Niccy Townley	Cambridge, United Kingdom	2016-10-06	It is a totally unworkable plan!
Karen Yu	Cambridge, United Kingdom	2016-10-06	The plan has not been thought through with no actual plans to improve bus/other transportation infrastructures as viable alternatives. All this will do is inconvenience those who live and work in the city.
Manash Chatterjee	Cambridge, United Kingdom	2016-10-06	This is a bad idea and will cause major problems. I need to access the roads to drop my kid to his school. Growth in the city will be affected as Buisnesses will be affected. Cambridge is a hot bed for technology companies, they will move out of the city and new companies will not open here. Please think long term and stop this plan
Charlotte Cook	Harston, United Kingdom	2016-10-06	I'm signing because it will make my job and others extremely difficult to access.
Rachel skinner	Fleckney, United Kingdom	2016-10-06	Cambridge is my home town & this development would ruin it -it's character & personality! The infrastructure of the centre won't take it anyway !
Lucy Wells	Lode, United Kingdom	2016-10-06	I work part time inside this zone and whilst I would be happy to get the park and ride, I do not see that this solution is fit for purpose for colleagues, most of the businesses and schools and the residents of the area.
Joanna Wallis	Cambourne, United Kingdom	2016-10-06	I am disabled and find public transport difficult to use whilst attending hospital appointments
Mark Young	Eastleigh, United Kingdom	2016-10-06	Its always about forcing people to spend more and nothing to do with convenience.
Claire Stevenson	Cambridge, United Kingdom	2016-10-06	Due to health problems getting to town is a problem already
David Lupson	Harrow Green, United Kingdom	2016-10-06	The proposal lacks any commercial understanding
Edmund Bolton	Cambridge, United Kingdom	2016-10-06	I believe the suggestions in this deal have been made primarily because of lobbying by construction firms and bus companies, and that it's a disgrace
Liz Anderson	Colchester, United Kingdom	2016-10-06	This will make it virtually impossible for me to travel to visit my parents in central Cambridge
Matt Rowe	ely, United Kingdom	2016-10-06	I ride a motorcycle through Cambridge center occasionally

Name	Location	Date	Comment
ELizabeth Freeland	Cambridge, United Kingdom	2016-10-06	The congestion on Trumpington Road is already a serious problem. Closing the proposed roads, at peak hours, will cause increased grid lock on Trumpington Road and other areas. Close one road and push the problem onto another. It will be castastropic for Cambridge businesses. School term time is the main problem at peak times, as traffic is halved during the school holidays. I cycle to work on Mill Road and the road is virtually empty during the school holiday period. Address the private school issues and invest in free park and ride. If the City Deal goes ahead, as it stands, it will be a tremendous waste money, causing other serious problems. I was interested to read that there was a 14% drop in passagers using the Park and Ride when charges were brought in. I know people, who were thrilled with free park and ride but now they see no point in the hassle and have returned to parking in central Cambridge. Please reconsider this flawed scheme.
Karen Kent	Papworth Everard, United Kingdom	2016-10-06	My husband runs a business in Clifton Road. It serves, and employs, local people. This will have a devastating effect on this small business and so many others like it.
Joan Lasenby	Cambridge, United Kingdom	2016-10-06	I lecture in Cambridge and live in Hardwick. It will be catastrophic to have this imposed.
Deborah Fearn	Earith, United Kingdom	2016-10-06	<p>I currently car share with two other colleagues at a cost of about £70 every three weeks, say £3.50 per day if you include weekend travel. If all three of us started using public transport we would have to get a bus from our village (Earith) to St Ives, then another bus from Earith to Drummer St and then two of us would have to get another bus from Drummer St to Madingley Road. Until public transport is available from my front door at a suitable time, is direct to my place of work and costs less than £1.10 per person per day, we will be forced to start using an additional vehicle to accommodate getting us to work without using the roads that you want to close.</p> <p>People soon won't be able to afford to go to work, this is yet another increase to our cost of living when our salaries are only increased by a pathetic 1%. Are Councillors using us as a method of recovering some of the massive overspend that the guided bus incurred?</p> <p>Cambridge wants to be recognised as forward thinking research city, but it is never going to attract the staff to work here if they can't afford to live here.</p> <p>Serious consideration should be taken over reducing the 'school runs' in to town. It is a well-known fact that traffic congestion is massively reduced during school holidays.</p> <p>I also think it very unfair that this proposal has not been communicated sufficiently</p>
Perla Loubell	Cambridge, United Kingdom	2016-10-06	We have a business in the kite area, seven other people work in the business on a self employed basis. All their income to support themselves and their families depends on their customers reaching the city centre. We need futuristic well thought and planned solutions not backwards dictatorship type of decisions. This is only going to produce more confusion, division and frustration. Possibly that is what the current government is trying to achieve. I don't belong to any political party, by the way. I always have the impression the bus company has influence in the local government.
Brendan Little	Warboys, United Kingdom	2016-10-06	Its stupid for everyone.

Name	Location	Date	Comment
Andrew Ballard	Cambridge, United Kingdom	2016-10-06	Because I run a business in Cambridge with 35 staff and this is insane
sarah middleton	cambridge, United Kingdom	2016-10-06	I live in Cambridge and this will make my life virtually impossible to get around.
James Weeden	Fen Drayton, United Kingdom	2016-10-06	Congestion on the main arterial routes of the M11 and A14 needs to be address prior to adding significant traffic to these routes by introducing the "City Deal" plan
Christina Smart	Cambridge, United Kingdom	2016-10-06	I want my business to carry on for the next few years and the current plans could cause me considerable loss of revenue
Lauren Daynes	Histon, United Kingdom	2016-10-06	I'm a freelance instructor and work all over Cambs in the city centre as well as on the outskirts. With this change I will no longer be able to get from club to club by car so will loose money by not being able to teach as much as I currently am. Going by bike isn't possible when I only have very limited time to get from one club to the other.
kath frost	fordham, United Kingdom	2016-10-06	I can't see that this will help the city at all.
John Schonert	Haverhill, United Kingdom	2016-10-06	It will adversely effect so many people and businesses. It's been ill thought through and other ways need to be explored.
Nigel murphy	Cambridge, United Kingdom	2016-10-06	This is going to be a total shambles for Cambridge cars are not the issues here it's was the lack of vision way back in the 70s that could of easily made life in Cambridge better for all
Pippa Smith	Cambridge, United Kingdom	2016-10-06	I live in a village with no public transport- none at all. The nearest bus is 2 miles away. Fix public transport before this nonsense
Toby Geering	Cambridge, United Kingdom	2016-10-06	This scheme is absolutely ridiculous and will have serious implications on people like myself who live in a village with no public transport facilities and have to drive to work in the centre of Cambridge, incorporating dropping my children at their village schools on route and requiring my car in connection with my daily work visits to projects around cambridge. My work colleagues are a mixture of those living in the city and out in villages and not one believes the proposed scheme is a good idea and it will have a negative impact on everyone working here, to the extend some will not be able to continue their employment.
Donna Buchanan	Cottenham, United Kingdom	2016-10-06	As a small business owner in Cambridge the hours of these closures are going to loose us a lot of business
Daniel Stevenson	Cambridge, United Kingdom	2016-10-06	I am a self employed plumbing and heating engineers. I live in Cambridge but need a van to operate my business. I do use a bike whenever possible but cannot run a business from one. The closure of Cambridge City Centre means I will no longer be able to work there. I can't drop my son at school at 6am and cannot complete works in any kind of timely fashion with only a 4-5 hour working day
Stacey Earl	Cambridge, United Kingdom	2016-10-06	The road closures would cause massive delays for all Cambridge residents!
Charlie Kivlin	Milton, United Kingdom	2016-10-06	I am signing this petition because my work relies on being able to move through Cambridge freely in my van and I believe if these new plans are enforced it will make it a struggle for me to put food on the table.
Elwyn Jones	Fulbourn, United Kingdom	2016-10-06	Cutting all traffic is madness! OK Cambridge is small for a city but too many would be affected
amanda clayden	Saffron Walden, United Kingdom	2016-10-06	Being a freelance aerobic instructor i need access to differant clubs at time of day when city locked down

Name	Location	Date	Comment
Sara Campbell-Spalding	Waterbeach, United Kingdom	2016-10-06	What on earth will they think of next???? Are they really this stupid???!!!!!! We need to block for sanity's sake! Isn't life hectic enough as it is!!!!
Lindsay Sandhurst	Haslingfield, United Kingdom	2016-10-06	I work on Hills Road and it will be difficult, costly and time consuming to get to work if this comes in.
Andreas Betz	Hardwick, United Kingdom	2016-10-06	I work in the center and with those road closures I would have to start work before 7am, or spend a fortune on parking+bus!
Jon Broadbent	March, United Kingdom	2016-10-06	This is ridiculous and will cause financial hardship to consumers and retailers alike increasing costs in an already austere society.
Mary Currie-Smith	Bassingbourn, United Kingdom	2016-10-06	I work in Cambridge
Elizabeth Bond	Balsham, United Kingdom	2016-10-06	I car share with my husband. He works at the Beehive end of the city and I work at Mitcham's Corner end of the city. The only route between the 2 is on Coldhams Lane. I have parking at work and start/finish before and after my husband so it works well. I have back and Achillies issues so walking to and from a bus stop is not a good idea so I won't be doing it! Closing these roads and forcing all the cars to use only a few roads will increase pollution, increase congestion and drive everyone bonkers! This whole 20 mile an hour restriction that has popped up on many roads is daft as well as even though it slows the traffic down, it just increases pollution and journey time! I've tried using park and ride sites with other jobs I have had. The buses are cold, always late in the evenings and cramped. Don't forget sometimes the buses just don't turn up/get cancelled and leave you stranded as well which happened to me!
Ann O'Brien	Haslingfield, United Kingdom	2016-10-06	I live outside the city and there is not a regular bus service from my home to work in Hills Road. Also I have clients who come to me at work, some of whom have limited mobility and need to travel by car.
Peter Miles	Cambridge, United Kingdom	2016-10-06	I'm signing because the idea of closing of major routes in the middle of the city would simply not work. I have to commute in from St Neots every day to Hills Road (closer to Addenbrookes, admittedly). It can take 30mins on a good day to commute in from the M11 at Trumpington, longer if traffic is diverted. Even if I use my motorcycle it can still take 30mins or more. Closing major routes into the city will overly exasperate this situation more to the point of hour plus gridlock across the city and beyond to the M11/A14 moreso than it already does.
Cathy McCluskey	Cambridge, United Kingdom	2016-10-06	Actually I'm delighted to hear that more buses have been ordered. Now can the council have a serious rethink about their transport policy? If more bus services were run, less profitable routes reintroduced and prices subsidised so that travelling by bus made good, economical sense then there should be no need to close any roads! People only don't use public transport because it's currently so inconvenient and expensive. Charging for the park and ride car parks was the final straw.
Jacquie White	Hauxton, United Kingdom	2016-10-06	I work in Cambridge and I do the school run. Having to use alternative forms of transport will mean I have to work later in the evening which will affect my family life. On top of that, my children attend playscheme during the school holidays and not being able to drive in will cause an issue with taking them to the playscheme.
Fiona Beedle	Cambridge, United Kingdom	2016-10-06	I am not happy about the plan as it stands. I am really annoyed that we were not consulted on a proposal that will directly affect me as a city resident. I want this city deal to stop.

Name	Location	Date	Comment
Robin Halford	Comberton, United Kingdom	2016-10-06	This proposal does not appear to have been thought through and might well have a negative impact on trade in the city, forcing businesses out and destroying the character of Cambridge. It could be a disaster in planning terms.
Maria Duchars	Cambridge, United Kingdom	2016-10-06	I will not be able to access my workplace if this goes ahead. They have not introduced any alternatives
Ron Plascow	Cambridge, United Kingdom	2016-10-06	I am concerned about access in and around Cambridge if this proceeds
Christopjer Kindred	Fulbourn, United Kingdom	2016-10-06	It will affect my friends!
Sarah Flynn	Cambridge, United Kingdom	2016-10-06	I need to get to work !!!!!
phil coles	Haverhill, United Kingdom	2016-10-06	I work in Cambridge, running a shop which will probably have to close if this happens as customers won't be able to bring their bikes in for work first thing
Ruth Catala	Cambridge, United Kingdom	2016-10-06	It is a bad idea and a mistake to close all these roads. The repercusión on delivering vans and people needing to access the center due to work or other reasons will be a terrible move for all the business, besides, there is no increase in buses and conditioning bike lines etc to make it as an alternative to driving....
stuart cotterell	Launceston, United Kingdom	2016-10-06	I am originally from Cambridge and am terribly upset that this is happening. It is a beautiful city and is slowly being destroyed by small minded bureaucrats
Shahnaz Yusaf	Cambridge, United Kingdom	2016-10-06	I do not want to see an increase in congestion and an increase in traffic on trumpington road.
Jess Rippengal	Thurlow, United Kingdom	2016-10-06	This is a badly thought out scheme which will only increase pressure on other roads. Please look again at trams
Ann Patten	Hardwick, United Kingdom	2016-10-06	I wish to oppose the shutting of roads into Cambridge, as I drive in each day, & it will make things difficult.
Josh Monteiro	Cambridge, United Kingdom	2016-10-06	The ability of ordinary people and businesses to move around would be unnecessarily damaged by this proposal.
Michael Middleton	Fen Ditton, United Kingdom	2016-10-06	It is an utter nonsense and will be worse and stop business from trading
Greg Gregoriou	Cambridge, United Kingdom	2016-10-06	this would be the biggest mistake if it's ever passed
Rupert Halford	Oxford, United Kingdom	2016-10-06	I'm self employed and do plumbinh and building repairs. If I need to do repairs for people how will I get there. This is causing great deal of awkwardness means I'm likely to have to work odd hours. ..likely to push prices up as well as great deal of inconvenience. Can't see the bus drivers being very happy with me suggesting I put an entire estate car boot load of tools on the bus!
Marcelino Gopal	Bar Hill, United Kingdom	2016-10-06	This is a very short sighted and poor decision, in particular for families that travel with child related equipment.
Iryna Freer	Cambridge, United Kingdom	2016-10-06	I work in Central Cambridge and every day I have to spend 1.5 hours driving to get to work. I do not want my commuting time to be even longer!
Ross Millard	Bury Saint Edmunds, United Kingdom	2016-10-06	Family live in the heart of Cambridge. I have a small child I need vehicular access when visiting. Current infrastructure not in place to accommodate my needs if roads are closed to visiting traffic.
Suzanne Diston	Chatteris, United Kingdom	2016-10-06	Public transport is not an option for me

Name	Location	Date	Comment
Helen Butler	Doddington, United Kingdom	2016-10-06	Cambridge is a city that needs traffic such as delivery vehicles and parents taking children to school. How are disabled people supposed to get around. The congestion is going to be horrendous. Lower the parking rate again for the park and ride to encourage people to park there instead of blocking up side streets within the city so residence cannot park outside their own houses. Blocking the roads at certain times is not the answer and will make life a misery for people living inside the city and people who work there,
Graham Beattie	Hartford, United Kingdom	2016-10-06	disruption to my job and commute, paid for by motorists, to provide for bikes & buses
Chris Tromans	Ely, United Kingdom	2016-10-06	Traffic is not really a problem during school holidays and it during school term. Has anyone bothered to look at the connection and thought of putting on a lot more school buses to take the majority of the traffic from schools off the roads?
Chris Teale	Cambourne, United Kingdom	2016-10-06	This will significantly disrupt my working travel arrangements.
Krystyna Bennett	Sutton, United Kingdom	2016-10-06	As Andy Millard noted, when schools are on holiday traffic flows are noticeably better. I had to take two buses to get to school, one into Cambridge then one out, after walking alone nearly a mile on a country road to reach a main road and the bus stop. Why do so many people feel the need to take their children to school by car ???
Malcolm Cincius	Saffron Walden, United Kingdom	2016-10-06	I am a motorcycle instructor and the plans would make my teaching very difficult
Kate Ylioja	Norwich, United Kingdom	2016-10-06	For someone coming in the central Cambridge from a nearby village I already never use a car to get to work due to the congestion. I use a bicycle, the busway or a motorbike to commute. Can we address first: more and better cycle routes and cheaper bus fares with more routes before we start on road closures. Additionally, has there been any thought on how the deal will affect motorcyclist who do not contribute to congestion in the same way a car driver does? I am all for preventing people commuting by car, but there seem to be several other actions we could take to make Cambridge happier, cleaner and safer without stopping delivery drivers and construction workers from being able to to their job. How about banning parents from driving their children to school?
Emma Hawes	Cambridge, United Kingdom	2016-10-06	It's totally ridiculous Cambridge is bad enough at peak times now your closing major roads at the most busy times of the day . People still need to get into Cambridge where is the traffic going to go ridiculous. . It will make life hell for residents and commuters. . Where I live is not residential parking it's a nightmare now it going to be worse if this is put in place . . Very angry ð
ANDREW FOSTER	cambridge, United Kingdom	2016-10-06	If this happens it will effect my job and my lively hood.
Polly Brown	Hardwick, United Kingdom	2016-10-06	I travel into Cambridge every day and use the University Park and Cycle facility
Helen Burrows	Milton, United Kingdom	2016-10-06	These proposals will particularly impact lower paid, part time workers who combine work and childcare. Such people can't afford homes near their workplace and often have complicated commutes involving dropping off children at multiple locations. Also the work place parking levy will particularly impact public and third sector organisations who do not make profits from which to pay it. Also my children will have to forego after school sports and swimming lessons if I am prevented from driving into Cambridge after school

Name	Location	Date	Comment
Julie Barraclough	Great Shelford, United Kingdom	2016-10-06	This scheme is madness
Madeleine Coe	Orwell, United Kingdom	2016-10-06	it's ridiculous.
Ruth Brittain	Little Thetford, United Kingdom	2016-10-06	I have worked and still work in Cambridge for over 48 years and it is obvious that there is a problem but this is not the solution - very short-sighted & being bulldozed through without consultation. Appalling!
Stuart Newman	Great Shelford, United Kingdom	2016-10-06	Disagree with these very poor proposals
Richard Rust	Isleham, United Kingdom	2016-10-06	I own a business that relies on travel in and around Cambridge at all times during the day.
Shaw Fox	Bury Saint Edmunds, United Kingdom	2016-10-06	I cycle when I can but I need to drive into Cambridge most days.
Marianne Sibborn	Letchworth Garden City, United Kingdom	2016-10-06	I don't want the shops in Cambridge to suffer by not being able to have deliveries and collections.
Anna Irvine	Cambridge, United Kingdom	2016-10-06	People need these roads for work, e.g. driving to an office in central Cambridge and then needing their car to go to meetings and also for many other reasons. Public transport is simply not an option for lots of people, hence us having cars and using them.
Hilary Cheese	Garden House Lane, Drinkstone, United Kingdom	2016-10-06	I need to get into Cambridge during the day.
Jimmy Altham	Cambridge, United Kingdom	2016-10-06	The Council says that people and their businesses can adapt to the new traffic restrictions, but this is just hand-waving, as there will be huge problems, and adapting will in many cases be impossible. Curious also that the control points are in the West and the East, with none in the North.
David Hilder	Cambridge, United Kingdom	2016-10-06	I work in Cambridge and need access to the city every day.
Philip Woodland	Stapleford, United Kingdom	2016-10-06	This will may congestion in Cambridge far worse. This is madness and will have a very negative impact on the whole city.
Fabio Lahr	Cambridge, United Kingdom	2016-10-06	It's a ridiculous proposition that benefits only tourists and students. Absurd!!
Gemma Faulkner	CAMBRIDGE, United Kingdom	2016-10-06	It directly affects me and my family
Richard Lyon	Cambridge, United Kingdom	2016-10-06	I do not believe that the peak hour road closure proposal will work, and that chaos will follow.
Kayleigh Wing	Braintree, United Kingdom	2016-10-06	I work in Cambridge and visit family and friends in the area.
Oli Daniells	Girton, United Kingdom	2016-10-06	I work at David Lloyd on Coldhams Lane and having these road closures would massively affect my self-employed tennis coaching business.
David Solanki	Cambridge, United Kingdom	2016-10-06	I disagree
Natali Samkevich	Black Notley, United Kingdom	2016-10-06	I'm signing because I believe this wrong idea and must be stopped

Name	Location	Date	Comment
Siddhartha Ghose	Cambridge, United Kingdom	2016-10-06	The Cambridge City Council have absolutely no idea about city and urban planning and need to have a long hard look at their previous plans to relieve Cambridge of congestion, all of which have been spectacular failures. Banning cars from the city centre is a desperate attempt at increasing their coffers by forcing people to dish out on taxis and buses or cycle in. What about people who can't afford taxis? What about people who don't cycle? What about people visiting the town? Blood boiling stupidity by a bunch of prime morons with absolutely no clue about anything. A bunch of headless chickens could do a better job.
Stephen Blyth	Cambridge, United Kingdom	2016-10-06	It may affect myself getting to work!
Donna Paul	Kempston, United Kingdom	2016-10-06	This would be an absolute nightmare for businesses and people living and working in Cambridge. I can see many businesses moving away from Cambridge or even ceasing to trade if/when this comes into play. Once again Cambridge City Council giving no consideration to Cambridge residents or small local businesses.
Anne Rutland	Great Eversden, United Kingdom	2016-10-06	These road closures would make Cambridge inaccessible to those of us who rely on its businesses and facilities for services and make many Cambridge residents prisoners in their own homes.
Mark Tinkler	Cambridge, United Kingdom	2016-10-06	It is total madness
Karina Gimpelyte	Cambourne, United Kingdom	2016-10-06	I don't think this plan is tackling congestion problem in the most efficient way. Restricted access is the easiest option but you need to think about people and how it affects them. Cambridge is already very expensive
Chris McCabe	Cambridge, United Kingdom	2016-10-06	This makes no sense for an already hard to access city!
Sarah Wellington	Saint Neots, United Kingdom	2016-10-06	Absolutely ridiculous idea! These people have no idea!
Alan Huddleston	Little Eversden, United Kingdom	2016-10-06	I am a breakdown and maintenance gas engineer and need to get to homes within cambridge 24 hours a day
Ashley Emmett	wrexham, United Kingdom	2016-10-06	Whoever manages the roads in and around Cambridge needs replacing
Pas Ruggiero	Yelling, United Kingdom	2016-10-06	I don not want to see the damage to Cambridge that this plan will inflict.
Sarah Matthews	Huntingdon, United Kingdom	2016-10-06	I work as a freelance personal trainer and sports massage therapist and travel between my clients' houses at all hours of the day. This would make things incredibly limiting and difficult as I need to take equipment with me and fit in with their timetables.
John Hague	Cambridge, United Kingdom	2016-10-06	When the congestion charge was being considered in London, Ken Livingston first increased the number of buses and cut the fares considerably - They were/are free for schoolchildren and pensioners. Whilst this may have increased the congestion in the short term it got more people used to using the buses and made it more likely that the support for a congestion charge zone would be supported in the longer term. The aim to get people out of cars and onto buses needs to be supported by removing the parking charge at the Park and Ride centres.

Name	Location	Date	Comment
Megan Saunders	Sawston, United Kingdom	2016-10-06	Because I work in Clarkson Road (Off Grange Road) and live in Essex, it takes up to an hour for me to get into work some days because of the traffic. I would love to take the train to Cambs and cycle the rest of the way to work but a week ticket is more expensive than a month's car costs. I just want to know who does this awful plan benefit, everyone I know, work with, or even discuss this plan with, think it would be so damaging to Cambridge. The tourist industry, conference and events market, small businesses, large businesses and the general public.
Adrian Stone	Longstanton, United Kingdom	2016-10-06	This is ridiculous and will have a truly detrimental effect on all those living and working in and around Cambridge
olga Bryant	Cambridge, United Kingdom	2016-10-06	I agree with the petition.
Jo Deal	Cambridge, United Kingdom	2016-10-06	It's madness
Andrew McLeod	Great Shelford, United Kingdom	2016-10-06	Closing these roads will bring in less business to Cambridge and have an adverse effect on traffic around the area. It's already bad enough.
Sharon Saunders	Cambridge, United Kingdom	2016-10-06	I live on Cambridge and travel out of town to St Neots and no one can tell me whether I can actually use the roads to go out of town During these times.
judith rolfe	ely, United Kingdom	2016-10-06	It is ludicrous!! Congestion will be 100 times worse!!! Paramedics, drs, midwives, carers, repair people, children being dropped off to school, appointments etc. People also drop off people, esp elderly. DISASTER!!!
Paul Williams	Cambridge, United Kingdom	2016-10-06	Totally unfair when you need to use your car at peak times! when you mostly cycle!! NOT THE SOLUTION RETHINK!!!
Michaela Correia	Cambridge, United Kingdom	2016-10-06	I work in the city centre in a food business and the time restrictions will affect our business massively
Tamsin Fry	Fulbourn, United Kingdom	2016-10-06	It's a really bad idea...
Victor Zvyagin	Cambridge, United Kingdom	2016-10-06	While I mainly use public transport to get around in Cambridge, I do Not think this is necessarily the right solution for traffic reduction
Anne Malcolm Malcolm	Cambridge, United Kingdom	2016-10-06	These plans are iniquitous and insane. City centre residents will be virtually trapped twice daily in their own homes ! The traffic planners should be ashamed for being so utterly disconnected from the real lives of residents. It's time our so-called public servants came down from cloud cuckoo land!
Rachael Burden	Cottenham, United Kingdom	2016-10-06	It's a ridiculous idea
Georgia Few	Willingham, United Kingdom	2016-10-06	I go to uni in Cambridge and drive from home
Anil Kambli	Letchworth Garden City, United Kingdom	2016-10-06	It would be a nightmare for people with children to drop off and get to work on time!!
Pete Smith	Great Chesterford, United Kingdom	2016-10-06	Congestion charging in Cambridge is a smug elitist gesture with no thought whatever of the needs of ordinary people
Edward Thompson	Cambridge, United Kingdom	2016-10-06	Local carpenter and joiner and have to use these routes to be closed to get to jobs .
Geoff Isitt	Cambridge, United Kingdom	2016-10-06	Peak time closures will seriously impair our business.
Francesca Muldoon	Newmarket, United Kingdom	2016-10-06	I do feel something needs to be done about congestion in Cambridge. However there needs to be more open and public consultation. Perhaps a range of options to choose from instead of having one forced up on us.

Name	Location	Date	Comment
Helen Arnold	Ely, United Kingdom	2016-10-06	How do you propose you take your pet to the vet, especially in an emergency? The location of my house (Sutton) to get to West Cambridge site for work is not a feasible option by public transport as it is far too expensive and would take too long, bearing in mind it is 15 minutes walk to the bus stop which then only goes via the A10 - when driving you go out of the village the other way and in that time you will be half way to Cambridge already. Totally ludicrous, the public transport system is inadequate - too slow and too expensive. Why is it the same price on the guided bus from Longstanton and St Ives?
Emily Hutson	Royston, United Kingdom	2016-10-06	Because, I work in Cambridge and there are no viable alternatives for many commuters to driving due to poor public transport infrastructure that has not been properly thought out at various stages of expansion on the city.
Lesley Kirwan	Sutton, United Kingdom	2016-10-06	This is not a solution !!
Emma Hall	Cambridge, United Kingdom	2016-10-06	If the council would stop building more and more housing estates on the outskirts of Cambridge to cram more and more people into the city then they wouldn't have to stop the people who have lived in the surrounding villages for decades from coming in to their local city to work.
Geoff Fewtrell	Cambridge, United Kingdom	2016-10-06	I represent Teachers in the City and they will be made to pay for onsite parking. They live outside the City like other key workers and have no option but to use a car. State schools will not afford the cost and will pass not on. The real culprits of congestion, local private schools are basically unaffected by the deal
Nicki O'Clarey	Cambridge, United Kingdom	2016-10-06	This option is going to throttle business in the city and render trying to make a livelihood in Cambridge impossible.
Lewis Henderson	Walton-on-Thames, United Kingdom	2016-10-06	I'm moving to Ely in the next 3-6 months and am planning on working in Cambridge in the future. This would seriously hamper my desire to work in the area, if I was limited to not being able to drive.
Michelle Stewart	Cottenham, United Kingdom	2016-10-06	My daughter goes to Hills Road sixth form and it's bad enough now trying to get there on time.
Jay Saunders	Great Wilbraham, United Kingdom	2016-10-06	It is hard enough to get into Cambridge to work as it is without roads being "no go" areas.
Eddie Stableford	Cottenham, United Kingdom	2016-10-06	This is a nonsense. Yes, everyone in Cambridge acknowledges we need a transport solution but this isn't it! What about early morning visitors to business premises in the affected areas for example, in addition to the chaos this will cause for anyone trying to get to work on time. It will cause massive issues for parents taking children to school and nurseries before then heading off to work. What are they going to do, drop them off at 7am so they can spend a further hour getting to work?
Gentiana Restelica	Cambridge, United Kingdom	2016-10-06	I live on HILLS ROAD!
Emma Bidwell	Cambridge, United Kingdom	2016-10-06	I am self employed and work delivering products in to Cambridge hairdressers therefore need to be able to get into town. Also, I have a husband who works in town and (to reduce congestion) I pick him up after work rather than him driving in & out every day.
Hugh Leighton	Cambridge, United Kingdom	2016-10-06	This does not in any way reflect the needs of Cambridge businesses. Ill conceived.
Martin Lander	Fornsett Saint Mary, United Kingdom	2016-10-06	It's ridiculous, it will crush Cambridge and its businesses, will alleviate nothing and turn it into a ghost city. My poetry at its best
Nandan Sengupta	Huntingdon, United Kingdom	2016-10-06	The plan looks very poor. As such Cambridge city centre roads are narrow. Increasing number of buses will not solve anything. It will hamper business and mobility of people.

Name	Location	Date	Comment
Emily Tuck	Cambridge, United Kingdom	2016-10-06	It is outrageous that the council is proposing to effectively imprison in their homes all the residents who live in the city centre (if one's car is garaged within the zone it is not exactly practical to take the park and ride!!!).
Peter Bowen	Morpeth, United Kingdom	2016-10-06	I feel strongly about strong arm tactics by government and local authorities who act without proper consultation on matters affecting local populace
Wendy Clover	Exning, United Kingdom	2016-10-06	I need to drive to Cambridge every week ,this will be most inconvenient for me apart from taking business away from many trades in the city centre.
Barbara SACH	Little Eversden, United Kingdom	2016-10-06	It seems that a village like ours will be cut off from the known world as there is no longer a village bus service and at 81 I will not be using any cycle path either!
Carl MacDonald	Newmarket, United Kingdom	2016-10-06	This idea is completely flawed and just wrong!!
Jonathan Hickford	Impington, United Kingdom	2016-10-06	This plan is poorly thought though.
melinda sheridan	cambridge, United Kingdom	2016-10-06	I have lived here all my life. 47 years and have never heard of anything more ridiculous! Apart from the 20mph zones on big roads such as Cherryhinton Road. Bring back the roundabouts and stop putting up lights.
Aruna Wittmann	Cambridge, United Kingdom	2016-10-06	It's such a bad plan.
Paul Whitwood	March, United Kingdom	2016-10-06	It will deter people working in Cambridge not help. Absolutely no thought gone into this at all.
Jake Bennett	Cambridge, United Kingdom	2016-10-06	Cambridge Council et al need to accept that many people don't have the luxury of walking/cycling conveniently. Existing transport links simply aren't good enough, particularly to outside of Cambridge. Traffic/pollution problems are solved by creating truly desirable alternatives, not by banning cars. This means reliable, cheap, fast, pleasant. I'd wager that not one of the people proposing this needs to drive to work themselves. This is just easy, quick-fix planning by the privileged few, avoiding any real work to a solution to the needs of the many. Typical.
Jacqueline Ogden	Cambridge, United Kingdom	2016-10-06	I think it is completely unrealistic. Cambridge is a living city, not some kind of fantasy! I agree traffic is a problem, but this is not the answer.
Brian Lucas	Rugby, United Kingdom	2016-10-06	Like to visit Cambridge, would not like to see it go to no-go area
Edward Halford	Comberton, United Kingdom	2016-10-06	I believe this will greatly inconvenience more people than it will benefit.
Neil Robinson	Cambridge, United Kingdom	2016-10-06	The idea is half backed, unworkable and penalises those who need to access the city the most. The congestion and transfer to public transport is already self limiting and self regulating - as options evolve.
Andrew Betson	Milton, United Kingdom	2016-10-06	I run a business in the city and dont see how this will help anyone but stagecoach
Emma Barker	Great Shelford, United Kingdom	2016-10-06	This is purely a ridiculous idea. It will prevent me from doing my job as I have to use my car to travel to various locations within the City.
Jesse Wong	Waterbeach, United Kingdom	2016-10-06	I am a working parent and have to drop my daughter at school before travelling to work in Cambridge. This arrangement potentially caused difficulty in managing both school run and work.
Tom Skinner	Kibworth Harcourt, United Kingdom	2016-10-06	It will make visiting my nana and grandad 100 times worse as we pass through that way!!
Daniel Pirie	Brighton, United Kingdom	2016-10-06	Cambridge County Council seem to think its residents have money to burn on useless projects (see the guide busway), this will add a burden to already

Name	Location	Date	Comment
lyn jones	Hemington, United Kingdom	2016-10-06	I work in Cambridge(teach student midwives) and live over 45 miles away. Wherever possible I do use the guided bus however as I also need to get to Peterborough hospital sometimes in the same day I occasionally need to drive into Cambridge. These times would effectively mean that I either can't get to work for 7.30 and I can't leave before 6.30pm. From next year students will no longer get bursary's for their course and will have to pay. Unlike conventional students they are in placement areas for 37.5 hours a week and so can not easily have a paid job to subsidise their travel. Most of them live outside of Cambridge and the guided bus service does not offer student discounts. You are going to adversely affect both buisnesses and healthcare students who currently see our Cambridge universities as an excellent choice.
Deborah Hoy	Longstowe, United Kingdom	2016-10-06	This policy seems to be strangling the very heart of the city. I work for a College which has been in the same location for 700 yrs, so there is no option to move out of the city. This may mean that I have consider if I can continue to work at the College as I will not be able to access my work place in a way that suits my needs as a single mother living in a rural community (no bus service to Cambridge).
Adam Hotson	Cambridge, United Kingdom	2016-10-06	I'm singing because these plans show a clear lack of logic from Cambridgeshire County Council.
Steve Sinclair	Cambridge, United Kingdom	2016-10-06	This is a stupid idea
Debbie Buttress	Bar Hill, United Kingdom	2016-10-06	It will be detrimental to local businesses
Mary Donoghue	Cambridge, United Kingdom	2016-10-06	This is ridiculous, and not a solution to Cambridgeshire traffic problem!!
Ben Holland	Longstowe, United Kingdom	2016-10-06	This will make it impossible to work in Cambridge !
Amar Desai	Cambridge, United Kingdom	2016-10-06	How would this work for myself, I commute to work in those those times. So I am not able to leave and return to my own home!
David Spaxman	Somersham, United Kingdom	2016-10-06	It's a ridiculous notion that is horribly flawed from the get-go, which seriously impinges on people's rights to travel. They know it will flood their routes with additional traffic, in fact they even admitted as much when we had them visit my work place. They spent 15 minutes showing us a presentation and then took questions; the majority of which they ignored or waffled on after the question was asked but never actually answered it. An absolute shambles.
Ian Critten	Papworth Everard, United Kingdom	2016-10-06	This idea will kill the city. Dead.
Penny Gray-Mele	Port Washington, NY	2016-10-06	I live on the trumpington road (A10) and am concerned about increased traffic and pollution outside my house and causing delays to get to school since my child wasn't granted a place at our local school. I don't want to be forced to use the park and ride since the price is too much for my family and I usually only go into Cambridge after 10am anyway but I don't want to be forced out by 4pm.
Jonathan McKeggie	Cambridge, United Kingdom	2016-10-06	This is an abomination and should not be allowed to go through. Closing roads in the centre of Cambridge will only leed to more congestion. You only have to see now, that when a road is closed or traffic lights are installed for road works. The effect on the traffic flow elsewhere is devastating.
Anthony Barrett	Cambridge, United Kingdom	2016-10-06	This will badly affect my job. I'm a local Carpenter and i need to be able to use these roads throughout my working day. Or i quit, simple as that
Ben Roe	Littleport, United Kingdom	2016-10-06	Our company work in Cambridge and we would have so much difficulty getting to jobs and even being on time to jobs.

Name	Location	Date	Comment
Philippe Lafon	Cambridge, United Kingdom	2016-10-06	I believe the plans are far too drastic and will create chaos in Cambridge rather than solve the traffic problems. Also, as a local business, I need to use my car at those times and my business would suffer if the measures went ahead.
SARAH Adams	Cambridge, United Kingdom	2016-10-06	I have travelled to Cambridge every day for 28 years and work on hills road. The firm I would for would lose clients as a business and also a loyal employee.
Fran Robinson	St Ives, United Kingdom	2016-10-06	I will not be able to get to and from work if this measure is introduced.
Anna Baldwin	Cambridge, United Kingdom	2016-10-06	If this goes ahead it will make it almost impossible to me to get to and from my place of work on mill road. It will also affect parent trying to drop off/ pick up there children from my place of work
Scott Day	Soham, United Kingdom	2016-10-06	I have a cleaning business in Cambridge. Office, window & end of tenancy cleaning. Servicing all Manor of shops on all the main roads. 60% needing to be cleaned between 7-10.I have no business if this goes through.
Jodie Granger-brown	Haddenham, United Kingdom	2016-10-06	I work shifts and therefore need these roads at different times in the day
Adele Emmins	Eynesbury, United Kingdom	2016-10-06	Not only will this affect my life but everyone's in Cambridgeshire. Businesses will be effected, those that work in the Cambridge businesses will be effected and the economy will be effected.
WILLIAM RANSOM	Cliftonville, United Kingdom	2016-10-06	To stop this council from treating the people its responsible for badly.
Bronwen Everill	Collingswood, NJ	2016-10-06	Just no. This is the dumbest thing I've ever seen. Unless you own a taxi or bus company, I guess, in which case, payday!
Mark Littlewood	Cambridge, United Kingdom	2016-10-06	This is a badly thought through plan that has been steam rolled through without considering sensible alternatives.
Hania Childs	Cambridge, United Kingdom	2016-10-06	I am signing this because it is absolutely ridiculous cambridge bus services are not good enough to not be able to not drive into the city centre or for work around. I work until then centre at a school and whenever I have tried to get on a bus especially the guided bus I have been unable to because people from further or have already filled them before coming to Histon!
Alison Merrell	Wimpole, United Kingdom	2016-10-06	I will not be able to get to work if this goes ahead
Theresa McIntosh	Cambridge, United Kingdom	2016-10-06	I work in the centre of Cambridge and know that friends and colleagues would not be able to acess their places of work were the roads to be closed.
Jade Ward	Cambridge, United Kingdom	2016-10-06	It's a ridiculous proposal!
Terry Pearce	Ely, United Kingdom	2016-10-06	Usual bloody idiotic thinking. How will anyone get to work on time without leaving much earlier! Where do these morons get these stupid ideas from?
Therese Shadrack	Cottenham, United Kingdom	2016-10-06	I don't think it is good for business in the city at all!
Craig Billington	Willingham, United Kingdom	2016-10-06	The plan is unfair and ill-conceived. It will be damaging to businesses and a huge inconvenience, especially to people who need to work in central Cambridge.
Julia Pauley	Hartford, United Kingdom	2016-10-06	I want to be able to go into Cambridge when I need to
Mandar Kulkarni	Mumbai, India	2016-10-06	This is a disastrous idea, if implemented will have grave consequences on the businesses.

Name	Location	Date	Comment
Fiona Germaschewski	Little Eversden, United Kingdom	2016-10-06	I am signing because I live outside of Cambridge and have a daughter who is too young to cycle to the park and ride alone. I also work and have an hour drive to Cambridge from work to pick her up from school at 5-6pm. It will be impossible to pick her up. Trumpington road is already completely congested, this is an absolutely crazy idea to shut off all the other main roads.
Amanda Billington	Willingham, United Kingdom	2016-10-06	I am self employed and need to carry equipment to work so have to drive, my regular jobs are in these areas I will loose money If I can only work between 10-4pm
Trevor Hitt	Willingham, United Kingdom	2016-10-06	Ridiculous answer to the problems.
Lisa Gregory	Exning, United Kingdom	2016-10-06	The negative impact that this will have upon small business that need to travel around the city during the day.
Sarah gardner	Old Buckenham, United Kingdom	2016-10-06	I love and work in Cambridge and rely on being able to drive through Cambridge
Helen Lewis	Great Cambourne, United Kingdom	2016-10-06	Public transport needs to in place to support new measures to counteract traffic problems before restrictions are applied
Amber chamberlain	Longstanton, United Kingdom	2016-10-06	It's a ridiculous plan
Russell Walker	Croxton Kerrial, United Kingdom	2016-10-06	City council needs to be IMPROVING transport links not restricting them
Nynke Holtrop	Little Eversden, United Kingdom	2016-10-06	I live in a village on the west side of Cambridge. Except a waitrose store there are no shopping facilities at all on the west side of town therefor I am always needing to go through the town or take a huge detour to come into the city. Also as there are no bus services into the eversden any more therefor making going into town with public transport has become near impossible specially now I have teenagers at sixth form in town.
Suzie Laws	Cambridge, United Kingdom	2016-10-06	just tell me how can I get to work in the morning given 6 roads will be shut !!! whats the answer why put this in place ? tell me !!! PROVIDE free parking and cheap buses to get in and out of Cambridge.
Rachel Wooller	Cambridge, United Kingdom	2016-10-06	the council aren't listening to Cambridge residents
Tim Brookes	Cambridge, United Kingdom	2016-10-06	Because this will effect me and all of the local businesses around me. I think the idea is farcical and you should look at other ways of sorting cambridges rubbish road networks.
Brian Phillips	Cambourne, United Kingdom	2016-10-06	I work for the city council providing garden services around the main areas highlighted as being effected. How is this good use of tax payers money, as I will be unable to get around in an effective way.
Alan Stearn	Cambridge, United Kingdom	2016-10-06	It will kill local trade City council must have there brains where monkeys stuff there nuts
KAREN SPENCER	Cambridge, United Kingdom	2016-10-06	The impact that these road closures will have to ordinary people trying to do a decent days work, or any other business they may have, is unacceptable
Richard Warburton	Cambridge, United Kingdom	2016-10-06	Congestion is a problem in Cambridge but this is the most proposterous attempt at a solution! This will enormously effect businesses in Cambridge, and professionals who simply have to use a car and have access in/through Cambridge for business purposes.
Steven Willis	Barton, United Kingdom	2016-10-06	This is not going to help its just going to make it worst, get rid of the traffic lights and put the roundabouts back like it used to be, traffic flowed much better, make the roads wider and have proper cycle lanes not just temporary ones.

Name	Location	Date	Comment
Dom Tighe	London, United Kingdom	2016-10-06	I have many family members in Cambridge and go back all the time and it would cause mayhem if this scheme went ahead and effect my visits to Cambridge.
malcolm campbell	Cottenham, United Kingdom	2016-10-06	It's crazy idea.
Larissa Twinn	Cambridge, United Kingdom	2016-10-06	Cambridge is congested enough!
Jean Simmonds	Impington, United Kingdom	2016-10-06	This will cause more inconvenience than the traffic jams....there has to be a better solution!
alison murtagh	soham cambs, United Kingdom	2016-10-06	As someone with mobility issues the idea that public transport is suitable for all is ludicrous. Shopping for any item large or small would be impossible if I had to carry it around and walk to the nearest Park & Ride stop. This will hinder and deter so many people coming into Cambridge that you will destroy the retailers trade.
Lynn Morgan	Cambridge, United Kingdom	2016-10-06	This will make it difficult for myself and my staff to get to work. It would appear to verge on lunacy!
Neil Brown	Oakington, United Kingdom	2016-10-06	No thought has gone into this. Do the council want to cripple local business and suppliers that trade within the city. The local people living in these areas will be affected. This will not sort out the traffic issues in Cambridge. It will drive local people out of Cambridge and shop else where.
Rosie Eggo	Cambridge, United Kingdom	2016-10-06	Waste of tax payers money like 20mph and Perne red roundabout. Put on school buses to stop childhood obesity and type two diabetes bringing the nhs down. Private school buses from park and ride. Park and ride buses cheaper and run longer hours to cope with people who work late. Friends who live in Waterbeach area already go to Ely as free parking or Bury and don't bother with Cambridge so this will just make more people do the same. The city cannot survive on tourists and students. What is the point of schools stating a catchment area when their parents drop them off st the gate. It doesn't matter if the catchment area is 2 miles or 22 miles if this happens.
John Waterhouse	Cambridge, United Kingdom	2016-10-06	The proposed scheme is likely to have a serious negative impact on local businesses, cause choas on other roads, and cause immense inconvenience for those of us who live in the city.
John Callaghan	Safety Harbor, FL	2016-10-06	As a former 30 year resident of Cambridge I was amazed when I returned last week and tried to drive around my beautiful city. The traffic restrictions are completely ridiculous, you cannot improve the movement of anything by restricting its rate of flow. The current measures are obviously flawed and the new City Deal will make the situation even worse. Traffic is a reality of the 21st century, the solution should be of how to improve the situation not make things worse. School buses for every pupil within the City, improved infrastructure, low cost alternatives to car ownership, vastly improved public transport.

Name	Location	Date	Comment
Claire Brown	Oakington, United Kingdom	2016-10-06	There is no logic to this plan, how are people that live in these roads going to be able to leave to go to work especially if they work outside of the city and have to take car. Will carers and midwives be able to be exempt to go to patients. If a person is on shift work like at hospital and lives in one of these blocked roads and comes home at 8am will they have to wait till the 10am reopening of the roads. So many unanswered questions and who is going to police this. Just ludicrous
Katie Underwood	Cambridge, United Kingdom	2016-10-06	These restrictions will put our mobile catering company out of business within a few months
Hannah Rowley	Fordham, United Kingdom	2016-10-06	I live outside of Cambridge but work just out of the city but visit often. Public transport is expensive, inconvenient and unreliable. I think this is a horrendous idea. Yes traffic is bad at rush hour but what city isn't. People who know the city will know how to deal with it. I can see the major roads being closed having a knock on effect to all areas surrounding the city. It's just another pointless scheme like the guided busway.
Laura Taylor	Saffron Walden, United Kingdom	2016-10-06	I have lived and worked in Cambridge my whole life. Up until recently I had to commute into the centre daily, park and ride was not viable, so it was essential to use the main roads right into the city centre.
Christopher Miller	Braintree, United Kingdom	2016-10-06	Cambridge is run by fucking morons !!!
F Doyle	Cambridge, United Kingdom	2016-10-06	It's a crazy idea which will keep a lot of shift workers from getting to work , or hone from work if they drive ! Ridiculous!
Wendy Turner	Cambridge, United Kingdom	2016-10-06	The whole idea of it hasn't been really thought about. Tradesmen for instance they have to use these roads, people for instance won't be able to get to the station.
Alison Jeffrey	Ely, United Kingdom	2016-10-06	Whoever supports this has no idea about the Cambridge workers and infrastructure-idiots payed too much money!!
Chris Herriman	Cambridge, United Kingdom	2016-10-06	The plans are ill conceived and wont work. They will make it impossible for local traders who rely on their cars (e.g. window cleaners, gardeners, plumbers etc), people in town who have no option to drive due to disability, poor or non existent public transport to other areas and to get to hospital/Drs etc. People from outlying villages working in town will still need to drive to Cambridge so congestion will still exist on the City boundaries and around park and ride sites. Decent public transport needs to be provided in the wider area around Cambridge if a significant enough number of people are ever to be able to stop relying on cars and this is where the effort and money needs to go.
Barry Freeman	Norwich, United Kingdom	2016-10-06	This is the thin end of the nationwide wedgejust stop it
steve cassidy	Cambridge, United Kingdom	2016-10-06	Sharon Cassidy Cambridge
steve cassidy	Cambridge, United Kingdom	2016-10-06	Sharon Cassidy Cambridge
Ashley Needham	Folkestone, United Kingdom	2016-10-06	stupid idea
Megan Hawes	Cambridge, United Kingdom	2016-10-06	Because it's going to cause a congestion. It's absolutely ridiculous!
Caroline Barker	Dullingham, United Kingdom	2016-10-06	Proposal is ridiculous and untenable.
Jonathan Pool	Cambridge, United Kingdom	2016-10-06	It's the most rediculous idea ever! How about you cut the parking charges at the park & ride sites!

Name	Location	Date	Comment
Helen Wire	Cambridge, United Kingdom	2016-10-06	I work off Hills Rd, I drive into work because the transport options from Papworth Everard to Hills road are so poor. There is only one bus in the morning I could get and the bus returning from there is before I even finish work, again there is only 1 bus which takes almost an hour! Until transport options improve in and around Cambridge working in the City is a nightmare!
Joelle Garden	Milton, United Kingdom	2016-10-06	Nothing that the deal provides (positive or negative) would change my commuting patterns (bike and car), and there is likelihood of more cars parking in my village, Milton, with no plans to counteract it due to it being outside of the perimeter of the deal.
paula arnold	Great Shelford, United Kingdom	2016-10-06	The amount of people going into the city is growing far beyond the road network., that should be in place 1st. No parking on paths in Mill Road would help. All schools could be made to have buses only getting the children from the Park & ride into their schools. It is noticeable when the schools are off, so it does affect it. The companies in the city - especially the new ones with all the money, could have designated places in a car park out of town and provide free private buses to work. All cyclists should have sufficient lights and protective clothing, and potentially insurance - to cover their cutting up vehicles and pedestrians in the centre - this should be cycle free too - it is quite dangerous when they either walk their bike on the paths or zoom through the roads, especially when lorries are trying to squeeze through
Richard Jenkins	Cottenham, United Kingdom	2016-10-06	I work in construction and property maintenance mostly in and around Cambridge city centre. I currently work for a small local company which along with so many others would suffer very much from these changes. Much of our work involves emergency call outs requiring round the clock access to properties and local suppliers around Cambridge. I also have parents that live and work in Cambridge who have both struggled with recent ill health and have also been caring for their own elderly parents over the last few years, trying to accommodate their needs in terms of general care, shopping, GPs and hospital appointments etc, all balanced with full time employment. I am also a dog owner and use a veterinary surgery in the city which is now a major concern to me. My wife also works in the city centre and regularly uses public transport when possible. I am aware that congestion in the city is a big problem and would welcome any sensible solutions to help cut this down but do not think this ridiculous scheme will achieve anything. It will only disperse the problem wider afield and have a very negative impact on many local citizens trying to work in their local area and will hit local businesses very hard. I do believe public transport should be encouraged by improving services and making certain options more affordable. I also agree with promoting SAFE Cycling. However, I just wonder how far this ludicrous idea will go and how much destruction it will cause before it is proven to be completely impractical and unrealistic.
Sam Grain	Longstowe, United Kingdom	2016-10-06	I have construction site all over the city
Neil Shearer	Cambridge, United Kingdom	2016-10-06	Lack of meaningful consultation - lack of clarity about proposal - poor communication. Closing Cambridge for several hours a day - major roads closed and lesser roads congested damaged business, families, carers -will drastically damaging the economy - lack of positive approach to invest in sorting congestion at all
charlotte slack	CAMBRIDGE, United Kingdom	2016-10-06	This isn't going to solve the problem. It will make it worse!!!

Name	Location	Date	Comment
gill rapley	Cambridge, United Kingdom	2016-10-06	It needs more discussion about alternative solutions
Joe Ison	Little Downham, United Kingdom	2016-10-06	For all you fellow Cambridge commuters, clients, friends and family. Please sign this petition and stop these pencil pushing councillors! This is a will affect a LOT of people, businesses, schools..you get the picture. Just take a minute, have a read and sign!
Aleksandra Ristic	Girton, United Kingdom	2016-10-06	It will make it very difficult to get anywhere like to school or doctors in the mornings, and many small businesses that we use will be affected, from music lessons to sports and swimming after school. I don't understand the benefits of road closures. Aleksandra
Becky Pointon	Lolworth, United Kingdom	2016-10-06	Decisions are being made without all parties being listened to by people who are not democratically chosen to represent us.
Joss Emmerton	Cambridge, United Kingdom	2016-10-06	This is a ludicrous idea that will cause utter chaos in the city!
Susie Wisbey	Cambridgeshire, United Kingdom	2016-10-06	I live in Cambridge and feel there are better options than this drastic choice.
Gilles Bortuzzo	Germany	2016-10-06	It does not make any sense!
Amanda Beaton	Cambourne, United Kingdom	2016-10-06	I need to drive my daughter into school and drive to work
christine .cartwright	cambridge, United Kingdom	2016-10-06	Freedom of movement aids commerce
Anne White	Cambridge, United Kingdom	2016-10-06	I live in central Cambridge and work as a nurse at Papworth hospital. There is no way I can get to work other than by car because no busses go there early enough. Why should I be penalised for travelling OUT of Cambridge against all the traffic. This is ridiculous.
John Morley	Cambridge, United Kingdom	2016-10-06	It is a short sighted plan, many years ago when there were funds freely available the city planners should have invested in a tram/underground transit system .
Melanie Rice	Wimpole, United Kingdom	2016-10-06	Outrageous idea no common sense whoever thought it all up.
Annabel Firek	Cambridge, United Kingdom	2016-10-06	It will cause an absolute nightmare in Cambridge roads it will keep people away and businesses and shops losing customers and closing down everyone will go elsewhere. It will not solve the congestion At all it will make everything much worse.
Katie Abbs	Newmarket, United Kingdom	2016-10-06	This is an outrageous idea that shouldn't have even got this far. It makes no sense at all!!
Jane Ritchie	Cambridge, United Kingdom	2016-10-06	I'm signing the petition because the proposed road closures will be detrimental to local residents and businesses and will not offer a solution to the congestion problems in cambridge.
Simon Rasch	Royston, United Kingdom	2016-10-06	I will find it almost impossible to get to work.
Cathy Chin	Melbourn, United Kingdom	2016-10-06	Road closure is not the answer. Public transport in and out of Cambs is inefficient. Many lives in villages outside of the city and travel to Cambs to work/study. They have no choice but to drive because there is no other viable options.
Odile Martin	Cambridge, United Kingdom	2016-10-06	There hasnt been enough consultation and these plans seem to have been rushed through
Jeremy Smith	Cambridge, United Kingdom	2016-10-06	This is a badly thought up plan that will cause untold disruption far beyond the traffic issues that already exist.

Name	Location	Date	Comment
Daniel Fordham	Red Lodge, United Kingdom	2016-10-06	Property Manager for portfolios across the city. Difficulty to maintain consistency in services for emergency works and client visits
William Holden	Ipswich, United Kingdom	2016-10-06	Accessibility to work and for my staff to work
adrian alexander	st neots, United Kingdom	2016-10-06	This plan does not appear to be well thought out and has clearly not included all interested and affected parties. It should not go ahead. Further consultation is necessary.
Alan Swann	Cambridge, United Kingdom	2016-10-06	I don't believe the way the council is act is legal.
Ryan Cox	Fen Drayton, United Kingdom	2016-10-06	It would affect my work meaning lost of customers.
Nicola Gibbs	Horningsea, United Kingdom	2016-10-06	I will struggle to get my kids to school. Use East Rd everyday.
Tina Tribe	Cambridge, United Kingdom	2016-10-06	I am thoroughly opposed to this. There are no problems with getting into Cambridge by car during school holiday time. Buses in this area are way overpriced.
Jon Gardner	Great Gransden, United Kingdom	2016-10-06	This "proposal" threatens everything commercial, industrial and academic in central Cambridge
Aaron Cryans	Soham, United Kingdom	2016-10-06	Because I shop in Cambridge and if these measures are put into place I won't bother and will go elsewhere
Desmond O'rourke	,cambridge, United Kingdom	2016-10-06	Des O'rourke
T Carter	Bottisham, United Kingdom	2016-10-06	I do not feel this is the right way to go about solving the congestion crisis in Cambridge. You need to provide cheap, regular, easy to use public transport before you remove alternatives. I think this will cause more problems than it will solve. As has been mentioned elsewhere the traffic almost disappears when the private schools are out. Provide buses for those children from the Park & Rides and watch the traffic disappear.
Jamie mayhew	Haverhill, United Kingdom	2016-10-06	I'm signing this petition because it's an absolute joke of a 'deal'
Emm Smith	Arrington, United Kingdom	2016-10-06	Because the plan is ridiculous
Douglas Leckie	Cambridge, United Kingdom	2016-10-06	The proposals need much more work. Congestion charge would be much much better, and it's an effective school bus system that's the key. Why not run a fleet of minibuses in from the Park and Ride sites through the peak hours and see what happens?
dawn burford	Newmarket, United Kingdom	2016-10-06	It's a ridiculous idea

Name	Location	Date	Comment
Colin Myles	Histon, United Kingdom	2016-10-06	<p>Clrs Dave Baigent (£600k + just off Mill Road), Lewis Herbert (in his £1 million Hills Road house), Oscar Gillespie can obviously afford to live in Cambridge (where they can almost walk to work) so no problems for them. Wonder how interesting it would be to move them to somewhere Cambridge workers can afford to live and make them travel in with no car from one side of town to the other on a daily basis! They probably won't be as keen on their own plans then will they!</p> <p>Read more at http://www.cambridge-news.co.uk/more-protests-on-the-way-over-city-deal-road-closures-campaigners-warn/story-29784513-detail/story.html?email-to-be-verified=true#v2rOH3SadI3BozG2.99</p>
Janet Scott	Cambridge, United Kingdom	2016-10-06	I live in the city centre and cannot cycle or walk far, but can drive. This plan will virtually imprison me making it almost impossible to get to my doctor, dentist, the station, or visit my daughter. Would it not be better to encourage parents not to drive their children to and from school? We all know how different traffic is during school holidays.
Mark McCormack	Girton, United Kingdom	2016-10-06	The idea of addressing congestion by closing most major roads enabling any kind of transport in and around Cambridge beyond bike and foot at peak times seems bonkers. Who on earth thought Cambridge residents would be ok with this without a lengthy campaign to explain rationale and alternatives. And I'm doubly pissed off that Labour can now kiss goodbye to its Cambridge seat at the next election. Will recognise the efforts in last few days from local politicians to address concerns; been impressed with response so far, just real shame its come to such uproar in first place.
Tamsin Beedle	Cambridge, United Kingdom	2016-10-06	I believe this plan would be desastrous for our city and have a negative impact on my life
Thulie Tshalibe	Loughton, United Kingdom	2016-10-06	I run a day nursery and parents drive to the nursery to drop off their children if this goes ahead i will lose customers as these parents would rather place their children outside Cambridge were they can drop their children off using cars as opposed to getting on a bus with 3 toddlers in the morning rush hour!
Veronica Henderson	Cambridge, United Kingdom	2016-10-06	the plans endanger my own livelihood; will be detrimental to educational & cultural projects & totally impractical for the delivery of everyday items & access for tradespeople. Those who run small businesses will see their income plummet. The proposals are being put forward by people on fat salaries who will be mostly unscathed by these proposals.
Jeremy Noble	Cambridge, United Kingdom	2016-10-06	It's an absolutely stupid idea. It will be terrible for businesses and stop a lot of people travelling to Cambridge.
Adam Hewitt	Milton, United Kingdom	2016-10-06	Congestion chargers will kill off any trade in Cambridge.
Andrew Ruddick	Willingham, United Kingdom	2016-10-06	I work in Cambridge. Bus services from my village run once every two hours into town. Guided bus routes in the morning and overcrowded and expensive.
Michael Brown	Cambridge, United Kingdom	2016-10-07	The track record of "traffic reduction" measures in Cambridge is terrible. The recent redesign of the Lensfield Road junction resulted in an immediate doubling of congestion. This is another flawed set of proposals that will simply reduce the quality of life for city residents.
Mandy Gardiner	Cambridge, United Kingdom	2016-10-07	How are nurses, drs, health care workers going to be able to treat people? Businesses, schools and everything will suffer. This is not the way forward
Kathleen Too	Cambridge, United Kingdom	2016-10-07	I don't want the road closures city deal.

Name	Location	Date	Comment
michaela earl	Lewes, United Kingdom	2016-10-07	This effects friends of mine travelling into work as a personal trainer it's at different times different days but a class and slot waits for no one. Hope it gets resolved
Tessa Hatts	London, United Kingdom	2016-10-07	I have spent 2 months every summer for 18 years working in Cambridge and know that this will be devastating.
Helen Wheeler	Harston, United Kingdom	2016-10-07	I work in Cambridge and the suggested road closures will cause chaos, such a stupid idea.
Cahy Young	Luton, United Kingdom	2016-10-07	Not everyone can cope with busses. Sometimes a car is the only possible option.
Caroline Robinson	Newmarket, United Kingdom	2016-10-07	There are far better solutions that should first be explored. This will strangle cambridge
Nikky Vass	Arlesey, United Kingdom	2016-10-07	This will effect my journey into work
Elise Baradeau	Saint Ives, United Kingdom	2016-10-07	This will not help with the traffic, when school children are not in schools hardly any traffic. Start school buses at park and rides and there's your answer. I have to get my disabled husband into work and this deal will stop me or charge me!
Jo Humphrey	Whaddon, United Kingdom	2016-10-07	I need to get to work

Name	Location	Date	Comment
Wg Dave	Earith, United Kingdom	2016-10-07	<p>I feel that blocking traffic from certain areas to reduce congestion will just push vehicles onto other roads , and cause more bad and illegal parking whilst pusillanimous go about their daily routines, when I spoke to the people from the GCD. no where in their plans did they mention or give consideration to powered two wheelers that can drastically reduce congestion they can reduce parking requirements and they can reduce congestion not only for the individual using that power two wheeler but also for other motorists using the road network as the road run more smoothly with a higher percentage of drivers converting to powered two wheelers, if you take some of the most heavily utilised road networks in some city's in the world their main transport network is powered two wheelers and although very busy and looking chaotic to western eyes they are moving freely and able to maintain good travel speed. If GCD could do a survey into the number of vehicles entering Cambridge during rush hour to see how many vehicles are single occupant that would be shockingly high and if only 1 in 10 were to switch to a powered two wheeler congestion in Cambridge could be eradicated, leaving the remaining vehicles able to negotiate the road network without this need for road blocking during certain times.</p> <p>Pedal cyclists whilst a good and healthy form of transport and again good for reducing congestion has a major flaw in that many cyclists commonly flout the Highway Code and road laws to their own means, riding on paths, riding the wrong way down one way streets, using hand held mobile devices whilst riding, not having lights, running red lights.</p> <p>Before going to speak with the GCD team when they were at Addenbrookes I stopped at a set of traffic lights for 15 minutes and during that time 47 pedal cyclists went across the lights (I only used those travelling in towards the city centre to allow easy videoing and counting) 36 out of that 47 illegally used the junction by either using a hand held device, riding through the red light or swerving the red light by riding onto the path in order to turn left, also riding onto the path then riding across with pedestrians when the walk sign was illuminated.</p> <p>That is around 73% of pedal cyclists blatantly ignoring the road laws and yet the GCD wants to introduce better infrastructure for this demographic or road users that have no regard for other road users including the most vulnerable road users, pedestrians.</p> <p>I say let's police cyclists more heavily, to ensure they are not flouting the law, encourage powered two wheeler use and increase parking facilities for powered two wheelers and open up bus lanes for use by cyclists and powered two wheelers creating an easier flow of traffic and allowing commercial and private transport to also use the network more freely as a result.</p>
Lynne Woolley	Waterbeach, United Kingdom	2016-10-07	<p>I work for a company that delivers to businesses all over the city, on mornings, guess we won't be doing that. Transport is a joke, you have a train station that takes about 15 - 20 mins to walk into town, buses are so expensive and park and ride is now expensive having to pay to park. It is also unfair that the people that in the city are going to get away with not paying, they move around in vehicles just the same as other people, they run the kids to school at the same time, totally unfair. Again the people behind all this don't have a clue and they won't care because unlike people that need to work in Cambridge, they will be out at Cambourn in a suburb with no charges</p>
Alisdair Darroch	Cambridge, United Kingdom	2016-10-07	Oppose this proposal
Katrina Heather	Cambridge, United Kingdom	2016-10-07	I think this will make life harder for people who live in Cambridge.

Name	Location	Date	Comment
Jeremy Veitch	Saffron Walden, United Kingdom	2016-10-07	Provision for cyclists has gone too far at the expense of taxed road users who may have no option other than to use their vehicles. Even those able to use park and ride have little certainty of arrival time and are faced with a charge for parking and for the bus which has just been increased
Gill Hinsby	Great Shelford, United Kingdom	2016-10-07	It's totally ridiculous and thoughtless
Tia Colcomb	Little Downham, United Kingdom	2016-10-07	The traffic is just going to get worse in the areas that traffic can flow through. This is disgusting use of council money and time. Not thinking about the businesses and people trying to get to work.
Hayley Woor	Milton, United Kingdom	2016-10-07	I use those roads and to get a bus everywhere is going to be very difficult.
Fionnuala Flynn	Saffron Walden, United Kingdom	2016-10-07	This is not a practical solution.
Lesley Sly	Godmanchester, Huntingdon, United Kingdom	2016-10-07	Will be unable to access the schools that I work in
Shinta McMurray	Cambridge, United Kingdom	2016-10-07	I have a child who go regularly to a club at Parkside Community College at 6 pm. It is impossible to get there on time if I have to hop on a bus or cycle from Waterbeach! And whilst she is at the club, I use the time to do my weekly shopping before I have to pick her up again. By the time she finishes the club at 8 pm, there is no bus to go back to Waterbeach. Other way to go home is taking a train. To go to the train station, we have to walk with all the shopping bags or we can hop on a bus that will take us same time as walking. Trains to go to Waterbeach only run every 30 minutes. So, by the time we get home it would be almost 10 pm!
Amelia King	Cambridge, United Kingdom	2016-10-07	My friend Emma asked me to because it is the only road which you can get to Kings Cambridge which is her old school.
Andrew Ellis	Papworth Everard, United Kingdom	2016-10-07	This proposal has not been thought through at all. It will cause chaos
Kim Willmott	Royston, United Kingdom	2016-10-07	I work in Homerton Gardens and Hills Road is my only access to work. Will the closure be all of Hills Road? This is a nonsense nothing to do with traffic control just making more money!! I come down hills road from Addenbrookes at 7.30 in the morning and there is no traffic I sail straight through.
Lianne Sansby	Cambridge, United Kingdom	2016-10-07	Because I drive to work and park in Cambridge, I car share with my other half and if we were forced to get the bus, our travel costs will increase substantially. I also have friends that have worked in Cambridge for a long time but cannot afford to work here and this will force them to look for work elsewhere, those jobs will not be filled by the people that can buy central apartments and won't be affected by this decision.
Sam Green	Mepal, United Kingdom	2016-10-07	I park in town and walk to work, it gives me more exercise and I don't have to use the park and ride which is totally unreliable as half the buses never show up at Milton Park and they are late in the evening and finish early which would mean I have no way of getting to there after 8.42 minus a 12.00 taxi which is 10 pound more than the bus itself!!!!
Yogita Kulkarni	Cambridge, United Kingdom	2016-10-07	Oppose city deal as we need roads for school drop and going to station in peak hours
David Milns	Great Abington, United Kingdom	2016-10-07	This is total lunacy!
Robert Davey	Hardwick, United Kingdom	2016-10-07	Closing roads won't make people not use cars it will only make journeys longer and more difficult. It needs to be thought through properly.

Name	Location	Date	Comment
Tina Long	Harston, United Kingdom	2016-10-07	Because this is ridiculous, congestion will be massive - how are people supposed to get to work?
Terry Child	Cambridge, United Kingdom	2016-10-07	This is the most ill thought out idea I have witnessed. The impact to business and workers will be immeasurable.
Pratigya gautam	Cambridge, United Kingdom	2016-10-07	I live in Cambridge, and I need access to the city centre in the mornings!
Andrew Bovingdon	Lackford, United Kingdom	2016-10-07	This will make it hard for me to work in Cambridge. I will have to move my business elsewhere.
Ed Bullmore	Cambridge, United Kingdom	2016-10-07	I think the proposed road closures will destroy small businesses in the city centre and will not solve the problem of congested roads in/out of central Cambridge
Jeremy Smith	Cambridge, United Kingdom	2016-10-07	I am a self employed Personal Trainer and have recently moved to Great Shelford. The majority of my work involves me getting to my clients, many of whom are in Cambridge. If someone looks closely at the reasons for the congestion there are some inexpensive things that could be done to ease the current situation. For example after most intersections/roundabouts there is a pedestrian crossing. These crossings are obviously necessary but they are usually positioned fairly close to the intersections/roundabouts (top of Elizabeth road, Just after Sainsbury, along Parker's Piece.. You get my drift. Safer, faster and more efficient systems could be designed and built.
jill menzies menzies	Sawston, United Kingdom	2016-10-07	I feel this is unfair to the motorist in Cambridge. Who pays the road tax? Us motorists, not cyclists. Maybe they should pay something for the upkeep of the road, as most of the roads are given over to them. Not everyone can cycle, what about all the elderly people who cannot cycle, and the ones housebound who rely on someone visiting them and helping them first thing in the morning. Maybe someone from the council would like to explain to all these elderly people why their carers are not going to turn up?
Andy Williams	Cambridge, United Kingdom	2016-10-07	it will have a negative effect on our business
Zoe Fritz	Haslingfield, United Kingdom	2016-10-07	I think alternative transport (e.g. Park and cycle stops around the city) should be made before road closures are even discussed. Make it easier and safer to get in, not harder!!
Arun Muthirulan	Cambridge, United Kingdom	2016-10-07	I believe that the proposed traffic restrictions are counterproductive!
Nicola brewer	Peterborough, United Kingdom	2016-10-07	I have family and friends in cambridge and trying to visit them would be an absolute nightmare with this new scheme
John Thornton	Over, United Kingdom	2016-10-07	Collections and deliveries from Regent Street, Hills Road, Shaftesbury Road. at key times as proposed by the road closures
Silvana Dean	Cambridge, United Kingdom	2016-10-07	I am signing because this is a ludicrous proposal and will have a devastating effect on many peoples' lives.
Susan Sparrow	Bottisham, United Kingdom	2016-10-07	This will destroy the centre of Cambridge for business and residents
Roger Knighy	Diptford, United Kingdom	2016-10-07	I care about the rod Perot of Cambridge. At least remove the Park and Ride charges.
Gareth Jones	Abington, United Kingdom	2016-10-07	"Soviet" idea - "encourage" people to cycle by stopping them driving!
MARTINA BARONE	Cambridge, United Kingdom	2016-10-07	Signing because I work in Trumpington street and the congestion will be awful because of this chages

Name	Location	Date	Comment
Steven Hollis	Cambs, United Kingdom	2016-10-07	This proposal will make it impossible to do business in Cambridge
Simon Oliver	Over, United Kingdom	2016-10-07	The city deal is poorly planned, had had no real consultation, and continues to be flawed.
Matt Gardner	London, United Kingdom	2016-10-07	Threatening small businesses in the area where a family friend operates
JAMES Denning	Ely, United Kingdom	2016-10-07	It's an appalling idea!
Charlotte Hoensbroech	Germany	2016-10-07	This will eventually kill small business owner in the city!
Eva Bellwood	Birmingham, United Kingdom	2016-10-07	Because my friends Dad's business will be impacted by the road closures
ANDREA Newman	Cambridge, United Kingdom	2016-10-07	As a city resident I object to being told when I can use my own car!
Hilary Hymas	Cambridge, United Kingdom	2016-10-07	CB4 1 DT
Pottle Kate	Cambridge, United Kingdom	2016-10-07	I like my heated seats!
Richard Bodkin	Cambridge, United Kingdom	2016-10-07	i run a business on coldhams road and might as well close now because this will bankrupt me .im a garage and customers will be unable to drop or pick up there vehicles
Brigitte Steger	Cambridge, United Kingdom	2016-10-07	I am signing because the plans of the City Deal will lead to more traffic and destroy the social cohesion in Cambridge. I am also signing because of the very undemocratic way the deal is being pushed through regardless of the strong opposition of the majority of people in Cambridge. People will use public transport if it is clean, fast, easy to use, goes where you need it to go and cheap. I have lived in many countries and cities around the world; there is no place where using a bus (or other mode of public transport) is discouraged as much as in Cambridge.
Diane Wanchoo	Meldreth, United Kingdom	2016-10-07	As someone who lives in South Cambs and works in Cambridge this plan has serious implications for my daily journey, which is already frustrating and time wasting.
Iain Mackechnie-Jarvis	Burnham Overy Staithe, United Kingdom	2016-10-07	This proposal is lunacy. The part of Cambridge directly affected by this proposal is a densely populated residential area and the road closures proposed would effectively make people prisoners in the own home . No consideration given to those with young children to get to school orwhatever, to the many elderly who depend on motor transport with self drive or by taxi.
Mark Warnes	Impington, United Kingdom	2016-10-07	This plan will not achieve any reduction in congestion. It will simply compress traffic into a smaller number of routes into the city.
Martin Landau	Clenchwarton, United Kingdom	2016-10-07	These proposals have not accounted for the necessary daily road deliveries into these areas, and will have huge impact on trade and business.
Abigail Moulton	Margate, United Kingdom	2016-10-07	Ludicrous!
Pat Mackechnie-Jarvis	Cambridge, United Kingdom	2016-10-07	the solution to Cambridge's inner city traffic problems is not to trap residents in the homes in this part of Cambridge to enable commuters to have a free run into the city. There has been no proper consultation of local residents. The plan must be scrapped
Norma Neeson	Cambridge, United Kingdom	2016-10-07	This is going to be chaotic - a much more considered plan needs to be thought out.
Rebecca Khabiri	Saint Ives, United Kingdom	2016-10-07	Family members go to work in Cambridge, the bus routes are ill thought out, too expensive and the park and ride charge is ridiculous.

Name	Location	Date	Comment
BEVERLEY HODSON	Saint Ives, United Kingdom	2016-10-07	I AM SIGNING BECAUSE I DRIVE INTO CAMBRIDGE EVERY DAY FOR WORK AND I WANT TO CONTINUE TO DO SO!
Alistair Goodwin	Macclesfield, United Kingdom	2016-10-07	I'm signing because this scheme is a not very funny joke by the over paid council bully boys
Sian Reid	Cambridge, United Kingdom	2016-10-07	This is badly thought out and should not be imposed in this way.
Peter Jones	Cambridge, United Kingdom	2016-10-07	Its a stupid idea and will stop anyone wanting to work here
Stuart moore	Girton, United Kingdom	2016-10-07	I'm signing because I'm a tradesman who often works in the city centre and believe these plans would have a negative effect on my ability to conduct business
Sophie Cox	Cambridge, United Kingdom	2016-10-07	This deal doesn't make sense. Closing roads without supporting public transport is madness and will only increase congestion on those roads that stay open. Even the buses will not be able to bring people into town. Instead of closing roads the council need to look at subsidising public transport to make it cheaper to leave the car at the P&R than drive to town!
andrea traversone	Cambridge, United Kingdom	2016-10-07	this proposal is total and utter madness.
Jane Louise Todd	Babraham, United Kingdom	2016-10-07	I have 3 children at 3 different schools in Cambridge so very difficult to get between the 3 any way other than car when I live 7 miles outside town. Also I want the CHOICE to drive NOT to be dictated to .
Boriss Bursteinas	Cambridge, United Kingdom	2016-10-07	<p>There is a questionnaire on a city deal page. Please fill http://www.gccitydeal.co.uk/congestion</p> <p>From what I understand, council thinks that those measures are going to make people not to use cars. However, in my view there are going to be very different effects. Although control points will create areas of easy traffic, it will be very difficult to reach those areas as Newmarket, Trumpington and other roads will become very congested. Imagine local taxi going from Addenbrooks to Beehive area. While cars might move away for ambulance, taxi will stuck as everyone else. Businesses are going to suffer as logistics will become too complicated. GPSs are not going to show you a penalty free route by default. Imagine truck trying to get through East road, realising that it is not free and then trying to reverse. What if a builder needs to get from Beehive area to Ridgeons? Instead crossing a bridge they will have to go through "alternative route", and waste so much time.</p> <p>Not to mention daily vandalism towards ANPR cameras.</p> <p>Exempt system will not work either as probably everyone who lives or works inside affected zone will have to be exempt.</p>
Angelina Migliari-Wood	Rampton, United Kingdom	2016-10-07	Will make hard to get to work. Clients will find it hard to get to salon.
Anne Crossley	Red Lodge, United Kingdom	2016-10-07	Underground system makes more sense less disruptive to the roads as this is going to bring cambridge to a standstill and going to affect business's
Roger Bamber	Cambridge, United Kingdom	2016-10-07	This is really ill thought through
Charlotte Ashdown	Littleport, United Kingdom	2016-10-07	I am signing this as it will not only affect me and partner getting into work but all my place of work!!
Alistair Hood	Guilden Morden, United Kingdom	2016-10-07	I work in Cambridge and support local businesses

Name	Location	Date	Comment
Lynne Purchase	Cottenham, United Kingdom	2016-10-07	Complete madness. Bus services are wholly inadequate - they have changed our bus service such that the number 8 no longer goes to the station/Addenbrookes. We don't have a connecting service that would link us to the guided bus which does provide the route. How on earth are people expected to get to the station for eg train services during this period? Or hospital appointments - two buses? Taxi?
Billie White-fensom	Cambridge, United Kingdom	2016-10-07	This is ridiculous
Alex Whitmore	Southampton, United Kingdom	2016-10-07	I lived in Cambridge for 27 years, and while I have moved away now, I hope to come back. My entire family lives in and around cambridge, so I visit frequently. Creating a monopoly on city access during peak hours is ridiculous. Once again, sitting in Shire Hall with too much time on their hands has created another utterly stupid "solution" to the traffic problem. Will they ever remember that they should be helping the people they serve, rather than hindering at every turn.
Amy valentine	Peterborough, United Kingdom	2016-10-07	I'm signing because I go to Cambridge to teach salsa and I know a lot of other commute to the class via car.. I need to be in Cambridge around 7pm but with the traffic it will be impossible... Cambridge doesn't need this... it's not London it's works how it is now why fix something that isn't broken?
iain watson	Cambridge, United Kingdom	2016-10-07	the plan is ill thought-out with unproven viable working alternatives.
David Barlow	Cambridge, United Kingdom	2016-10-07	City Deal is undemocratic
Thomas Parks	Cambourne, United Kingdom	2016-10-07	I'm signing because this idea is a joke. It will simply ruin Cambridge.
Karen Grant	Heriot, United Kingdom	2016-10-07	We take my daughter into diving lessons at Parkside Pool afterschool. If this goes ahead we will no longer be able to do this due to time constraints. I appreciate this may seem minor but it is just one example of how difficult it would be to visit Cambridge from outside the city for any number of reasons and I believe would be hugely detrimental to the city itself, it's prosperity and it's residents
Abigail Kahraman	Trumpington, United Kingdom	2016-10-07	This will increase traffic and congestion and is a ridiculous proposal...I can't believe the lack of common sense of people in charge of our community
Alan Jenkinson	Attleborough, United Kingdom	2016-10-07	you're not helping business you're harming it! No doubt the Councillors won't be affected by this - if they were then things would be different, i.e. in their favor. Usual story!
Jane Moore	Manea, United Kingdom	2016-10-07	I'm signing because I work in the heart of Cambridge, having to use East Road daily whilst living in the Cambridgeshire Fens. The bollard system and parking space penalties will make it impossible for me to continue to work in Cambridge.
Michaela Evans	Godmanchester, United Kingdom	2016-10-07	It is ridiculous to ban vehicles from such a busy and vigorous city at a time when people need to get to work or deliveries need to be made. Mode of transport should be a choice, by all means offer and encourage park and ride but don't ban or charge vehicle drivers if they are prepared to pay parking charges.
Geoff Ross	Cambridge, United Kingdom	2016-10-07	It's ridiculous
Shane McNally	Cambridge, United Kingdom	2016-10-07	It's stupid idea

Name	Location	Date	Comment
gavin lewsey	Haddenham, United Kingdom	2016-10-07	My work and family are in cambridge and I would have to find another job as could not cover the extra cost to travel in every day
Stephen Turner	Cambridge, United Kingdom	2016-10-07	Because I probably won't be able to work here anymore
Victoria Hatchett	Cambridge, United Kingdom	2016-10-07	I drive every day at 8am along Queens Road, with light and flowing traffic, on a journey of 3 miles that takes 10 mins. Closing roads will simply push the problem elsewhere, without proper alternatives that people are happy to adopt. As the buses stand I would have to take my 2 young kids to school on a 30 minute bus journey each way including a change of bus, costing £42 per week. The bus as an alternative is a long way from a good option for my family and for may others.
Camilla Salvestrini	Great Shelford, United Kingdom	2016-10-07	This plan is not sustainable and badly affects families and businesses
Peter Cremer	Cambridge, United Kingdom	2016-10-07	There was no consultation and no serious attempt at communication with those likely to be most affected. Start again.
Helen Hughes	Linton, United Kingdom	2016-10-07	Utterly ridiculous proposal. How are city centre workers who need their cars meant to function.
Valerie Smith	Cambridge, United Kingdom	2016-10-07	My husband is a self employed builder, how is he meant to get materials through the day?
Lesley Buckley	Madingley, United Kingdom	2016-10-07	This proposal has not been thought through or communicated to Cambridge residents clearly or with time for consultation.
Jo Dening	Ely, United Kingdom	2016-10-07	I work & socialise in Cambridge. This is a preposterous plan.
Julie Ingle	Little Thetford, United Kingdom	2016-10-07	I work with a disabled person in the afternoons who lives on Mill Road. I need my car to take her out. I have to be home by 6.30pm. This effectively means I'll no longer be able to work with her. Leaving a vulnerable person with no support.
John Stone	Cambourne, United Kingdom	2016-10-07	I think this is appalling for those who live in these areas
Silvia Raffaelli	Cambridge, United Kingdom	2016-10-07	I will not be able to go to work. I live in the center and work in Lode. There is no traffic going out from the city so it is an unnecessary closure. Also the public transport is sparse going to Lode. There is a bus every hour going and the last bus coming back is at 6pm, if you need to work late is taxi home. What's more the buses are always late and untrustworthy. Many times the last bus in the evening didn't even show up and after waiting for an hour the only way is calling a taxi. The route from Cambridge to Lode, passing from Stow cum Quy and Bottisham is really forgotten even though there are many new offices in Stow cum Quy and Lode, Anglesey Abbey in Lode and schools in Bottisham and more. Why are there not more and reliable buses? It is too easy to close roads but there needs a plan to ease transportation first, and not only more P&R. There are also people going out of the city centre for work not only coming in!
Naomi McCombie	Ely, United Kingdom	2016-10-07	Utter stupidity. No thought has been taken to those who live within these closures. My parents would basically become trapped until 10am and would either have to be home before 4pm or after 6.30pm. All this is doing to pushing people and business's away from ever coming into Cambridge. Rather than punishing Cambridge and it's people for poor mismanagement maybe you should looking within your own walls.

Name	Location	Date	Comment
Fiona Gooch	Cottenham, United Kingdom	2016-10-07	This is an ill-thought out and unbalanced idea - Cambridge needs to get a grip! Bringing businesses to their knees will only result in workers and shoppers going elsewhere - yes you may reduce congestion, but there will be no industry!
David Wells	Cottenham, United Kingdom	2016-10-07	This will prevent access to the station, drive up costs for businesses and seriously diminish Cambridge as a location to do business from.
Robert Slowley	Cambridge, United Kingdom	2016-10-07	The council are insane.
Charlotte Wright	Longstanton, United Kingdom	2016-10-07	This is inconvenient and ridiculous. Will cause more problems not solve them....
Phil Pickering	romney marsh, United Kingdom	2016-10-07	I don't believe this will cure congestion in the city only dramatically add to the problem
Katie Doyle	Herts, United Kingdom	2016-10-07	I commute to Cambridge every day. The traffic is bad enough without shutting roads. I sat on Trumpington Road for 45 minutes this week. The park and ride buses weren't moving either...
Roger Buckley	Madingley, United Kingdom	2016-10-07	This plan is now out of hand.
Adam Yates	Cambridge, United Kingdom	2016-10-07	Strangling small businesses and Cambridge needs them...
colleem Cox	Newborough, United Kingdom	2016-10-07	our daughter lives off coldham lane and will be affected badly by this decision as will we when we stay there
Christopher Ogston	Cambridge, United Kingdom	2016-10-07	I totally disagree that this is the right solution.
Kate Swan	ely, United Kingdom	2016-10-07	This is going to hit the small business person who have essential business in and around Cambridge who have to drive. A ridiculous plan that I not helping the local people.
vincenzo marino	Cambridge, United Kingdom	2016-10-07	first the planning dept build everywhere saying it is out of their control ,now the only way to resolve situation is block the roads to town and go by bus ,maybe they should provide free buses like they do in Manchester ,this would entice public to jump on a bus
David Halstead	Melbourn, United Kingdom	2016-10-07	The council has no coherent effective public transport alternative.
Alicia Parker	Cambridge, United Kingdom	2016-10-07	I Dont agree this wil cause lots of traffic and trouble for residents and public living in the town centre. We don't want Cambridge to be a Little London!
John Granger	Barrington, United Kingdom	2016-10-07	This will be a disaster for Cambridge, for those who live and work there.
Rosanna housden	Brandon, United Kingdom	2016-10-07	We need the road to stay open.....
Nick Cooper	Histon, United Kingdom	2016-10-07	It will make Cambridge more congested, not less
Toby Eccles	Cambridge, United Kingdom	2016-10-07	This is a ridiculous and poorly thought-out scheme.
Louise Higgins	Cambridge, United Kingdom	2016-10-07	Congestion cannot be solved by closing off major city centre roads. This plan is flawed and should not be considered.

Name	Location	Date	Comment
Anna Crutchley	Cambridge, United Kingdom	2016-10-07	The GCCD proposals for road closures are not the best solution for growing Cambridge. In fact the whole GCCD transport schemes are flawed. Better schemes for Cambridge transport have been proposed by other organisations but the GCCD just isn't listening, which is all wrong. GCCD must listen to all of us who wish for something better for Cambridge.
emma duncan	Cambridge, United Kingdom	2016-10-07	I'm a local resident and the scheme is ridiculous
Patricia Carn	Cambridge, United Kingdom	2016-10-07	I travel to the station and it will make the trip more difficult
Harriet Graves	Great Shelford, United Kingdom	2016-10-07	Trumpington Rd is already gridlocked at peak times. It's going to become a nightmare after the closure of Hills Rd.
Cosmo Kennedy	Great Shelford, United Kingdom	2016-10-07	THIS IS RIDICULOUS
Caroline Ashdown	Soham, United Kingdom	2016-10-07	This whole notion is so flawed how on earth are workers and businesses suppose to survive! Nearly as good an idea as park and ride and the ever increasing prices!
Joanne Parkin	Longstanton, United Kingdom	2016-10-07	I think this would be a disaster for Cambridge and business in the town. I work for a business in the centre on East Road this would increase my journey time which is already over an hour to over three hours and make it impossible for our company to attract new staff while doing nothing good.
Helene Fernandes	Cambridge, United Kingdom	2016-10-07	I work on the University of Cambridge's Sidgwick Site on Sidgwick Avenue and I can't help but notice that if the current proposal goes ahead, my colleagues who don't live in Cambridge will physically not be able to get into work. Using the Park & Ride will add time and money to their daily commute (especially since all the traffic will be funnelled down far fewer roads so the congestion will dramatically increase. This is an ill thought-through plan that should be scrapped as soon as possible!
Jane Luzio	Little Eversden, United Kingdom	2016-10-07	Driving from our isolated village is the best option. Cycling is dangerous after a certain age, walking with heavy shopping is painful.
Peter Easton	Sutton, Ely, United Kingdom	2016-10-07	This idea is ridiculous.
Marilyn Healy	Cambridge, United Kingdom	2016-10-07	I don't think the scheme has been thought through and we haven't been offered any alternatives.
lily richards	Cambridge, United Kingdom	2016-10-07	I want to be able to get to my school!!!!
Adele Kersey	Cambridge, United Kingdom	2016-10-07	family work in city centre
Katarina York	Cambridge, United Kingdom	2016-10-07	I'm signing because I need access in and out of the city. I've paid insurance and Road is tax. I want to use my car!!!
John Francis	Swavesey, United Kingdom	2016-10-07	I'm disabled and use these roads at peak times.
Tess Carr	Cambridge, United Kingdom	2016-10-07	I'm signing because this is absolutely ridiculous. I cannot believe that the governing body of a city I know and love wants to betray it's citizens like this.
Barbara Taylor	Cambridge, United Kingdom	2016-10-07	This will just cause unnecessary misery to the retailers and tradespeople in particular and push traffic elsewhere. The only way to reduce traffic is to introduce a congestion charge in peak times and use the funds raised to subsidise the park and ride service (FOC for peak time) and provide county/city buses for all.

Name	Location	Date	Comment
Claire Marsh	Cambridge, United Kingdom	2016-10-07	I work for a local charity supporting the more vulnerable adults across the city these road closures will prevent us from responding to the urgent requests for support and cut these vulnerable people off from vital support
Laura Watson	Huntingdon, United Kingdom	2016-10-07	I work in a team of NHS nurses that visit all primary and secondary schools including the private sector in Cambridge, to vaccinate all pupils. We have lots of equipment that includes vaccine storage bags and fridges. Totally impossible to do our job without a car and need to be in Cambridge at the start of the school day so we have enough time to see all the children before home time. This plan is going to affect our service massively to the point of us being unable to provide this vital Public Health Service.
Maria Wilkinson	Cambridge, United Kingdom	2016-10-07	To stop Cambridge city deal ruining our much loved and beautiful countryside Coton.
cheron phillips	Newmarket, United Kingdom	2016-10-07	I lived in Cambridge for many years and still work there. The traffic is bad but this isn't the answer
Billy Brooke	Cambridge, United Kingdom	2016-10-07	It'll agonise Cambridge congestion problems, far away from solve them
Janice Grieve	Newmarket, United Kingdom	2016-10-07	Mad suggestion ☹
Gail Shreeve	Wilburton, United Kingdom	2016-10-07	We supply many local independent business & it is vital for them to get regular deliveries and also for us to maintain a good face to face relationship with them. We work closely with our very valued customers.
J Goodsell	cambridge, United Kingdom	2016-10-07	This is such a bad idea. Bye Cambridge, it's been great.
Debbie Aitchison	Cambridge, United Kingdom	2016-10-07	This is an ill-conceived plan and the consultation process was not properly advertised to the local Cambridge residents.
Elaine Moorman	Cambridge, United Kingdom	2016-10-07	No concern for people getting to work. Ridiculous.
Adam Fernandez	Cambridge, United Kingdom	2016-10-07	Load of rubbish
Garry Lowther	Cambridge, United Kingdom	2016-10-07	Preventing workers and customers from driving into the city - are you mad? If my staff cannot get in to work, I shall take my business elsewhere.
Jason King	London, United Kingdom	2016-10-07	Cambridge is my home town
Rosemary Course	Cambridge, United Kingdom	2016-10-07	In school holidays we don't seem to have such a problem. Perhaps this is an area you could look at rather than closing down the whole city for so many hours each day. Too many businesses will be affected.
Dinora Covill	Cambridge, United Kingdom	2016-10-07	absolutely mad idea
thomas Tovey	Sawston, United Kingdom	2016-10-07	it will effect my business
Matthew Newman	Cottenham, United Kingdom	2016-10-07	This idea is crazy as a tradesman in Cambridge this will cause all sorts of problems on a day to day basis
Matthew Gillson	Cambridge, United Kingdom	2016-10-07	To stop them going ahead with this stupid plan what are people going to do during them times much more important things to address.
Simon Colverson	Highfields Caldecote, United Kingdom	2016-10-07	The A428 Corridor part of this scheme is not an answer to the current congestion - it will only create more, and will destroy irreplaceable countryside.
ben sims	Cambridge, United Kingdom	2016-10-07	This is not a good idea at all..

Name	Location	Date	Comment
claire smith	Kedington, United Kingdom	2016-10-07	Closing the city centre to all traffic apart from buses and taxis at peak times will have a profoundly negative effect to Cambridge businesses.
Michael Scarle	Peterborough, United Kingdom	2016-10-07	Needing access for my machine maintenance/emergency repair business
Debbie Brown	Bar Hill, United Kingdom	2016-10-07	I do not want Cambridge to lose its indies & become another homogenised high street :(
Yulaan Johnson	Lode, United Kingdom	2016-10-07	Because I have a disability and a blue badge and would need to be able to drive to my part time job for 9.30am on Hills Road. I could not use public transport so need to be able to drive. I could not use a bicycle or use the park and ride. I only work 5 hours per day because of my disability. I do not claim benefits so rely on my income. Would it rally be fair to charge me money each day when I only just survive on what I earn because th government do not give me benefits????!! Also, I think residents that were born, went to school and now work and still live in the CB Cambridge area should not be charged to use their own roads! If you want to charge people who are were not born and have not lived I. Cambridge all their lives then go ahead and fill your boots but do not penalise the residents that have always been here!!
Andrew Worstencroft	Fulbourn, United Kingdom	2016-10-07	Typically ill thought through stupid idea by a group of people who haven't considered the ramifications for the majority because it doesn't affect them.
Tessa Page	Thurlow, United Kingdom	2016-10-07	I work in Cambridge
jane Sandhar	Cambridge, United Kingdom	2016-10-07	I run a business in the city
Manuel Keil	Cambridge, United Kingdom	2016-10-07	I don't believe that closing the city off this way will help or be beneficial at all.
Neville Agnew	Beckenham, United Kingdom	2016-10-07	Public transport around cambridgeshire is utterly rubbish. In the early hours there is no alternative but to drive. If you actually managed to get a proper integrated public transport system then maybe but as yet you haven't. So until you do get a proper public transport system that works for 24 hours a day then maybe you could implement something like this. Until then do something sensible that helps the ordinary person not penalises them.
Lorraine Gelsthorpe	Cambridge, United Kingdom	2016-10-07	I'm signing because the city deal proposal does not make sense and it will cause undue difficulty for a good number of Cambridge residents and businesses.
Helen Jalal	Cambridge, United Kingdom	2016-10-07	I.am a nurse and need to be able to get to other hospitals and patients houses
Chris McNally	Haverhill, United Kingdom	2016-10-07	I work in Cambridge and this causes major problems to businesses
Sharon Meijland	Fen Ditton, United Kingdom	2016-10-07	I think it is a very ill considered plan
Robert Wane	Cambridge, United Kingdom	2016-10-07	Because the council have got it wrong and need to think again, this plan will not work
Jon Allsop	Walsall, United Kingdom	2016-10-07	This is a ludicrous idea - there are so many better ways to deal with congestion!
sara starr	Cambridge, United Kingdom	2016-10-07	It wont cure congestion ot will increase in other areas. If cambridgeshire had a better public transport system that didnt cost so much it might work. But unfortunately we dont so it is a ludicrous idea.
Pauline Smith	Golborne, United Kingdom	2016-10-07	I spend a lot of time with family on Cambridge. This scheme would seriously affect the whole family in many ways

Name	Location	Date	Comment
Emily Rogers	Littleport, United Kingdom	2016-10-07	My partner works off coldhams lane & at the moment we share a car so I drop him off at work at 7am & pick him up at 5pm, it's ridiculous tot shut the major roads at this time of day
Joanna BURch	Little Walden, United Kingdom	2016-10-07	I'm signing because my children come into Cambridge for school / CRC and for their rowing training - from Saffron Walden - at the times at which you're planning to ban cars, which will make it next to impossible for us to reach our destinations (which won't be on bus routes and we can't bring bikes in with us in the car).
Richard Heap	Histon, United Kingdom	2016-10-07	Because I think that Cambridge has encouraged people to travel into the city for work whilst living outside and now punishes them for adhering to thst policy.
Hanna Pavey	Cambridge, United Kingdom	2016-10-07	I have two young children I need to get to school and childcare before coming into work. There is no way to manage this around my working hours without my car and I work bloody hard to be able to support my family. Why should we have to face additional obstacles to juggle work and family life. By the way I already work from home two days a week to keep my car use down to a minimum.
Will Lamb	Great Gransden, United Kingdom	2016-10-07	Congestion needs to be eased but this plan has been poorly thought through. Better road use analysis and plans tailored to each location are required rather than a blanket solution.
Paul Kempinski	Fen Ditton, United Kingdom	2016-10-07	it badly affects my business
Sau Lam Cheung	Great Gransden, United Kingdom	2016-10-07	School exemptions need to more thoroughly considered
Helen Martino	Cambridge, United Kingdom	2016-10-07	The plans are disruptive and it also has a very short term solution to traffic problems. It will spoil Cambridge as a city for businesses and tourism. A longer term vision should be actioned using an underground system and large park and rides near each of the main roads into the city. The people who live and work her in Cambridge love it. Please improve life here and do not destroy our city by the city deal.
Joanne Sweetman	Hitchin, United Kingdom	2016-10-07	I work in Cambridge and have to be able to get back to Hertfordshire for childcare reasons. This will become a nightmare and will only be worse when the Addenbrookes site has 5000 more people going there with AZ and the hospital extensions. I only hope the train and bus services are increased to deal with the increased demand created by this.
Rose Dixon	Girton, United Kingdom	2016-10-07	These measures will lead to chaos at peak times and are nonsensical.
Gary Howlett	Cambridge, United Kingdom	2016-10-07	My business will suffer very badly from this this! We may have to leave Cambridge
Maria Alberryking	Great Eversden, United Kingdom	2016-10-07	A family run vet I used to come to Cambridge could put my dog at risk If I can't get there in time as I live 8 miles out of Cambridge I think it could affect a lot business I will have to consider using an alternative vet. If his other customers are put in the same position this could result in the loss of his business.
Craig Grant	Red lodge, Bury St Edmunds, United Kingdom	2016-10-07	This is a bad idea. Rather than close roads off look at alternatives. Even conjestion charge would be better (erm just)
T J Yates	Fenstanton, United Kingdom	2016-10-08	Cambridge is already a nightmare for older or disabled people. This will make it a thousand times worse! The short sighted impractical idiots who thought this up should be made to accompany someone with arthritis into Cambridge!

Name	Location	Date	Comment
Clare Clarke	Barrow upon Soar, United Kingdom	2016-10-08	I don't think it's a practical idea and will impact freedom of movement which is a basic right to all!
august kempinski	Fen Ditton, United Kingdom	2016-10-08	this plan will significantly increase the amount of traffic wich i want to prevent
Tanja Ljubic-Brown	Cambridge, United Kingdom	2016-10-08	No one seems to have considered small businesses, morning deliveries, schools and people getting to their workplaces in this appalling plan.
Sandra Charles	Cambridge, United Kingdom	2016-10-08	It is stupid
jim wilson	cambridge, United Kingdom	2016-10-08	IT'S JOKE CAMBRIDGE IS IS SHIT AT THE MOMENT WITH THE TRAFFIEC
Philip Wells	Linton, United Kingdom	2016-10-08	It will effect customers getting to my business
Tracy Hipkins	Haverhill, United Kingdom	2016-10-08	I have worked in Cambridge for 20 years on various science parks, I was so fed up with the problems getting into Cambridge I have now taken a job in London, I can get there in almost the same time! I now go to blue water to shop as it is cheaper to park and has better shops! Cambridge is iconic for ethnology and this will drive even more well needed talent else where! Cambridge is NOT open for buisness :(
katherine habib	Cambridge, United Kingdom	2016-10-08	This route is the only way to travel to work
heidi morgan	Cambridge, United Kingdom	2016-10-08	As a Cambridge resident, this is plan that has not been well thought out a d the repercussions will be immeasurable :(
Ingrid Valceschini	Cambridge, United Kingdom	2016-10-08	I believe that there will be a bad impact on Cambridge economy. We should consider different solutions.
Harry Barnett	Newmarket, United Kingdom	2016-10-08	It's going to make my working life highly inconvenient
Georgie McMahon	Barley, United Kingdom	2016-10-08	It's a ridiculous idea. Yes Cambridge has a problem with congestion which needs to be addressed but there are better ways. The schools cause a lot of it, talk to them first. Ask them to put on more buses from the park & rides for children who travel from out of Cambridge. It is not a problem in the school holidays. I am a nurse and work in central Cambridge-so I like everyone else will be trying to get in before 7am. I work a long day until 7pm, I don't need to get up a hour earlier because there will be queuing before 7 to get in. Please think of others.
Noo Morgan	Cambridge, United Kingdom	2016-10-08	BACAUSE ITS ILL THOUGH THROUGH ESPECIALLY FOR RESIDENTS
Lucinda Lea	Sale, United Kingdom	2016-10-08	I'm signing because I would like an alternative suggestion rather than being forced into a plan which will impact how I get home in the evening with living off one of these main roads. I believe this will just displace traffic and discourage businesses to boom
Clare Cash-Davis	Dulverton, United Kingdom	2016-10-08	Clare Cash- Davis
Ruth Cross	Cambridge, United Kingdom	2016-10-08	Unworkable!
Cara Hanman	Oakington, United Kingdom	2016-10-08	This plan is lunacy - the council should be making it easier to get close enough to park and then easy to get from there into town NOT more expensive, harder, longer. They have their goals wrong so their priorities are wrong too - where's the forward thought and future planning?

Name	Location	Date	Comment
Darren Bird	Impington, United Kingdom	2016-10-08	The bus service in Cambridge is appalling
Kirstyn Samalionis	Ely, United Kingdom	2016-10-08	I am a local business owner who rely son early morning access to make deliveries to our customers
Denise Adams	cambridge, United Kingdom	2016-10-08	Local businesses are going to suffer. How are local tradesman going to get to their jobs in the centre without incurring a fine?
Val Warburton	Cambridge, United Kingdom	2016-10-08	Cambridge shopping centre will become a ghost town. No one will come here to spend a day here. It's hidious to park anyway and costs an arm and a leg. Business cannot be expected to only recieve deliveries between the hrs they are suggesting. Delivery companies outside of Cambridge do not work this way! Spend the money on better road surfaces. Because the amount of money the big city deal will cost will be unearthly! The admin office they will have to set up for the exemption applications alone will cost millions. It's the brain child of a crazy person!!! We pay our taxes and the council should not run roughshod over our wishes!
Andrew Harper	Great Shelford, United Kingdom	2016-10-08	This is just a ridiculous idea...one of many from the council. It does draw the obvious question:" Is the council fit for purpose?".
Toby Reich	Cambridge, United Kingdom	2016-10-08	These road closures would seriously impact on my work schedule.
Abraham Allgood	Soham, United Kingdom	2016-10-08	stop the Cambridge city deal
Sam Adams	Cambridge, United Kingdom	2016-10-08	I work in the hospitality industry which it'll massively affect all the businesses, poor decision if it goes through as I can see many independent pubs, restaurants and bars closing as well as other businesses outside of that specific industry.
Peter O'Donoghue	Cambridge, United Kingdom	2016-10-08	This proposed system discriminates against the disabled by removing their critical support provisions for mobility and access.
Louise Petchell	Cambridge, United Kingdom	2016-10-08	This will be bad for local businesses Traffic In Cambridge will actually get worse especially down Barnwell Rd, around cherry hinton and Coldham Lane roundabout will be a nightmare. Disabled people would also have to struggle and also the elderly.
Michele Yealands	Cambridge, United Kingdom	2016-10-08	I work in city center, and the plans are unrealistic. Put it reasonable priced , reliable public transport in first then look at anot her system that might work.
Salima Souanef	Stapleford, United Kingdom	2016-10-08	I Don t want to close roads for cars to get in town.
Joseph Hynes	Cambridge, United Kingdom	2016-10-08	It's a bad idea.
Colin Warburton	London, United Kingdom	2016-10-08	It will be an enormous step backwards for growth and investment in Cambridge, and will make life and movement even more difficult for families.The proposals must be stopped.
David Jaggard	Hardwick, United Kingdom	2016-10-08	Closure of the proposed roads will adversely affect our ability to have our children to college on time and our ability to perform business activities in the city.
Helen Francis	Cambridge, United Kingdom	2016-10-08	It will be back for independent businesses

Name	Location	Date	Comment
David Monksfield	Stansted, United Kingdom	2016-10-08	I drive from Milton Road (where I work) into the City in the evening to swim at Parkside, after which I drive home to Stansted. The City Deal will make this impossible, and there is no viable public transport option. I also fear for the early-evening bar/restaurant trade for those attending theatre/music events, and wanting a drink or a meal beforehand - the P&R buses stop much too early for the return trip, so driving is the only option if you don't live in the City.
Miles Dodd	Cambridge, United Kingdom	2016-10-08	Our caretaker comes in from Meldreth at 0800 every weekday and returns at 1700. How will he manage?
Bibi Tyszkiewicz	Saffron Walden, United Kingdom	2016-10-08	This is the most ridiculous idea I have ever read about.
Daniel Molden	Cambridge, United Kingdom	2016-10-08	I'm signing this because I think it wrong...like people said make rd better ..fill pot holes and stop putting up shit u don't need
Aldwyn Jermakow	Cambridge, United Kingdom	2016-10-08	I work in town
Joe Kelly	London, United Kingdom	2016-10-08	I'm from Cambridge and this is a total joke. So many people need to be able to drive in the city and there is no credible public transport alternative. Rather than vilifying drivers how about investing in proper road infrastructure, one way streets, off street parking etc. After the awful decision to rip up a train line and build the guided busway I didn't think the council could get more incompetent, but this demonstrates that they can.
Elaine Grainger	Barkway, United Kingdom	2016-10-08	Ludicrous solution that will only make matters worse.
SJ Flynn	Arkesden, United Kingdom	2016-10-08	It is not a practical option.
Pat Gee	Cambridge, United Kingdom	2016-10-08	This proposal is not considering the impact on the life's of residence

Name	Location	Date	Comment
Keith Warburton	Cambridge, United Kingdom	2016-10-08	<p>Who are these incompetent people trying to kill Cambridge? I live in Cambridge, my office is in Cambridge, my children go to School in Cambridge. Therefore my voice should be heard. I walk, cycle (no lycra) and drive.</p> <p>Surely, these incompetent people behind this scheme should have done much more research and some trials of different schemes to see what might work before just deciding what 'they' want? Like the guided bus that was just pushed through at huge costs and is 'just another bus' when it comes off the daft concrete. I wait to see how many people on Milton Road will die on their bike as they try and cross a barren freeway to get to their house. I wait to see the shops up for rent because the businesses have closed or moved. The future is more uncertain than ever, and at a time when we should be 'giving it our all', some think it is a idea to kick us all in the teeth with their own agenda.</p> <p>I see lots of buses driving around empty at many times during the day, even during the morning rush hour, some are only part full and most spitting out hideous fumes - ever been behind one on a bike? During the day why not have mini buses going around helping the people that need transport. Why not move the bus station at the train station with a place for people to be able to be picked up by car. Why not spend the money on decent wider foot paths so people in wheelchairs can go out and around Cambridge. I see someone commented that the bus company has already ordered the buses for the new scheme? Has it already been approved?</p> <p>I have known the traffic to be bad in Cambridge since the late 80's, and It could do with change but there are so many other options than cutting off all movement into the city. Some people do need to use a car and those people are being alienated too.</p> <p>So will they then put this in place for the weekends? At the weekend I walk past so many cars queueing to park in Cambridge, and probably to go shopping. Looking at the kids playing in the back and/or the bored faces of those in front it got me thinking that these people are a) desperate to come into Cambridge or b) its just something they do. The important point to note is that they come to our wonderful city and spend money in some form or other and if you stop this there is no going back. These people should be welcome with open arms.</p> <p>I see that park and ride starts at 7am on a weekday and closes at 8.30pm in the evening and is worse at weekends and public holidays. Are the council going to make this 6am to 11.30pm 7days a week? I met a Dutch couple on a Sunday once that had to walk from town back to Trumpington park & ride as the service they had paid for had stopped. Really? I would like to point out that traffic during Christmas seems pretty good, and it seems it is because colleges allow charity's to open their car parks for the public. So, if you can funnel traffic quicker into parking places that's a good thing right? On a bus you are limiting people to put a bag on their lap, and if small enough under their seat. Not all people want to use a bus.</p> <p>As I believe the city council delayed Cambridge North station for a year over planning, there is no need to rush in. Lets see how the new station gets on and try different ideas before killing Cambridge, or do the incompetent people just need to spend a bunch of cash by a certain date?</p>

Name	Location	Date	Comment
Elwood Gillian	Great Gransden, United Kingdom	2016-10-08	I work at a school in Cambridge. There is no public transport from where I live. How do these unpractical idealists expect teachers to get into schools to teach-carrying their marking and resources on buses or bikes? And since when was a school a business? Presumably when the city council can make money out of charging it for its parking. So when teachers, a scarce commodity anyway seek jobs outside Cambridge what happens then?
Chris Elwood	Great Gransden, United Kingdom	2016-10-08	If this, combined with the proposed plans to charge all business and other institutions for their own parking spaces, was a realistic and genuine attempt to control congestion, then a more considerate and well thought through plan would get more support. However this is no more than a hidden exercise to raise more revenue for the city council. Yet another hidden tax akin to speed cameras.
Michael Thomas	Cambridge, United Kingdom	2016-10-08	crazy plan
Shakeel seebooa	creve coeur, United Kingdom	2016-10-08	Bus is too expensive and their service is very unreliable. They are a rip off and I would rather drive
Trevor Comyn	Cambridge, United Kingdom	2016-10-08	I'm signing because congestion control points will destroy businesses and communities.
Stephen Moore	Oakington, United Kingdom	2016-10-08	I object to the way that Cambridge is being 'closed off' to those in outlying villages - generally those worse off than the residents of much of Cambridge. With bus prices so high, this will prevent less well off people and families from using Cambridge.
Gillian Warburton	Newport, United Kingdom	2016-10-08	How will people who are ill get into hospitals for appointments? One of my children went to private school in Cambridge, three shared a run but I would not like the prospect of doing this now. People will just stop coming into Cambridge. The congestion is bad enough at the moment and this will just cause absolute chaos for building workers etc and I am sure it will effect nearly all businesses.
Laura Ringrose	Little Shelford, United Kingdom	2016-10-08	This is a ridiculous proposal which will affect residents, employers and employees and simply isn't feasible with the inadequate and expensive public transport currently at individuals disposal.
Anna Barham	Cambridge, United Kingdom	2016-10-08	A lot of businesses will suffer. Builders, etc. Won't be able to get to and from jobs. In the times in between, there will be chaos in the roads! Trumpington Road is already far too overstretched and this crazy scheme will only make matters worse!
Lisa Cordaro	Cambridge, United Kingdom	2016-10-08	I'm signing because the road closures will literally prevent me and many others like me from leaving our streets in peak hours to go about our business. This proposal will be severely damaging to residents and businesses on many levels, and will cause chaos. It is complete and utter madness, and must be scrapped immediately.
Claire Quilter	Great Gransden, United Kingdom	2016-10-08	I commute to Cambridge and have a son a Comberton Village College. If my son does after school activities there is no bus and I have to collect him. I also drop him off at school on my way to work. My hours are flexible but any additional time taken to commute will make it hard to complete my hours around child. Are and lack of public transport to my village. The only roads that are not closed include my way in on the Barton road. This is already queued back to Barton in rush hour. I also can't afford any additional parking or park and ride costs. I am extremely lucky to have free parking at work which I consider to be the only real extra perk of the job. It has been like this since I started 16 years ago. As a working mother I already feel stretched to my limits and these changes mean that I have to give up my job.

Name	Location	Date	Comment
Grace Ensell	Haddenham, United Kingdom	2016-10-08	Because this is going to destroy Cambridge. Sort out the public transport!!! Free park and ride! Before you start closing roads, and closing businesses
Tom Hartley	Norwich, United Kingdom	2016-10-08	This will be a huge inconvenience to local businesses.
clare collinson	Cambridge, United Kingdom	2016-10-08	It's a really silly idea. No thought for people who live and work in Cambridge
Norma Francis	Swavesey, United Kingdom	2016-10-08	I'm signing because I'm disabled.
valerie dring	Great Gransden, United Kingdom	2016-10-08	It is not practical as sometimes I need to drive to meetings in those areas
Beryl Bentley	Great Gransden, United Kingdom	2016-10-08	I travel in and out of Cambridge twice a day doing a school run. There are no buses from here.
Gudny Einarsdottir-Pearson	Great Gransden, United Kingdom	2016-10-08	To close all these roads is ridiculous. What about dental appointments, physiotherapy, etc, can they only take place after 10 in the morning? Trumpington Road being the only way in and out will turn to a even worse 'car park' than it already is.
Gordon Burnett	Troon, United Kingdom	2016-10-08	Visitor to the National Museum of computing history, which will basically be inaccessible if this goes ahead.
Dan Waldman	Cambridge, United Kingdom	2016-10-08	This is an ill conceived plan that will cause far more problems than it will solve.
Alice Martin-Hawkins	Cambridge, United Kingdom	2016-10-08	This is a ludicrous idea
Hugh Bickerton	Royal Leamington Spa, United Kingdom	2016-10-08	I ran a building business in Cambridge 5 years ago and know how this would have affected the business.
Andrew Fogg	Great Gransden, United Kingdom	2016-10-08	I supervise for Christ's College and need to get into Cambridge from Great Gransden in a timely manner. This scheme is madness.
Julie Gale	Cambridge, United Kingdom	2016-10-08	I would not be able to leave the Kite area along East Road. So I would only be able to go south. I work in the Kite and many of my work colleagues will either not be able to access the Kite or have very long journeys to access. It is a crazy idea and to try and push it through on the quiet is appalling.
Helena Lanning	Cambridge, United Kingdom	2016-10-08	The plan isn't viable
michael bales	faversham, United Kingdom	2016-10-08	I am cambridge born and bred and have seen far to many half arsed ideas from councillors who know nothing .
Simon Glover	Cambridge, United Kingdom	2016-10-08	More I'll-conceived traffic nonsense from local government
Marius buruiana	Cambridge, United Kingdom	2016-10-08	This is not the right solution.
Susanna Snell	Cambridge, United Kingdom	2016-10-08	These measures will make it impossible for me to get to work in the morning (I need my car at work) without going out of Cambridge and back in using the already insanely busy A14
Martine Baker	Cambridge, United Kingdom	2016-10-08	It's disgusting changing these rules to pay taxis my son and daughter work shifts will not b worth it after paying for taxis
Julie White	Fulbourn, United Kingdom	2016-10-08	It will make my travel to work with an acquired brain injury client in Cambridge very difficult.
Colin Medlock	Bluntisham, United Kingdom	2016-10-08	I work in Cambridge need to use two instrument and 2 bags of music in my work and cannot take these on a bus.

Name	Location	Date	Comment
Sean Klein	Cambridge, United Kingdom	2016-10-08	I don't feel this is properly thought through. Public transport (buses, trains, trams?!) is woefully insufficient at the moment; the 'system' implemented recently on Hills Road is badly thought through; and despite our constant calls for better resident parking systems in the area, nothing's been done. Many friends who run businesses will suffer under this new scheme if it goes through as is. Please revise urgently!
Sara McAllister	Cambridge, United Kingdom	2016-10-08	Ridiculous - how are the businesses survive, this only serves to ensure that everyone avoiding Cambridge like the plague. This will include the tourists which the city needs, no matter how much the council complain about the rising footfall in the centre.
Debbie Thomassen	Cambridge, United Kingdom	2016-10-08	What are the Plans: where will the PCCPs actually be; what time will peak be; will we have enough buses as we don't today (they routinely don't stop at Histon as they are too full)? What about those too young/vulnerable/immobile to use public transport for school/work? What about Adult Education: starts within the rumoured 6.30 pm peak so we'll be forced to get a bus home even though by then it'll be off peak and infrequent... and what about car park revenues: what dent will that make in the City finances?
Oliver Cornish	Bury St Edmunds, United Kingdom	2016-10-08	In ability to visit relatives, go shopping, ludicrous idea. The quickest way for a shopping centre to hit the suicide button. People will vote with their feet and go elsewhere! Th epoor people of Cambridge doing the school run! The list goes on..... and on!
Jacqueline Cable	San Francisco, CA	2016-10-08	I live and own a house near Cambridge UK, this is such a bad idea for so many reasons
Michael Molloy	Cambridge, United Kingdom	2016-10-08	It's ridiculous!
andrew Pearce	Great Gransden, United Kingdom	2016-10-08	The school run is the key problem - simply address this and much of the peak time traffic will disappear As is evident with significantly lower levels of traffic outside term time...
Graham Marfleet	West Mersea, United Kingdom	2016-10-08	It will kill off any City trading
Luke Molyneux	Hitchin, United Kingdom	2016-10-08	I don't agree with the city deal
Paulene Bandy	Cambridge, United Kingdom	2016-10-08	It has dire effects on small businesses and Cambridge is already highly congested, and I feel this move will make it worse.
Glenn Rix	Chevington, United Kingdom	2016-10-08	I am a gas engineer and I need to get around Cambridge for emergency gas and plumbing repairs
Sharron Woods	Histon, United Kingdom	2016-10-08	That is a crazy idea. Imagine if you have an emergency and need to get to hospital you will just be in queues. Cambridge is a nightmare at the best of times without closing off more roads. Not everyone is able to cycle or walk.
Thomas Barrett	cambridge, United Kingdom	2016-10-08	Park and ride along with the other bus "services" are a joke. They've done nothing but increase prices and provide a shoddy service since I'd been using them from 2008. Charging for parking made it not worth using PnR anymore because I could find free parking closer into the city and walk myself the rest of the way.
Amanda Wordsworth	Kirtling, United Kingdom	2016-10-08	Who dreamt this up? What a ridiculous planned scheme. Traffic presently in Cambridge is a bad dream please don't make it a nightmare.
ivan gilzean	Waterbeach, United Kingdom	2016-10-08	I'm signing because this scheme is ridiculous and a waste of tax payers money

Name	Location	Date	Comment
Claire Willis	Cambridge, United Kingdom	2016-10-08	Cambridge in lock down is a frightening proposition for Cambridge residents. How will we get our child on crutches with a torn ligament. How will city school persuade teachers to work in them, when Cambridge property prices already mean retention of staff is extremely challenging. How will local business operate and families help elderly relatives to get about, when residents will be stranded if they want to do anything other than cycle? Who's idea was this?????!
stefanie Ingrey	Cambridge, United Kingdom	2016-10-08	This is a joke!!!! How would we be able to get anywhere? Not everyone can cycle if they have really small children and buses aren't a good enough solution- they never turn up or go where you want to go. Ridiculous idea- it will just cause congestion elsewhere.
Claire Quelch	Linton, United Kingdom	2016-10-08	It will ruin business in Cambridge and it is tough enough for businesses already
Julia Legge	Deal, United Kingdom	2016-10-08	This will make it incredibly difficult to visit my sister, which we do a couple of times a year, so how on earth is the city expected to function on a day-to-day basis??
Robert Yeatman	Cambridge, United Kingdom	2016-10-08	This is important, as closing these roads at peak times would stifle active business in the city of Cambridge.
Ari Laakkonen	Abbotsley, United Kingdom	2016-10-08	This is an incredibly bad idea. It stops children getting to school.
Amanda Lower	London, United Kingdom	2016-10-08	Planning to send our children to a school on Grange Road. This would be a nightmare!
Francis Nolan	Cambridge, United Kingdom	2016-10-08	Apart from the disruption this will cause to people who travel in to Cambridge to work, it appears from what little information I have been able to glean that I will be barred for half the day from travelling from or to my own home, off Grange road, by car.
jane goodall	suffolk, United Kingdom	2016-10-08	Jane Goodall
Russell Goom	Cambridge, United Kingdom	2016-10-08	It shows a blatant lack of regard for parents with children and the necessary act of getting their child to and from school in all weathers as well as holding down a full time job.
Jade Thomas	Oldhurst, United Kingdom	2016-10-08	This is clearly ridiculous, the knock on effect will be catastrophic. I run a business in the city centre, not only will this make deliveries an issue but merely getting in on time will be a nightmare. All other routes will be majorly affected, that's a given. The buses are expensive and unreliable as it is; they struggle at peak times now, I dread to think what chaos this will bring! When spending time in different parts of the country it becomes all too apparent how embarrassing our public transport is. Plus the timing of this could not be worse, being in the run up to Christmas - when the city is exceedingly busy. These plans lack foresight and consideration, they are ill-conceived, impractical and illogical.
Marion Roll	Lode, United Kingdom	2016-10-08	Me and son won't be able to get to work
Kate Watson	Sheffield, United Kingdom	2016-10-08	This is utterly ridiculous. I bet those vesting the proposal don't live in affected areas.
Richard Bryan	Cambridge, United Kingdom	2016-10-08	These closures will negatively impact my life and my families life. They have clearly been thought through by a moron.
Dee Williams	melbourn, United Kingdom	2016-10-09	Stop fiddling and plan carefully this a ridiculous idea and will force cars into all the open roads
Katie Austin	London, United Kingdom	2016-10-09	Residents in the area need to be able to drive in and out during these times.
Catherine Williams	Ely, United Kingdom	2016-10-09	I use Cambridge regularly for shopping. If this happens I will shop elsewhere as with a lot of people I'm sure

Name	Location	Date	Comment
Joss Anderson	Papworth Everard, United Kingdom	2016-10-09	People who work in Cambridge but live outside the city because they can't afford the extortionate house prices and therefore need to travel in on a daily basis will be severely disadvantaged. This will make Cambridge even more of an elitist city than it already is.
Allison Kaye	Stapleford, United Kingdom	2016-10-09	I don't thin this plan has been properly thought through.
Kate khairdean	Cambridge, United Kingdom	2016-10-09	I really can't see what the problem is with the current traffic. Yes it can be busy in the mornings but that's why it's called rush hour!?! This is totally anti working mums
Jon Dyer	Cambridge, United Kingdom	2016-10-09	This will be bad for virtually all businesses.
Charlotte Denton- Cowell	Cambridge, United Kingdom	2016-10-09	I'm a working mum, I have various school drop offs and pick ups before and after work with the children. I need to use my car and these roads
Sadie Tokley	Fowlmere, United Kingdom	2016-10-09	It will cost me more money to go to work and take my children to school.
Alan Legge	Canterbury, United Kingdom	2016-10-09	I
Stephen Mascar	Cambridge, United Kingdom	2016-10-09	I work from this address and daily have to come in and out of the workshop
Alan Legge	Canterbury, United Kingdom	2016-10-09	I am a regular visitor to Cambridge and this outrageous proposal will make my journeys a nightmare.
Fiona Unwin	Newmarket, United Kingdom	2016-10-09	it is a ridiculous idea and will do great harm to Cambridge businesses, schools, shops and all aspects of Cambridge life. It must be stopped.
Natalie Jordan Fuller	Longstanton, United Kingdom	2016-10-09	It's a little bit of a crazy idea. Nobel in its intention, but completely absurd in the disruption it will bring without a lot more thought
Justin Holt	Cambridge, United Kingdom	2016-10-09	Free movement is the lifeblood of a city.
Christopher Brown	Little Eversden, United Kingdom	2016-10-09	Such proposals would make it extremely difficult for me to do business in Cambridge
Janet Tynan	Guilden Morden, United Kingdom	2016-10-09	Its ridiculous!
heather bonney	Chichester, United Kingdom	2016-10-09	This plan is signing the death knell for businesses in Cambridge. Relocate now and why penalise companies with car parking spaces? You can be sure they paid a premium to buy/rent the space, another stealth tax. Disgraceful.
Poppy Bootman	Sawston, United Kingdom	2016-10-09	I agree with the new investments and projects of the bike routes, however I think the pcbs and set times when some traffic are allowed into the city are awful ideas. It is busy at those times because people need to get in, and I think buses are not a solution to this. Alternatively I think schemes should be set up to increase the number of cyclists, buses or even people who walk to get into the city centre.
Carlo Acerini	Little Gransden, United Kingdom	2016-10-09	Far from easing congestion this will exacerbate it and make access to the city and its approaches much worse Has no sense and I suspect money / revenue generation for council is a primary sim
Victoria Keevil	Madingley, United Kingdom	2016-10-09	This should be a great chance to improve congestion in Cambridge but authorities are wasting it on this flawed scheme
CATHERINE GRANT	Waterbeach, United Kingdom	2016-10-09	access to the town by car is essential for some people and this is far too

Name	Location	Date	Comment
Richard Birdsall	Cambridge, United Kingdom	2016-10-09	The plan is deeply flawed , get in a truly independent body to look at this
James Palmer	Soham, United Kingdom	2016-10-09	This is not a scheme that should be considered. It is anti business and extremely detrimental to the local economy. This scheme actively discriminates against non Cambridge residents who are vital to the economy of the City and the continued pre eminence of the University.
Vajira Dommanige	Cambridge, United Kingdom	2016-10-09	This is not a practical solution at all
Ally Boules	Waterbeach, United Kingdom	2016-10-09	This scheme is absolutely ridiculous noone will be able to get anywhere in Cambridge what has happened to consultation with the people business will suffer as lorries won't be able to get in early to deliver essential goods why do you the council think you know best will absolutely kill Cambridge
Caroline Burman	Sawston, United Kingdom	2016-10-09	I need to get along Coldhams lane every morning and it will prevent me from coming into town, using facilities and spending money at these crucial times, before and after work.
Sue Mortimer	Harston, United Kingdom	2016-10-09	I live in Harston & the traffic is already awful. I can't imagine how dreadful it will become if these plans are implemented. It will effectively lock us inside a permanent traffic jam.
Piotr Wojciechowski	Cambridge, United Kingdom	2016-10-09	I do Not know how many people face loosing their job. I do! Or my wife. My wife start work at 6:30 in the morning. I am the one taking Kids to school (in the city centre). Than i drive outside of Cambridge to work. If I cannot deliver kids by car i will lose my job or she will lose the job. Not all can use P&R service. I am against this idea as the buses are not a sufficient solution for people driving to work and their customers.
Paul Pergande	Colne, United Kingdom	2016-10-09	It will deprive city centre residents of their basic human rights as they will be stuck in their neighbourhoods and unable to get to work.
John Hollyhead	Cambridge, United Kingdom	2016-10-09	Im very concerned about getting to the hospital or vets during the peak period. If during that time we have an accident at home or our pets need a vet urgently we are going to be unable to get there quickly. We may not need an ambulance as it is not an emergency but as we will not be able to get there quickly by car we will have no choice but to call an ambulance which will put extra pressure on the NHS. We live off Coldhams Lane so it is going to affect us very badly and interfere with our quality of life. We are now retired and wish to enjoy our time without these restrictions.
Andrew clark	Linton, United Kingdom	2016-10-09	I don't agree with closing roads at rush hour in Cambridge!
Graeme O'Hare	Longstanton, United Kingdom	2016-10-09	I think it is ludicrous. It will create closures of businesses and the migration of families in the effected areas.
Roisin Walsh	Cambridge, United Kingdom	2016-10-09	I believe this will have a detrimental effect on local businesses.
Susan Davies	Cambridge, United Kingdom	2016-10-09	This will affect the smooth running of businesses.
Tessel boek	Cambridge, United Kingdom	2016-10-09	It will cause awful traffic around where I live/cycle.
C R Stopp	Highfields Caldecote, United Kingdom	2016-10-09	As a retired person the changes will make it difficult for me to get to a number of activities in the city for which P&R would be impractical.
Jacco Klerk	Girton, United Kingdom	2016-10-09	Something has to be done but in more managed phased approach. With this M11 & A14 will be come gridlocked next to surrounding villages.
Katrina Ellis	Bar Hill, United Kingdom	2016-10-09	I come into town on a regular basis to visit family friends and shopping this is

Name	Location	Date	Comment
Ianthi Tsimpli	Cambridge, United Kingdom	2016-10-09	the change will severely affect my work.
Catherine Powell	Balsham, United Kingdom	2016-10-09	Will affect all tradesmen trying g to make a living
Vicky Barden	Cambridge, United Kingdom	2016-10-09	I am signing because I believe that this 'solution' is not very well thought out (not because I support the rhetoric on the petition description). There are currently too many unanswered questions and a great number of residents and businesses could be adversely affected. Please rethink and come back with a better thought out version which city residents can get behind.
Chris Broadley	Burwell, United Kingdom	2016-10-09	The proposal will harm local businesses such as mine. We need to access Cambridge during the early morning in order to deliver services and goods to our clients.
Richard Heeps	Cambridge, United Kingdom	2016-10-09	I am a business owner and this would cost me greatly
Oli prevett	Cambridge, United Kingdom	2016-10-09	It shall dramatically effect the running of my business. Potentially to the extent of putting me out of busniess
Jonathan Mant	Cambridge, United Kingdom	2016-10-09	Alternatives need to be established before the roads are closed - I.e sort out infrastructure first
Jeremy Curtis	Cambridge, United Kingdom	2016-10-09	On the assumption that a working day is 7am to 7pm, these proposed times means that for 41% of the day you can use a car or van in the centre of Cambridge. Which is pretty shocking really.
Christine Thompson	Papworth Everard, United Kingdom	2016-10-09	As a community Nurse working a cross Cambridgeshire 24/7 in people's homes this will make life extremely difficult if not impossible especially with the heavy equipment we have to carry at times. Our workload is already heavy and capacity stretched to fit everything into a working day with the ability to drive anywhere in cambridgeshire.
Christine Thompson	Papworth Everard, United Kingdom	2016-10-09	As a community Nurse working 24/7 across Cambridgeshire in the publics homes, and carrying heavy and bulky equipment, this will add further pressure to my already stretched capacity of workload and life very difficult!
Louise Shane	Milton, United Kingdom	2016-10-09	The plan does not seem to have been fully thought through and will result in huge congestion on the one road still open into town... From the Milton direction we would need to drive all the way round the M11 and in at Trumpington (along with everyone else) to reach the centre of Cambridge..!
Oli prevett	Cambridge, United Kingdom	2016-10-09	This shall have massive implications on all businesses run in Cambridge. I am fully opposed to the idea. It hasn't been publicized, thought through or discussed enough (definitely not with the people it effect the most anyway) People are for some kind of change yet this will not be beneficial to so many of us, having dramatic effects on our businesses putting many of us out even. Please rethink
Jonathan Muddell	Cambridge, United Kingdom	2016-10-09	This will lock us in Cambridge during the rush hour when we need to commute. Also our nanny who needs a car to look after our child will not be able to reach our house. Plus the traffic on Trumpington road will be terrible.
Jessica Sharkey	Cambridge, United Kingdom	2016-10-09	We live in the Kite and this scheme will essentially fence us in. It will also make my commute, to Norwich, almost impossible.
Justin Pascual	Cambridge, United Kingdom	2016-10-09	With so many commuters in this city, this proposal is absolutely absurd. Just a way to push more money into the pockets of the council. So glad to I'm not staying here for much longer...can't wait to #BREXIT!

Name	Location	Date	Comment
Sarah Tovell	Stevenage, United Kingdom	2016-10-09	I'm signing because we all understand the congestion is bad, but there are at least a dozen other measures which could be. Insiderwd before this such as; wait until the train station in the north is open (and the Addenbrooks one), stop school commute, make the park and ride true park and rides like in York and Oxford, provide options for people parking in the edge of the city and cycling in etc etc It will impact too greatly on those already vulnerable.
Tony Dron	Cambridge, United Kingdom	2016-10-09	The proposed road closures would go a long way to closing Cambridge down. The damage done by them would be very harmful to the City.
Lucy Coston	Linton, United Kingdom	2016-10-09	Because it will affect the business of buses that I have to use everyday to get into Cambridge.
Susan Hurdidge	Saint Neots, United Kingdom	2016-10-09	David Hurdidge
Rebecca Tuohy-Hoy	Manea, United Kingdom	2016-10-09	This will affect al community workers
Jamie Peacock	Cambridge, United Kingdom	2016-10-09	So many points haven't been thought through properly and lots of unanswered questions. Wondering how on earth funneling traffic through the remaining roads is going to help.
Calbert Graham	Cambridge, United Kingdom	2016-10-09	Without access to the routes they are proposing to close off, it would make it impossible for me go to work on time at West Road and to take my child to/from nursery. This plan will be more than just an inconvenience, it will cause of lot of misery for working people and businesses in this part of Cambridge. This is not one of the brightest ideas coming from the Council.
Pam Jibson	Beverley, United Kingdom	2016-10-09	What an !'ll thought out crackpot idea!
Hannah Bailey	Chatteris, United Kingdom	2016-10-09	I'm a district nurse and this will affect us being able to see patients as we work 24 hours a day and would make it impossible for us to see our patients
sarah holloway	Cambridge, United Kingdom	2016-10-09	This is stupid and will not work
Olga Graham	Cambridge, United Kingdom	2016-10-09	These changes would have an adverse effect on our childcare arrangements.
Sheila Shead	Cambridge, United Kingdom	2016-10-09	This will badly affect small businesses
Amanda Bannister	Ely, United Kingdom	2016-10-09	I work in Cambridge between two schools this would make my job even more stressful!!!
Tim Granger	Barrington, United Kingdom	2016-10-09	Stop this madness. If you're going to force everyone on to park-and-ride buses, then at least: <ol style="list-style-type: none"> 1. Make the parking free for heaven's sakes 2. Put on more buses peak times 3. Have ticket machines that are reliable 4. Have a enough ticket machines or allow to purchasing of tickets either online or through an app
Michelle Caselton	CAMBRIDGE, United Kingdom	2016-10-09	This will affect trade and city centre residents.
Anya Reape	Newmarket, United Kingdom	2016-10-09	My only way to travel in is by car due to the distance, I have a 1 year old that I need to drop off and collect from childcare. This will also effect the company i work for. I
Elliott Fison	Cambridge, United Kingdom	2016-10-09	The obvious issues this moronic plan has.

Name	Location	Date	Comment
Henry Freeland	Cambridge, United Kingdom	2016-10-09	I believe the proposals will cause greater congestion and will prevent residents legitimately driving out of the central area and will strongly adversely affect small businesses. I believe the solution can be found by making park and ride free and organising shuttle buses for schools.
Ashley Burr	Cambridge, United Kingdom	2016-10-09	Congestion and road closures are problematic enough for my educational and work life
KEVIN KING	Sawston, United Kingdom	2016-10-09	I work at the perse upper hills road and also need to get to my disabled boyfriend when I finish work to help him when his carer is not there
Orla Machin	Cambridge, United Kingdom	2016-10-09	My daughter attends swim lessons which will be prohibited if the proposals go ahead. My son attends day nursery which will be inaccessible unless I walk or cycle however I need my car to commute onwards to Hemel Hempstead for work!
Peter Jacobsen	Cambridge, United Kingdom	2016-10-09	I don't think this is the best thing to do.
Ellen Wallwork	Cambridge, United Kingdom	2016-10-09	It is extremely problematic towards getting to college and work. It will not be a successful system.
Bethny Coggins	Littleport, United Kingdom	2016-10-09	Chicken nuggs
Sarah Jordan	Haslingfield, United Kingdom	2016-10-09	These plans risk turning the city centre into a ghost town with shops struggle to take the income needed to cover the already expensive rents and rates. My business in the city centre runs appointments from 9am to early evening and by restricting when potential clients can come into the city means our business hours become dramatically reduced, and how can we survive?! Our city could lose the wonderful independent shops that gives it a personality and uniqueness. The council needs to consider a more viable, long term plan that will help the city thrive rather than put people off visiting our wonderful city.
Kim Lakeman	Cambridge, United Kingdom	2016-10-09	I cannot believe that this ridiculous idea has even been given the time and tax payers money to even discuss it. it will be made so difficult for the normal average person to get to work,shop and anything else they have to do in Cambridge . What a crazy stupid idea to come up with!!
Kerry Ratcliffe	Farcet, United Kingdom	2016-10-09	I start work at 7am some days and finish at 11pm others (Monday-Sunday) as I work in a hotel and work shifts. I currently drive and park for free. Unless public transport runs all hours, on time and my work compensate me for the costs I will be forced to leave my job and the city 3 generations of my family have lived in and I grew up in which I already cannot afford to live in... Which if I could afford I would of course cycle to work.
Molly Pleasants	Cambridge, United Kingdom	2016-10-09	I'm signing because this will affect my highly every single day.
William Lankford	Cambridge, United Kingdom	2016-10-09	this will impact on businesses. Cambridge is thriving, energetic and with a lot of income from the outside compared to most cities in the UK, use the brains and the revenues to come up with some smart solutions. brace yourselves, functional not necessarily compatible with XVII century vision of building
Ping Crosby	Cambridgeshire, United Kingdom	2016-10-09	There is no traffic between 7am--730am in the morning on Grange Road and Queens Road at all. Do Not understand why they try to close the road at 7am????
Ping Crosby	Cambridgeshire, United Kingdom	2016-10-09	Cambridge 's public transport system very very poor!!!!!!!!!!!!
Heather Wood	Red Lodge, United Kingdom	2016-10-09	I work in Cambridge

Name	Location	Date	Comment
Demie-jade Resztan	Cambridge, United Kingdom	2016-10-09	I work in Cambridge and travel all around for my sports. Public transport is very pricey and gets overly busy and unreliable.
hayley resztan	Cambridge, United Kingdom	2016-10-09	I work in cambridge my children do all kinds of sports activitys around cambridge will make traffic a stand still along busy trumpington high street.also massive congestion on motorways.public transport un reliable and very pricey. Visitors will stop coming to cambridge as it will never be a pleasure
Vanessa Gillespie	Therfield, United Kingdom	2016-10-09	Because the plan will bankrupt Cambridge business
Alex Evelyn	Bridgetown, Barbados	2016-10-09	I strongly oppose the very likely outcome that this deal will put small business out of work and cost the quality of life of thousands
Lee Garner	Cambridge, United Kingdom	2016-10-09	I am a self employed local Builder and my business would suffer greatly as my tradesman and I rely heavily on being able to get materials etc from builders merchants throughout the day and particularly in the mornings before work
Steven King-Underwood	Cottenham, United Kingdom	2016-10-09	Because the traffic isn't a problem, it's the stupid reasons why people either go into town in the first place, ie allow more out of town facilities, or when so many new people come into town for the first time or occasionally, therefore never getting used to the lupus, the sign posting is rubbish. Half the traffic is lost and going round and round. This was my experience when I moved here. Get a traffic expert from miles away to come and comment and work on the sign posts, not someone who knows the area and couldn't possibly see the problems right in front of their noses. I have more examples also.
Celia Donkin	Newmarket, United Kingdom	2016-10-09	Cambridge traffic is always rubbish but this would cripple it! What utter nonsense to try and impose this unworkable scheme.
Elizabeth Hume	West Wickham, United Kingdom	2016-10-09	I anticipate time keeping for medical appointments and dentistry (Hills Rd) will be severely compromised
Joan Aliwell	Cambridge, United Kingdom	2016-10-09	I believe the city deal will cause even worse chaos., so needs to be scraped and a eternal solution found.
Alex Ramsey	Cambridge, United Kingdom	2016-10-09	I'm a cunt
Heather Smart	Soham, United Kingdom	2016-10-09	My elderly mother lives in Cambridge and this will make life really difficult for older people who struggle with public transport
Nick Palmer	Impington, United Kingdom	2016-10-09	These proposed restrictions do not allow me to get into the office with acceptable time and any onward journeys as required by my work
Jana Parsova	Cambridge, United Kingdom	2016-10-09	I won't be able to get to work when we move out of Cambridge soon
Oliver Forrest	Barton Bendish, United Kingdom	2016-10-09	I feel this is a very narrow minded way of trying to eliminate part of the whole picture in an attempt to fix what is a relationship between different modes of transportation, surely it's better to improve the interrelationships between the networks.
Barry Hedley	Cambridge, United Kingdom	2016-10-09	I frequently need to travel by car to meetings outside Cambridge for several days and my car is parked in College accommodation in West Road. So far as I can tell if this plan is implemented West Road will become impossible to access at the precise times I normally come and go.
Chris Penkett	Cambridge, United Kingdom	2016-10-09	Lack of democracy to decision
Tony Dye	Cambridge, United Kingdom	2016-10-09	The disruption it will cause will make it difficult to get to and from work in Cambridge.

Name	Location	Date	Comment
Robert Holder	Lowestoft, United Kingdom	2016-10-09	I will be unable to get to my brother's house before about 10:30. Really crazy.
christine holloway	Bearsden, United Kingdom	2016-10-09	This is totally impractical.
Karen Lucas	Folkestone, United Kingdom	2016-10-09	This is the most stupid idea ever. My family work in Cambridge, at the moment. Does the council want business to leave the city for a more sympathetic town. With clearly far more common sense.
Hugh Parnell	Cambridge, United Kingdom	2016-10-09	I am confident that the use of CBD oil has been very beneficial for my wife who has Crohns. It is vital she is able to obtain it
Heather Freeston	derby, United Kingdom	2016-10-09	It is one more signature
Steve Jupe	Great Gransden, United Kingdom	2016-10-09	This is a ridiculous plan
Sarah Fitt	Shepreth, United Kingdom	2016-10-09	I completely disagree with this proposal at all levels
Anthony Mitton	Cambridge, United Kingdom	2016-10-09	I'm signing because with these road closures I will be locked into my home area (or locked out of it if trying to return home) during closure hours. Sturton Street, my street will be sealed off by East Road and Coldhams Lane being no-go roads. There will be no way to get in or out by car to or from my home parking space during closure time. It's a ridiculous proposition.
mery; willers	cambridge, United Kingdom	2016-10-09	I have family members that need to get to work. 1 a nurse. 2 in the building trade -what do they do if someone says I have a leak its an emergency their reply will have to be "sorry can't come till after 10.00 am. My elderly parents often need to get to the hospital for appointments do they have too wait. How about the business in those streets that are closed no one will be there. Does the city council want Cambridge to be a no go area, Other towns/ cities will benefit Saffron Walden Royston Ely Newmarket I am sure that these towns/cities must be rubbing their hands as they will be having more footfall
Sue Hunt	Cambridge, United Kingdom	2016-10-09	This scheme won't work - you need to make the park and ride free and make free parking impossible in city streets by widening intro of residents parking schemes.How are businesses plumbers , carers , delivery drivers people unable to ride or walk supposed to manage ! Think again !
Rachael Beddard	Haslingfield, United Kingdom	2016-10-09	I use these roads to access the city
Adam Peachey	Hardwick, United Kingdom	2016-10-09	This is a ridiculous idea and would cause independent businesses to shut down as the loss of customers would be a crazy amount. Cambridge will end up to being ghost town
Fiona Wilson	Bar Hill, United Kingdom	2016-10-09	Making getting to work, schools, appointments in the city centre (eg opticians and denists) an impossibility.
Martin Kernan	Biggleswade, United Kingdom	2016-10-09	I am signing as this is a poor scheme and will just make it more difficult for people to get to work or do. Business in Cambridge. If the council wants to reduce traffic make park and ride free or £1 a day. Don't take money out the pockets of people still suffering from virtually no pay rises since 2008!
Lesley Ridgewell	Cambridge, United Kingdom	2016-10-09	I Have a business that needs parking a to remain available
Amy Gates	Cambridge, United Kingdom	2016-10-09	Because I don't agree with it.

Name	Location	Date	Comment
Krystyna Kelly	Cambridge, United Kingdom	2016-10-09	This will be bad for residents, business and educational establishments because it will cause more congestion, not less. We need more roads not less. Not all journeys can be made by public transport, cycling or walking. In London it is the excellent public transport that makes it possible for people to abandon their cars. Improve public transport and people will use it more.
ken smith	Yaxley, United Kingdom	2016-10-09	No details about disabled access, at least in London there is a decent alternative to the car, and those people who must enter the area are charged a suitable rate.
sarah rutherford	Cambridge, United Kingdom	2016-10-09	It's a dreadful thing to happen
Molly Sneddon	Cambridge, United Kingdom	2016-10-09	I strongly disapprove of the 'City Deal ' proposals, particularly as they involve the compulsory purchase of a part of my front garden.
Robert Hill	Milton, United Kingdom	2016-10-09	It is a bad idea!
Michele Di Stefano	Cambridge, United Kingdom	2016-10-09	Because you airhead council in our city have already made enough mess of the city! Your cluelessly wasting money on crap that's not needed!
Joanna Argent	Soham, United Kingdom	2016-10-09	I work in Cambridge and also need to drop. 2 kids to nursery for 7.30 and under no circumstances would I be able to do this on public transport and be at my morning finance meeting for 8am! While I believe something needs to be done this is NOT the way forward as many small/local business's will be the ones that will suffer and go bankrupt. Cambridge have been lucky to escape much of the recession, let's not create one from stupidity.
Sandra ashton	Cambridge, United Kingdom	2016-10-09	I live off Mill Road, right in the middle of the proposed road clousures. This will have a huge effect on us as my daughter brings my granddaughter for me to look after. She travels from Saffron Walden & needs to get to my house & work which is Hills Road as quickly as possible!! This won't be that easy
Kayleigh Holwell	Fowlmere, United Kingdom	2016-10-09	I'm signing because I don't believe this will achieve anything other than forcing people to use the park and ride sites - at which point, we are at the council's mercy as to the price (already extortionate!!)
Rodolfa Dauvilliers	France	2016-10-09	Pour permettre au personnes de travailler
Loretta Clark	Witcham, United Kingdom	2016-10-09	Little thought has been given to those u angle to use public transport or where public transport is not available for working times
Shona Bagley	Cambridge, United Kingdom	2016-10-09	I think it's impractical to implement the road closures proposed. The biggest impact on traffic in the Centre is school traffic so I think more should be done to reduce school run traffic specifically.
Ole Bay-Petersen	Cambridge, United Kingdom	2016-10-09	It will do a lot of damage to local businesses
Jonathan Oates	Foxton, United Kingdom	2016-10-09	I will not be able to balance my commute with having to use the inordinately expensive park and ride to drop my girls off st school on grange road
PETER JENKS	CAMBRIDGE, United Kingdom	2016-10-09	I'm a central Cambridge resident and refuse to be banned from driving in my own town. An entry charge for non residents at rush hour to fund free park and ride buses would be easier and fairer.
Glenda Spry	Foxton, United Kingdom	2016-10-09	I don't think this proposal has been thought through and considered the impact on Cambridge companies. Traffic would be eased if something could be done about the vast numbers of parents picking up and dropping off at private schools in Cambridge. Car share schemes or designated buses?
Sue Wright	Cambridge, United Kingdom	2016-10-09	Trumpington Road is already congested at peak times of the day and to force more vehicles to use this road is going to bring chaos to the area and the M11 will come to a standstill.

Name	Location	Date	Comment
Kate Scarry	Steeple Bumpstead, United Kingdom	2016-10-09	This is ridiculous! This will concertina traffic for deliveries to businesses etc in to a shorter time span, probably worsening the congestion. What happens if you are infirm or unable to walk far, have lots to carry etc? Buses only take you to certain points in the city, not door to door which many people need. To encourage use of the park & ride why don't they reduce the prices, have ticket machines that work faster and put on more frequent buses?
fiona saunderson	Stapleford, United Kingdom	2016-10-09	I m signing because we have a family business in Cambridge, we help a disabled lady in cambridge and we have kids at school where it is not possibly to bike - no pavement where we live so dangerous for small kids
sandra lovatt	Fowlmere, United Kingdom	2016-10-09	The congestion in Cambridge (Trumpington Road) is already unacceptable. We need actions that will alleviate this, not exacerbate it.
Ibbie Hart	Cambridge, United Kingdom	2016-10-09	I am concerned about the loss of equality of the ability to travel for many. Who although are not disabled have problems with mobility. Also for the many whose journey would be made so much more trying difficult due to these road closures.
Lesley Cook	Litlington, United Kingdom	2016-10-09	It will make getting our daughter in and out of school even more difficult. There is no Congestion or Rat Running on Grange Road / Queens Road - so why close it?
Sheila Handley	Lowestoft, United Kingdom	2016-10-09	This plan makes no sense!
Linda Perkins	Cambridge, United Kingdom	2016-10-09	I am unable to ride a bike due to back problems. The park and ride is nowhere near where I live and I believe it is totally unfair to punish older people who still have to work until they are 66yrs but will not be able to access the roads into the city.
Edina Obradovic	Cambridge, United Kingdom	2016-10-09	Of all the points listed above! Completely agree! The City is already congested due to restrictions in place, we will become a dead city if the proposed changes go ahead!
Linda Young	Cambridge, United Kingdom	2016-10-09	I and a number of my friends have carers who need to travel to various addresses in the city
Eleanor Carne	edinburgh, United Kingdom	2016-10-09	My family live in Cambridge and this would effectively stop them being able to help transport my ill aunt and 100 year-old grandmother when they needed to get to appointments. It would make them more housebound.
Fiona Coulson	Great Gransden, United Kingdom	2016-10-09	i don't agree that restricting use of roads it was is needed. Invest in public transport and people will use it.
Simon Langston	Colchester, United Kingdom	2016-10-09	My son commutes to London, my daughter-in-law is self employed and my grandchildren have to get to school..all happen during normal business hours. This will only create chaos elsewhere and let council increase p and r parking charges!
Emily Casey	Cottenham, United Kingdom	2016-10-09	The road closures are horrific and will stifle the city.
Cathu Manning	Linton, United Kingdom	2016-10-09	Horrified at potentially not being able to drive into my local city should need arise. Believe should be incentives not to drive in rather than being denied access.
Jo Atlee joatlee27@hotmail.com	Histon, United Kingdom	2016-10-09	It would affect my work, as I travel to different places in Cambridge every day.
Christina Smith	Cambridge, United Kingdom	2016-10-09	I live in the Kite area and i know that we will all park our cars in northern kite to allow us choice of using them - disaster for northern kite residents and empty spaces in southern kite ..

Name	Location	Date	Comment
Shuying Zhao-Hanquez	Bar Hill, United Kingdom	2016-10-09	It's not a good idea for road closures as the current public transport service just isn't able to keep up.
Ashley Hares	Stow cum Quy, United Kingdom	2016-10-09	This will effect my travel to work and due to the bus times in cambridge being so anti. I will have no way to comute to work.
Simon Gates	Cambridge, United Kingdom	2016-10-09	I believe this won't solve the problem. Rather than traffic building along these roads, they'll build further out. Buses and taxis will still be caught in orbital traffic, but amongst a greater volume of traffic. Bus prices need to be slashed to be affordable, scrap P&R charges, operate an inner-city shuttle bus service at P&R sites for schools drop-off and pick-up, and remove 40% of the traffic lights around the city... we don't need a set every 500m
Harriet Lovegrove	Fen Ditton, United Kingdom	2016-10-09	Overall it would harm our economy in Cambridge. I manage a team that work with families in Cambridge that are struggling in various ways and they need to drive to them, in the centre of Cambridge and to the schools and also the outskirts of Cambridge, this would hugely impact on traveling time, it would not be cost effective and would limit the amount of time we do spend with famiki
Fay Morley	Burwell, United Kingdom	2016-10-09	It affects my getting into work each morning and the public services do not run for the times I need to get there
Clare Waldron	Bar Hill, United Kingdom	2016-10-09	I agree with so many of the comments raised above. I travel from a village. The bus service times, although better than many Cambridgeshire village services, aren't flexible enough for my part time hours. Furthermore the council assume everyone wants to go to the centre rather than around the outskirts. The Cambridgeshire transport system is so fragmented, preventing commuters from easily and efficiently hopping on buses with a single payment system or approach. It also penalises and makes payment cumbersome for those of us who do not work every day. The measures proposed seem to be anti-business and wrongly assume all commuters needs are the same.
Louis Stearn	Harston, United Kingdom	2016-10-09	I run a gardening business throughout cambridge
Karen Fossey	Hargrave, United Kingdom	2016-10-09	Crazy !
Irena Borzym	Cambridge, United Kingdom	2016-10-09	The City Deal has not taken proper account of local opinion. There has been no opportunity to oppose the Deal. There has been no opportunity to propose alternatives. I cannot believe that the process is legal in a democratic state. Those pushing this through should be subject to scrutiny and their vested interests should be examined.
Richard Heffer	Cambridge, United Kingdom	2016-10-09	I was born in Cambridge; unlike the people who wish to destroy it.
Paula Land	Swavesey, United Kingdom	2016-10-09	It will be hard for the retail workers in the city center to get in to work. The guided bus is too expensive to use on a daily basis regardless of the discounted tickets for regular commuters ! Also shoppers are already put off by shopping in our city due to high prices. Ridiculous idea!
malgorzata lipinska	Cambridge, United Kingdom	2016-10-09	My son Ben, he's going to St. Matthew's Primary School in Cambridge. Monday-Friday between 8.45-3.20pm. If the road will be close, we need to change the school for him. I admit that, my son Ben is disabled, he have a ASD. So, situation will be very serious for as. That's why I sign the petition.
caroline mcharg	Cambridge, United Kingdom	2016-10-09	The city deal will have a huge negative impact on the livelihoods of many traders and force people to shop and work elsewhere
Brian Gale	Cambridge, United Kingdom	2016-10-09	I oppose the damage the proposals will do to the local environment

Name	Location	Date	Comment
steven zemke	Cambridge, United Kingdom	2016-10-09	<p>Because this is a short sighted plan that will push a lot of traffic other smaller roads, even less equipped to handle traffic. Also, it makes it impossible for those who live in the city centre, around the St Matthews School area, to commute to work outside of the city and play a role in the collection and drop off their their children to and from school and after school programming. There is no public transportation option for workers like me and thus will create an undue burden on me and my family.</p> <p>Secondly, how this isn't going to negatively impact Cambridge's businesses is a mystery. But my assumption is that City Deal cares not about the economy of the city or the commutes and quality of life of those living in the area.</p> <p>If Cambs was really serious regarding these issues we'd have actual investments into our transportation infrastructure.</p>
Sophia D'Angelico	Cambridge, United Kingdom	2016-10-09	I'm signing because my family's business on east road will be in jeopardy if the city deal goes ahead.
Samantha Graham	Cambridge, United Kingdom	2016-10-09	I will struggle to drop my son off at nursery and then go on to my job.
Jackie von Glos	Cambridge, United Kingdom	2016-10-09	Because it interfereswith residents'daily lives
Holly Ryan	Melksham, United Kingdom	2016-10-09	A lot of people travel from oit side of cambridge and this will make the journey for them twice as hard and long.
Helene Kotter	Cambridge, United Kingdom	2016-10-09	Drop off and pick up from schools for little kids or with large instruments is logistically terrible without car access.
Trevor Wright	March, United Kingdom	2016-10-09	I will no be able to get to work is the main reason , this is just another money making scheme. Get bikes to use bike lanes provided instead of roads that's a good easy start as cars will run quicker in and out of town, also it will be safer to for bikes and cars.
Antoni Pippas	London, United Kingdom	2016-10-09	Lewis Herbert's head disappeared up his own arse a time ago. Let him play circle jerk with his shit-stain friends in a way that doesn't affect normal people.
Andy Gordon	Cambridge, United Kingdom	2016-10-09	I'm signing because mandatory closures are a bad way to reduce congestion. I would much prefer a congestion charge as has been successful in London.
Jeannie Grisoni	Fowlmere, United Kingdom	2016-10-09	It does not serve the local people
Kristin Giussani	Cambridge, United Kingdom	2016-10-09	The city deal plans do not taken into consideration anyone living in Cambridge, despite paying local taxes, and it will significantly infringe on the ability to get around Cambridge and freedom to have that choice as anyone who works within Cambridge, has young children who need transporting to/from activities, elderly or disabled persons requiring car transport, trade companies, transport to/from hospital for emergency (I took my daughter on my own last week to A and E which I would have otherwise been forced to call an ambulance for under this city deal) and routine visits, as well as general commuting for those of us who work outside of the city
Helene Barrell	Cambridge, United Kingdom	2016-10-09	I am a keen supporter of cycling and public transport, however, those of us who live in the city or have businesses in the city need to be able to move around the city and these proposals will have a serious impact on us. We have a business with two premises, one in Mill Road and the other in Victoria Road - we need to be able to drive between the two and we need to be able to deliver to our customers in the centre of town.

Name	Location	Date	Comment
Liz Askham	Balsham, United Kingdom	2016-10-09	This is not the answer!
Edward Baring	Cambridge, United Kingdom	2016-10-09	I run a small business in Cambridge which would be negatively affected by this scheme.
Lydia Smith	Cambridge, United Kingdom	2016-10-09	I support this petition because at the moment Cambridge is slightly prone to congestion but is a great city If the mad council is allowed to make the city a virtually no-go zone it will rip the joy out of the place Disrupt tourism Put countless vital business's out of business Damage the biotech dream by preventing networking Prevent me taking the cat to the vet Put the vet out of business Prevent my taking visitors to the university Prevent my collecting children from school in emergencies I can add at least forty other items This must not be allowed to happen
phillip Le Mottée	Chatteris, United Kingdom	2016-10-09	They are dealing with it in the wrong way. they need to remove school run traffic and appreciate people who travel due to need rather than choice by not adding more tax burden on those who pay with much additional time with forced travel.
Jan Wyndham-hall	Huntingdon, United Kingdom	2016-10-09	I teach in various schools across Cambridge starting at 8am and I move school throughout the day - I couldn't do my job if I didn't have any access
farnaz fardoost	Cambridge, United Kingdom	2016-10-09	i am signing because this is the most ridiculous thing i have seen the council come up with in cambridge. You are not even giving exemption to business's!!! WHAT ARE YOU THINKING???
Marta Wilczkowiak	Cambridge, United Kingdom	2016-10-09	This plan does not seem to be well thought through
Neil Hodges	York, United Kingdom	2016-10-09	Something similar was tried in York a little while ago when one of the 3 bridges in the city was closed during the same hours as are suggested and it was not a success for the city. it increased congestion around other areas. The "trial time" was stopped and the thousands of people fined for contravening the closure had to be refunded. Cities of the type of Cambridge and York need to accept that people need to get to work, run businesses and be able to run their lives without such poorly thought through schemes.
Christophe Gordon-Brown	Cambridge, United Kingdom	2016-10-09	They are trying to accommodate all cars, instead of offering people good regular cheap electric transport...
Deirdre Cijffers	Cambridge, United Kingdom	2016-10-09	As a city centre resident, I will be trapped at home and will not be able to get to work out of town without incurring a fine every single day
Colin Worboys	Cambridge, United Kingdom	2016-10-09	I do not believe control points will work and will have massive negative impact on businesses and residents.

Name	Location	Date	Comment
Matthew Roger	Cambridge, United Kingdom	2016-10-09	I live in Cambridge. The road network and transport in Cambridge is already bad enough. I spend far too much of my time battling with the frustration of the roads in Cambridge and it turns every day into a huge ordeal. What causes the congestion is a lack of road capacity in combination with poor planning strategies deployed by the council. Some people choose or need to drive in modern life for a multitude of different reasons. When is the council going to realise that continually reducing road capacity, restricting traffic flow, introducing slower speed limits and actively discouraging car use is a strategy that has completely failed and is indeed a key cause of the problems. Instead of spending resources and effort on policies that will clearly exacerbate the problem, opportunities urgently need to be taken to increase road capacity for all users. The situation with the roads and the council's desire to penalise car users makes Cambridge a less desirable place to live.
Duncan Cook	Cambridge, United Kingdom	2016-10-09	Stop building houses around a city whose infrastructure can not support it.
Gill Hervey-Murray	Cambridge, United Kingdom	2016-10-09	I do not believe the road closures will solve the problem. More efficient regular public transport is needed and extra park and ride sites.
Gail Harrison	Royston, United Kingdom	2016-10-09	It's ridiculous! Cambridge will be gridlocked and my business will suffer as a direct result.
Peter Molnar	Cambridge, United Kingdom	2016-10-09	This is pure madness. Cambridgeshire is not ready for this, especially with the current, outrageously prices train- and bus tickets. Please take a look at Amsterdam and it's area, and the level of public transport there - it probably could be done there, but it's not, because when you have good enough public transport, there are not need for rules like this. Do better public transport, don't try to enforce it with ridiculous rules which will only make everyone suffer.
Paula Banks	Whaddon, United Kingdom	2016-10-09	If these roads close you are going to deny my children an education, further strangle small businesses by reducing people visiting Cambridge and ruin Cambridge.
Gavin Wood	Geneva, United Kingdom	2016-10-09	The objective of the plan has merit, but the proposed solution is narrow, ill-considered and lacks synergy with the wider business of the city
Michael Sowter	Cambridge, United Kingdom	2016-10-09	I like many others run a city centre business and cannot believe this is even being thought about. The potential problems this will create are huge.
Robin Cunnah	Cambridge, United Kingdom	2016-10-09	This proposal would obviously damage many (and destroy some) businesses in the city as well as seriously inconvenience many city residents. It is self-evidently inane.
Gordon Ward	Cambridge, United Kingdom	2016-10-09	This scheme is not going to work. It must be stopped
Lisa Taylor	Cambridge, United Kingdom	2016-10-09	Road closures are not the answer. It will just move congestion into side streets. How about a congestion charge instead? Need MUCH improved public transport, especially more cross-links between the P&R sotes.
Andrew Leader	Impington, United Kingdom	2016-10-09	I do not believe in the lost of personal choice to travel when and where people want with their own transport. You are just moving traffic to another part of the day

Name	Location	Date	Comment
Helen Pletts	Cambridge, United Kingdom	2016-10-09	This is madness - a proportion of Council tax must be refunded if people are not allowed to use the roads they are paying for !
Paul Brown	Cambridge, United Kingdom	2016-10-09	The proposal as it stands, just won't work.
Richard Patterson	Little Shelford, United Kingdom	2016-10-09	The plan is madness. Yes, congestion charging to smooth out the peak makes senses and may have to be done - but blocking vehicles completely in these times is madness.
Ailish McMahon	Cambridge, United Kingdom	2016-10-09	Cambridge has to few roads. Blocking them up won't help
joseph keady	cambridge, United Kingdom	2016-10-09	Don't like idea
Karen Dawson	Beck Row, Bury St Edmunds, Suffolk, United Kingdom	2016-10-09	You have not thought this through at all, you want everyone to fit into your boxes, how are carers/nurses that make the majority of their home visits early morning getting people up and dressed and then again at tea-time, how are they going to continue to care for the sick/frail/elderly, carers wont be able to get to as many people. How would you feel if you was put to bed at night with a night pad on but had to lay in a soiled/wet pad until much later in the morning because your carers cant get to you until later, this will of course lead to more UTI and skin breakdowns especially in the elderly. The care industry already has a chronic shortage of staff, how are your proposals going to help? What about district nurses?, how are they going to get to their clients, have you seen the bag of kit they carry around with them? how are they going to manage their visits, midwives?? what about them?? how are you going to feel when lives are put in danger or worse when people/babies die because their midwife/nurse was on a bus/walking and didn't get there in time. What about the mental health teams - yes we have staff that go out into the community making sure clients take essential medication, some clients have such levels of anxiety/paranoia that they cannot leave their homes, so home visits are essential to them, and again staff shortages are common but with your proposals it will make it impossible to see the same amount of clients each day. You cannot put a price on a human life but all you seem to care about is keeping traffic down. What about businesses that rely on deliveries, they will struggle to find suppliers willing/able to remember that Cambridge is closed until 10am in the morning and is only available on part-time hours. You are making a massive mistake and your suggestion that this is a consultation is an outright lie when you have already ordered the new buses for your proposals. You will regret this and hopefully loose your jobs which you are not fit for as you refuse to listen to thousands of concerned people.
CC Milligan	Cambridge, United Kingdom	2016-10-09	This plan will strangle local businesses which in turn will have a big impact on residents as the vitality and viability of the city will be impacted. The "consultation exercise" has been very poor, the questionnaire is very skewed to get the desired result.
CC Milligan	Cambridge, United Kingdom	2016-10-09	I'm worried about the implications for local traders. I support the objectives of securing a less congested city, but this proposal could seriously damage local traders by preventing deliveries and collections by customers.
Tricia Green	Lode, United Kingdom	2016-10-09	This plan is going to cause so much disruption

Name	Location	Date	Comment
Andra Udrea	Cambridge, United Kingdom	2016-10-10	I work and live in Cambridge, in the city centre, my both children need to be dropped off before I go to work and the school and nursery are also in Cambridge. I have tried to use public transport before and it is really not reliable- expensive and long waiting time. Even without the changes, coming into Cambridge is difficult. It will be completely impossible for us to function with the new changes.
Zuemmy Molina	Mexico	2016-10-10	Pienso que es lo correcto.
Annemarie Moore	Cambridge, United Kingdom	2016-10-10	I feel passionately that these proposals are vindictive and counter-egalitarian. They will make Cambridge a poorer and unhappier place. Policy in Cambridge is driven by the narrow virtue-signalling concerns of the metropolitan, intellectual elite.
v simpson	Cambridge, United Kingdom	2016-10-10	It not going to help shift workers and hospital workers that live a across the other side of town. As my shift starts at 5pm and finish at 11 will buses be a available that late and more regular don't fancy waiting around by myself in the dark and all ways to the hospital are cut off apart form going round a14 then m11, your damned if you need to get someone to hospital quickly too if there has been an accident on the a14/m11. I am not the only one in this position. Dunno what they were thinking not everyone has a 9-4 pm job to survive.
Robert Bush	Haddenham, United Kingdom	2016-10-10	In addition to these proposals supporting profiteering private transport companies the only route into the city will be from the south, where the money is, not the north, east or west, where I'd guess most of the workers are.
Rebecca Couzens	Cambridge, United Kingdom	2016-10-10	My partner has a small gardening business and this will certainly impact him getting to customers houses.
Becci Thomas	Gamlingay, United Kingdom	2016-10-10	I can't get to work from my village without a car,and dropping my child off. I'd end up having to take 3-4 buses just to get in to work
Bridget Wilson	Bar Hill, United Kingdom	2016-10-10	I work in central Cambridge, off Mill Road.
Elizabeth Mckim	Cambridge, United Kingdom	2016-10-10	L
William Prideaux-Brune	Cottenham, United Kingdom	2016-10-10	I am a small local business and it will adversely effect my earnings.
Kerry Chapman	Hoddesdon, United Kingdom	2016-10-10	This will severely affect my work. I supply essential items to life science researchers in all major academic and commercial researchers and need to transport heavy goods to these sites
simon harris	Cambridge, United Kingdom	2016-10-10	I think the city deal is a badly thought out disaster of an idea!
Julie O"Keeffe	Cambridge, United Kingdom	2016-10-10	It would make going into the city centre so much more inaccessible . Public transport is too expensive.
Graham Thomas	Royston, United Kingdom	2016-10-10	I'm signing because this is the wrong way to solve the problem. Subsidise the park and ride instead.
Darren Walton	Oxford, United Kingdom	2016-10-10	The City Deal is not the right answer.
Nicki Barrett	Bar Hill, United Kingdom	2016-10-10	I won't be able to get to work and drop my children off at different locations. Which would means I would have to give up my job. ✕
Joseph Pearce	Enfield, United Kingdom	2016-10-10	I travel to work using my car. I live too far outside of Cambridge to get public transport, and it is too expensive to use Park and Ride. I cannot work without using this mode of transport, and it will be bad for the economy for me and many others not to be able to get to work.
Anna Russell	Cambridge, United Kingdom	2016-10-10	work in Cambridge

Name	Location	Date	Comment
Alan Middlebrook	Cambridge, United Kingdom	2016-10-10	The proposals will seriously affect my business, make journeys longer and increase pollution in some residential areas.
Arnold Fertig	Cambridge, United Kingdom	2016-10-10	Road closures proposed are unfair. It will impact many people who need to travel at these times and have no other practical options for personal or geographical reasons. Working people, businesses, elderly and disabled. Yes traffic can be heavy at times for short times. But compared to most large urban areas around the country it is insignificant. The road closure solution is simplistic and ignores many obvious unintended consequences at personal and business levels. It is a bureaucratic solution to a problem that has been magnified. A gentle approach such as reducing charges for Park & Ride and continuing to improve cycle lanes is far more intelligent. Lets not turn our city into the 'Nasty City'
Andrew Ogston	Saint Ives, United Kingdom	2016-10-10	The brainless are taking over
leah jelleymann	Ely, United Kingdom	2016-10-10	I work at The Gonville Hotel. We would not even be able to get our linen delivery due to these changes.
wendy arrowsmith	Bar Hill, United Kingdom	2016-10-10	My husband will not be able to get to work as he has to start at 7.30 and the first bus out of Bar hill is 7.30
Tim Gooders	Holywell, United Kingdom	2016-10-10	This plan will not deliver a reduction in congestion without causing commercial damage to Cambridge City centre
Ken Grimes	Little Eversden, United Kingdom	2016-10-10	It's a ridiculous idea
Patricia Wright	Cambridge, United Kingdom	2016-10-10	I will need to get into city - I am unable to use buses
Nathan Heads	Kettering, United Kingdom	2016-10-10	As a business that manufactures, installs and delivers contract furniture to a majority of Colleges predominantly in Cambridge such ridiculous proposals will make the work we carry out unworkable
Jan carey	Harlow, Essex, United Kingdom	2016-10-10	I'm signing because it will most definitely be a disaster for the people who work in Cambridge and the congestion will be even worse in other parts of the city.
Anthony Didier'Serre	Newport, United Kingdom	2016-10-10	I work for a distribution company. This WILL increase distribution costs.
Julian Garratt	Landbeach, United Kingdom	2016-10-10	The huge effect on businesses in the city moving goods in and out.
Selina Doggett	Cambridge, United Kingdom	2016-10-10	It would make it impossible to access Cambridge. Businesses would suffer and job loses would occur.
Andrew Jeavons	Soham, United Kingdom	2016-10-10	I am field based for work. I believe this plan will increase my travel time to appointments and harm my productivity.
Hamish Rieck	London, United Kingdom	2016-10-10	It seems draconian to just blanket ban cars in this way and will have a severe impact on the wonderful city of Cambridge. If businesses start moving out of the city the question is what will replace them. Parking is an issue in Cambridge but i would think there are better ways of sorting it out.

Name	Location	Date	Comment
Katharina Bucher Atabani	Cambridge, United Kingdom	2016-10-10	<p>I don't believe the closure will achieve the goal of reducing traffic. Any control of traffic needs to make a significant investment into the public transport where trains and buses are linked and encourages the public to use through better maintained infrastructure. The proposal as it stands does not enable the city to generate income to invest in the infrastructure for the future. While the £100M can be used to subsidise existing bus links such as a the park and ride, it will not support the long term improvements required to the network.</p> <p>In addition as a resident I have made a decision not to commute to work everyday by living in the city and pay a premium for doing so as a result. As a resident, the practicalities of the suggested closures makes it impossible to get services such as builders, electricians, plumbers, etc without paying a huge premium as a result.</p> <p>As a father of three premature children who have several visits a month to Addenbrookes the suggested closures will make it extremely difficult for us to attend appointments then take the children to school.</p> <p>Last but not least the proposed closures will not discourage many parents who drop their children into the private schools not to drive as there is not free and frequent service for the children to take into town safely. One suggestion could be a frequent bus service to each of the schools every 10 minutes enabling a staggered drop off and avoiding congestion at the drop off points around the city.</p> <p>Once again my key objection is that the current proposal does not generate income for the city to invest in the transport infrastructure for the long term.</p>
kate harper	Great Bookham, United Kingdom	2016-10-10	WORK REASONS
Andrew Blackhurst	Cambridge, United Kingdom	2016-10-10	Trumpington Road can not cope with all the traffic needing to enter the city
Fiona Doel	Cambridge, United Kingdom	2016-10-10	I cycle everywhere in Cambridge, but at this time of day, I need to drive my children to sports clubs and car is the only way of getting there. I am not sure who is supposed to be benefitting from this ill-conceived proposal. It certainly isn't residents.
Philippa Cusimano	Cambridge, United Kingdom	2016-10-10	The proposal is only moving gridlock to other roads, which is what happened when the bollards were installed at various points around the city. What thought is given to traffic when allowing all this development to the south and north of the city? As a city dweller, I already have to pay for the privilege of parking outside my house. If you impose a congestion charge to commuters and make park and ride free this would have a more effective impact.
Louise Radok	Cambridge, United Kingdom	2016-10-10	I work at the University and commute from Bedford. Not being able to access Grange Road at the time I need be there is hugely inconvenient.
Andrew Eddy	Soham, United Kingdom	2016-10-10	P&R closes at 8.30pm, no thought has gone into the existing infrastructure.
Philip James	Cambridge, United Kingdom	2016-10-10	The road closures will prevent us from providing a service to our customers and the Parking Levy is taxation without representation.
Sam Sharp	Fulbourn, United Kingdom	2016-10-10	I feel that this would affect businesses in the city & they would suffer financially, it's also not helpful to those who work in the city & public transport would be overly crowded.
Xiaohui Zhao	Cambridge, United Kingdom	2016-10-10	I am signing here as I am working in the central and my son's school is in the central too. We need to have a drop off and pick up at the peaktime.
Helen Anderson	Cambridge, United Kingdom	2016-10-10	I'm a local resident.
johan viljoen	Dullingham, United Kingdom	2016-10-10	school drop in mornings...

Name	Location	Date	Comment
Paul Townsend	Stapleford, United Kingdom	2016-10-10	<p>I am very concerned that my three young children, all primary school age, who are driven to school on Brookside by my wife will have their journey times to and from school greatly increased by the extra traffic that will end up on Trumpington Road because of the other roads closed during peak time (the PCCPs) - just the time when flow has to be optimised through maximising the capacity. I don't think these proposals will reduce demand enough and the 'diverted' traffic will create worse bottlenecks at key junctions! This needs avoiding!</p> <p>Also, I am concerned that shops will suffer as people are put off coming into Cambridge to go shopping! What is going to happen on late night shopping on Wednesday? If I wanted to go shopping in town straight after work, I would not want to wait until after 6:30pm. Thus, I am likely to be one of those lost customers!</p>
Rachel King	Over, United Kingdom	2016-10-10	<p>I believe the current city deal proposal are ill conceived and too hasty. Infrastructure should be installed to enable people to make the required changes before ploughing ahead with road closures. Businesses will be crippled by these plans and "customers" will go to any town but Cambridge.</p>
Anton Dittner	London, United Kingdom	2016-10-10	<p>The proposal to prevent vehicles entering these parts of Cambridge at these times is ill thought out, anti business, and fundamentally flawed. The reason the roads are busiest at these times is because this is when businesses need vehicles to be able to approach their premises, whether for deliveries, collections, or employees getting to/from work. It is utterly ridiculous to penalise businesses for succeeding. Rather, a better plan would be to incentivise using alternative travel options for people for whom it is a sensible option (for example employees travelling to and from work), so that deliveries and collections can still go ahead more easily. Take all restrictions and charges off Park & Ride; offer incentives to people who work in Cambridge for using Park & Ride/public transport, such as vouchers provided in partnership with local businesses for entry to local attractions that want to increase foot traffic (cinemas, museums, shopping entre etc.).</p> <p>People don't choose to sit in traffic if they have a better option - provide better options, don't penalise them for going about their business in the best way they can. Some businesses will need access vehicle access at these times, regardless of what other options are available, and it speaks to a fundamental lack of understanding of business to penalise them for it.</p>
Matt Wright	Cambridge, United Kingdom	2016-10-10	<p>Work along Hills Road and occasionally require access to car for work purposes and to be able to attend appointments.</p>
stuart allen	Comberton, Cambridge, United Kingdom	2016-10-10	<p>If schemes like this are to be implemented, then proper infrastructure needs to be put in place first. It appears to me to be a poorly thought out scheme.</p>
Austin Willett	Fulbourn, United Kingdom	2016-10-10	<p>No thought has been given to how this will affect disabled people, and their need to use private transport to get to appointments and for carers to visit them in their homes. They will become virtual prisoners in their own homes if this scheme goes ahead</p>
Kevin Coleman	Cambridge, United Kingdom	2016-10-10	<p>The transport plans do not take into account that local workers need to get into the City. Villagers have to use a car because the privatised bus service is too expensive and too infrequent. Short journeys take too long and close down at inconvenient times.</p>
Romain Elleboode	Cambourne, United Kingdom	2016-10-10	<p>I work in Cambridge but I had to buy a house outside of Cambridge because the market is too expensive. So now I will have to pay an extra charge to go to work or I may not be able to work at all.</p>

Name	Location	Date	Comment
James E Dixon Dixon	Cambridge, United Kingdom	2016-10-10	I am signing this objection because those that run the city deal have lost the plot and need to speak to the and LISTEN to the residents before embarking on any more hair brain schemes. They have wasted valuable time and money with this I
Martin Cordner	Cambridge, United Kingdom	2016-10-10	In short, the proposed plans will severely limit access for service users of our Church, Shop and Community Centre as well as reduce our flexibility to respond by travelling to those in need in the area.
Rebecca Dawson	Gamlingay, United Kingdom	2016-10-10	This is madness. How is Cambridge to grow by penalising the people who work and live here?
Amy Peachey	Willingham, United Kingdom	2016-10-10	I teach at various schools in central cambridge & this will make it near enough impossible to reach certain schools
Ed King	Norwich, United Kingdom	2016-10-10	I am an investor in Cambridge and I consider that the proposed changes will have a very negative impact on the growth and continued prosperity of the city.
MARK OLEARY	Norwich, United Kingdom	2016-10-10	I work in Cambridge though I live outside this will certainly detract me from wanting to shop or socialise in Cambridge
Diane Hazell	Saint Ives, United Kingdom	2016-10-10	I live in St Ives and work in Cambridge. I drive because public transport is too expensive, too time consuming, too inconsistent and basically totally inadequate!
William Wilson	Soham, United Kingdom	2016-10-10	I live in Soham and visit many clients in and around Cambridge most days of the week. I wouldn't be able to service my clients if this is deployed.
Faith Tehrani-zadeh	Bury St Edmunds, United Kingdom	2016-10-10	This is my home !
Emma Harrison	Wisbech, United Kingdom	2016-10-10	I travel in from Wisbech every day to work at Addenbrookes Hospital. If the proposed plans were to go ahead, I would not be able to get into work for my current start time of 07:30am.
sarah chantler	Harston, United Kingdom	2016-10-10	I need to be able to get son into Cambridge at least 4 times a week.
Pippa Corrie	Teversham, United Kingdom	2016-10-10	I wouldn't mind if there was a decent and affordable public transport system, as it is this is disaster for the general public living close to Cambridge
Kathryn Morley	Sanfy, United Kingdom	2016-10-10	I work in the city & it will make he whole community worse. For Employees, small businesses, parents & tourists. We have a problem when accidents occur on the A14/M11 it's grid lock, to funnel all traffic would bring our city to a stand still.
Chet Babla	Cambourne, United Kingdom	2016-10-10	The plan is not thought out and will have catastrophic impact to local residents businesses alike.
Nicholas Sheldrake	Norwich, United Kingdom	2016-10-10	Poorly conceived plan - ideology not service is responsible - I urge people to vote on issues not for party politics
Azzdean Seffras	Little Downham, United Kingdom	2016-10-10	I work in Cambridge so this would effect me and my family getting in and from Cambridge. I agree the congestion is terrible in Cambridge but there must be a better option.
Eleanor Mead	Great Chishill, United Kingdom	2016-10-10	I work on Long road.
Janine Woods	Cambridge, United Kingdom	2016-10-10	This is an ill thought out solution. A clearer committment needs to be made to improving public transport before implementing any changes. Also the current plans do not pay sufficient attention to the needs to residents who will be effectively stranded by the proposed road closures.
ALAN BEAVAN	Balsham, United Kingdom	2016-10-10	i use a motorcycle to get to and from work because of the useless bus service from where I live.It looks as if the city deal also excludes motorcycles and

Name	Location	Date	Comment
Ross Rawlins	Cambridge, United Kingdom	2016-10-10	I'm signing this on behalf of the local residents that travel to and from work in these time frames not only will you restrict there travel but you will increase traffic around school zones. We pay are road taxes and we have the right to travel anyway we choose unmolested. Any attempts to restrict my routes will be a breach of my human rights and I will have to take legal matters
Nick Morrell	Cambridge, United Kingdom	2016-10-10	I live here and will be affected
Yaan Kinally	Cambridge, United Kingdom	2016-10-10	The increased traffic on other routes around the centre of Cambridge, which are also very busy currently, will likely become completely gridlocked during peak hours if this scheme goes ahead.
Katyuli Lloyd	London, United Kingdom	2016-10-10	This is outrageous!
gareth cooke gallimore	Cambridge, United Kingdom	2016-10-10	one of the dumbest ideas this council has suggested and thats saying something..... this will have a catastrophic effect on countless local business' as well as making it impossible to get to the veterinary surgery on clarindon street in an emergency, not to mention cambridge cities bus service being next to useless
Mike Beasley	Cambridge, United Kingdom	2016-10-10	It will be a complete disaster in my opinion: I can't imagine what Newmarket Road will be like! I can't see how workmen will be able to manage, particularly if they are working on a rented property and need to collect a key from a lettings agent.
olivia Auty	Cambridge, United Kingdom	2016-10-10	This will severely impact on my livelihood, and my business. It is not looking at the full picture and needs full collaboration with business and residents.
Nick Austin	Cambridge, United Kingdom	2016-10-10	This scheme will bring Csmbridge to a halt. Very poor consultation.
Georgia Parker	Cambridge, United Kingdom	2016-10-10	Younger brother goes to St Faiths, every day it already takes them 1 hour to travel 3 miles - with this new scheme God knows how long it will take!!!
Elly Mccausland	York, United Kingdom	2016-10-10	This deal is a threat to businesses all over Cambridge.
Ceri Allman	Chelmsford, United Kingdom	2016-10-10	The change will be a threat to local businesses
Susan Brown	Old Buckenham, United Kingdom	2016-10-10	Will be impossible to move round the city with this plan
Michail Iakovidis	Cambridge, United Kingdom	2016-10-10	There is no plan to make public transport cheaper, more frequent and expand its network. In Chapel Hill, NC, USA they have free public transport for a 10 mile radius to service the University. It has solved the congestion problem.
Damon Stanwell-Smith	Maldon, United Kingdom	2016-10-10	I live in Babraham, and work in Cambridge (Castle Hill). Wilst the plans in principle are laudable, the clumsy closing of so many of the thoroughfares in Cambridge will significantly affect many who work in Cambridge and require a car to get to work. The plan needs to be revisited.
Margaret Pilling	Bridlington, United Kingdom	2016-10-10	How on earth are parents with babies and toddlers, with all the essentials needed when travelling into Cambridge going to manage? It will be catastrophic for businesses too I shall not be going into town any more if this comes to fruition. Bring on the clowns comes to mind when looking at these plans!
Tracy Rockall	March, United Kingdom	2016-10-10	I work in Cambridge and Car Share which was the last scheme introduced by the council to reduce congestion.

Name	Location	Date	Comment
Ben Zealley	Histon, Cambridge, United Kingdom	2016-10-10	This plan would make some kind of sense with a publicly-owned, well-funded transport service in place and prepared to cope with the resulting glut - but sadly we have Stagecoach instead. It seems rather likely this plan will destroy as many jobs than the City Deal creates! I know at least three people who would have to quit their current employment, with these driving restrictions in place and no adequate alternatives...
Carla Jones	Bartlow, United Kingdom	2016-10-10	It will be dreadful for us all
Alex Preston	Cambridge, United Kingdom	2016-10-10	Public transport needs to be improved and made cheaper to improve congestion problems. Making the roads in the centre of town empty during peak times will be frustrating and useless
Dawn Giesler	Cambridge, United Kingdom	2016-10-10	This is an ill thought out solution which will cause more problems than solve any
Stephen Tarrant	Cambridge, United Kingdom	2016-10-10	The plan is stupid
Julia Ewans	Cambridge, United Kingdom	2016-10-10	I think the plan has not been properly thought through. I went to a consultation meeting and got only poor answers. The plans shoowed one thing yet we were told the 'no go' points would be different. I am likely to be within the no go area or find myself living on a rat run. The City should think again and come back with properly prepared suggestions.
David Sparrow	Cambridge, United Kingdom	2016-10-10	I work on Hills Road as a surveyor and need vehicular access to and from the office every day on a regular basis.
Nina Rieck	Heydon, United Kingdom	2016-10-10	I'm signing because my daughter attends kings college choir school which is situated on grange road and it will be impossible to drop off and collect her should these road closures be instigated. She is also too young to be taking the park and ride by herself to get to school
David Charlesworth	Impington, United Kingdom	2016-10-10	we need tram and congestion charging - no this
Rob Garrad	Orwell, United Kingdom	2016-10-10	It's about time Cambridge started to look after motorists and to stop imposing draconian measures against them.
Eliza Belham	Cambridge, United Kingdom	2016-10-10	Has this road closure plan been thought through. It is likely to create chaos/congenstion. I live and work within the area and it will have significant negative impact.
Colin Bradnam	Haverhill, United Kingdom	2016-10-10	I'm an electrical contractor working on various jobs in the Cambridge area. These are mainly residential jobs and I have to be at their house around 7.30 - 8.30 am. This is to let me in. I might need materials and I usually then purchase the materials locally from various wholesalers in the cambridge area. If these roads are to be closed then I would loose business as would the electrical wholesalers.
Lucy Cochrane	Cambridge, United Kingdom	2016-10-10	I work inside of the road closure area and there is no public transport from the village I live in.
Edward Sykes	EXETER, United Kingdom	2016-10-10	I work at a school, and closing the roads will have a severely negative impact on the education of our pupils.
Christian Jucksch	Cambridge, United Kingdom	2016-10-10	This 'deal is not helping the situation' the infrastructure is weak and there is a lack of vision and options cambridge shall not struggle in motivating global finance power to built here
Wayne marsh	Saffron Walden, United Kingdom	2016-10-10	I provide 24hr emergency call out to residential and commercial customers in the city centre, we also provide full maintainence and renovations. All our business is in and around the city centre. The road closures would most certainly put us out of business.

Name	Location	Date	Comment
Yasmin Broadbent	Foxton, United Kingdom	2016-10-10	This is the lost ridiculous idea I've ever heard
Susan Warby	Bath, United Kingdom	2016-10-10	I am signing because I often visit Cambridge and know how busy with traffic the Trumpington Road is already and this proposal will only increase it.
David Richards	Dullingham, United Kingdom	2016-10-10	Public transport often fails and then driving into Cambridge is the only option. A congestion charge, as works effectively in London, would allow flexibility when required, but a ban on access leaves people in a very difficult position without first fixing the public transport from outer villages.
daisy Zoll	Cambridge, United Kingdom	2016-10-10	no account has been taken of blue badge holders's need to be able to move around at the same time as able bodied people.
Kamila Janiak	Cambridge, United Kingdom	2016-10-10	This will strongly influence my source of income
Robin Stemp	Cambridge, United Kingdom	2016-10-10	Although I want to see a plan to reduce traffic in central Cambridge, this one is flawed and will name the congestion worse.
Robin Stemp	Cambridge, United Kingdom	2016-10-10	Although I want to see a plan to reduce traffic in central Cambridge, this one is flawed and will name the congestion worse.
Yvonne Higgons	Girton, United Kingdom	2016-10-10	This is a short term and ill-thought out proposal to deal with a long term problem. Free or cheap bus and rail travel needs to be in place before anything is done. Public transport needs to include frequent cross city services to make it easy to travel without a car. Also, current plan makes no real provision for those living in Girton who would need to travel many miles out of their way to go north/south or vice versa.
Chris Lowe	Cambridge, United Kingdom	2016-10-10	this proposal will make getting my children to school extermely difficult
Robin Stemp	Cambridge, United Kingdom	2016-10-10	Although I want to see a plan to reduce traffic in central Cambridge, this one is flawed and will name the congestion worse.
Sarah McCulloch	Fenstanton, United Kingdom	2016-10-10	The City Deal will make my job working with a blind student untenable. I have to carry vital equipment, and work, to and from my work place to do my job - alot of which is very heavy. There are limited bus services in the morning and late afternoon from my village to Cambridge and I cannot walk from the bus stop to school carrying heavy bags and equipment.
Jennifer Anderson	Barrington, United Kingdom	2016-10-10	not lucky enough to live in Cambridge and too old to cycle in. Best time to shop for locals is beteen 9.30-10.30 and if you go ahead it will be chaos trying to get in either by park and ride, or by car.
Karen Richardson	Girton, United Kingdom	2016-10-10	This is not a well thought scheme with no consultation which will cause chaos forreisidents with parking in front of houses as well as chaos for thosing travelling towork in cars which will be on roads that are blocked with cars.
Sophie Frankham-Wells	Bar Hill, United Kingdom	2016-10-10	This will disproportionately affect those of us who cannot afford to live in Cambridge and live in villages with dire public transport / cycling links.

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The Greater Cambridge City Deal consultation is set to end on 10th October 2016 but it is clear that it is not widely known about nor the implications fully understood.

There are 2 big ideas in here which will have an enormous impact on businesses and organisations and individuals that need to gain access to the city.

1. Peak Time Congestion Control

- "Close" key roads in the city during peak travel times
- This will not be done with rising bollards but with cameras
- These cameras will fine anyone who uses the roads at the wrong time
- Current Newmarket Road bus lane fines are £60. It is not clear what they plan to charge if this goes ahead
- The roads that will be closed are;
 - Coldhams Lane
 - East Road
 - Mill Road
 - Hills Road
 - Queens Road
 - Grange Road

2. Workplace parking Levy

- A tax on businesses based on the number of parking spaces they have.
- This follows the same principle as the infamous 17th Century window tax.

Keep Cambridge Open For Business is a collective of businesses, organisations and individuals from small to large and from a wide range of different backgrounds. What we have in common is one thing; the need for access, either for clients, customers, staff or patients and deliveries.

We do not claim to have the answer but we do know that cutting off the flow of oxygen that helps the city breathe and prosper is not the answer.

Collectively we wish to see a reasonable traffic policy which helps the city flow better and allows reliable access of private vehicles to our Businesses and Enterprises.

This Petition is aimed at any businesses, organisations and individuals who use the City to earn a living and provide a service.

NAME	BUSINESS	REASON
Philip James Alison Mackay Paul Dawson Dr Neville Silverston	Coulson Building Group Furniture Farm	The PCCPs will prevent us from carrying out an effective service for many of our customers during a key part of the working day. The WPL is taxation without representation which will cause significant extra costs for our business and by City Deal's own admission will not reduce the number of vehicles commuting to Cambridge so will have no effect on congestion. Traffic is a problem in a city not designed to deal with such a lot of cars and lorries. I need to use the roads for work. I believe it is a ridiculous suggestion to consider closing some roads during peak hours. I am concerned that the proposals will restrict the movement of those working in the city and will only push the problem on to other roads, thus compounding the congestion problems and not resolving them I don't want Cambridge to become impossible for short trips and for shopping
Georgina Salmon Caroline Mackay		
Paul Henry Guy Lachlan	Lifestyle Home Improvements Framework Digital	We all need to make a living, and we live in the real world A lack of planning will mean the end of some businesses.
Michael Pope		Cutting said businesses of from their customers is not the answer. The way your ideas go you will without doubt stop the growth of the city I was born in and ran my business from for over forty years in Cambridge and have watched it grow into what it is today. These ideas are once again a TAX. And no more than that, why not try one night up ALL THE ROADS IN CAMBRIDGE and see how well the traffic will flow. I would suggest if this is the best you can come up with you put your pens down walk away or start listening to the people who MATTER in MY city . I have watch the Money already WASTED in the city on projects that only make matters worse . just a thought for you , when we have a major incident happen in the city and traffic is at a stand still why can't you just open up the streets and allow the traffic to flow, not rocket science is it.
John Martin David Wood RICA TRUIA	Mackays of Cambridge Ltd	the ideas outlined are stupid in the extreme I want to keep my job! Road closures will impact my business and lead to significant loss of revenue if my students cannot get to their lessons.
Lilian Hall Wendy Jordan	violin teacher	I am not aware of this I don't think many people are how are we supposed to get about I live within the affected area and I'm a fellow of a college which needs to be accessible as much as more obvious businesses need to be.
Anthony Bowen	I'm not in business.	I care for the continued operation of these essential shops and businesses and for the welfare of those who are employed by them.
Roy Frederick Starling		I don't believe the proposed road closures are a workable solution to congestion. They can hit residents and local business more than commuters.
John Lawton	John Lawton Electronics	I am a member of CLTC and closure of Grange Road is going to greatly affect members attending this community-based not-for-profit club committed to making tennis available to all ages, abilities and social groups in and around the Cambridge area.
Jayne Arthur Andrew Mackay Cameron Flannagan	Cambridge Lawn Tennis Club Mackay's of Cambridge Ltd	it's a stupid idea
VICKI WILSON CHRIS CLEMENCE	MACKAYS OF CAMBRIDGE Mackays of Cambridge Ltd	OUR COMPANY WILL BE SERIOUSLY EFFECTED BY THIS AND OUR JOBS MAY BE AT RISK. this will effect me how will i get to work and what will happen to my place of work because of the road closures
susan clemence	mackays of cambridge ltd	Closing roads will destroy my business - I rely on clients coming to my photographic studio so I can take their portraits. No road access no clients, no clients no business, no business no income, no income no life. Can it really be that difficult for planners to understand? Block of the businesses and we all got to find new jobs! Businesses would suffer badly.
Ellis Hall Chris Twinn Georgina Leyshon	Thirteen Eighty One LLC na	

Mark Radda	Radda	This is one of the most insane proposals I have ever seen. How to inconvenience thousands of people, shift traffic from wide roads that can take it to residential streets that can't and how to make life worse for individuals and businesses. This is a plan to kill a thriving city.
Dawn Radda Sam Wilson	Radda Brand Ltd Mackays of Cambridge Ltd	I strenuously disagree with the policy of road closures in the City which I feel will be detrimental to businesses. Also, forcing traffic to take 'alternative routes' i.e. rat-runs is dangerous and nonsensical. My workplace will suffer and so will I We are a small family business and feel this will affect our business and other businesses like ours greatly. We feel a through consultation with enough lead time is required. We do agree something has to be done about traffic in Cambridge put pushing congestion charge on the people of Cambridge is not fair. Let's find a win - win solution for all. I don't agree with the direction that the city deal is taking with regard to solving the traffic problems in Cambridge.
Pierre de Wet Phil Norton	Art of Clean	
Janet Procter Chris Jones Will Squires	Trinity College	I travel 20 miles each way via the M11, Barton Road and park in workplace car park in Grange Road. I have used park and ride buses in the past but they are unreliable, costly and the traffic along bus ways is highly congested. By closing Grange Road and Queen's Road, all traffic will go down Madingley Road or Trumpington Road which will make these bus ways even more congested than they already are so park and ride will be even less attractive. Also the current charge to park at park and ride sites and the high cost of the bus fares means that it is too expensive to travel by bus. The proposals will cause significant increased traffic disruption & serve to shift the responsibility to come up with a true solution from the council to the pockets of both businesses & private individuals. I live in York Street. I will be surrounded by road closures - how the @\$\$Â£*!!** am I supposed to get anywhere? I do not think closing major roads to and through Cambridge is a sensible solution. It would significantly impact on and penalise those of us needing to get to work or to the rail station and add to congestion on those roads remaining open.
Joan Winterkorn	Independent consultant	I need to use these roads to have access to various addresses to collect my pupils for lessons. Not being able to do so could potentially lead me to having to cut two lessons per day making my business unviable.
Jonathan Willits	J W Drivertraining	This proposal is a complete nonsense. I asked one of the Councillors about closing Grange Road and its effect on parents dropping off children at St Johns College School. He gave two answers, both of which make my blood boil. 1. Perhaps the school could organize a bus to bring in the children!! Another expense for the parents! 2. As the closure point hasn't been determined yet maybe the parents could drive to the school then turn round and drive back out again!! Whose head is in the sand?
Nigel Neville Ed		I work in and around cambridge doing property maintenance andmy business would suffer if i couldnt get to customers on the roads that would be closed... Seriously!!! Why not just pay us all to stay at home....
Jonathan Larmour	eCosCentric Limited	The road closures are an insane idea. Stagecoach are not capable or suitable for providing public transport solutions. There simply aren't the right routes at the right times to get people where they need to be, and closures will badly affect deliveries, massively increase congestion on other roads, and increase congestion for a lengthy period before and after the closure times too. So in practice this is all stick and no carrot. Business owners and employees are voters too.
Rob Proctor David Byers	7491696077	I am a driving instructor and these measures will prevent any of my pupils from Hills Rd Sixth Form College and Parkside Community College from taking driving lessons before or after college. The proposal would stifle the life out of commerce in Cambridge and lead to many businesses going under.
Sue Calverley	Calverley's Brewery and resident	I am very concerned that the council are not listening to businesses and residents, measures need to be taken but not this. We will have businesses struggling, schools without teachers, vulnerable people without carers, surgeries without patients. Turning the city into a wasteland will solve the congestion!

Rob Tyler - iValet UK		Running a small mobile business in Cambridge is a logistical and traffic challenge as it is - closing roads during times where we need access to client locations is going to heavily affect not just us, but every single mobile business in Cambridge let alone customer and delivery flow to shops inside the proposed area.
Liz priestley Paul Toplis		I'm a resident within the affected area. I don't feel this is good for businesses or social mobility. Plus it's the fact that this is being enforced on the community without a true consultation This is not in any way a solution.
Colleen Paynr M Payne Susie peachey		Our business means we travel around the city to our customer and need supplies delivered to our customers to enable us to earn a living, these road closures will just push traffic in a different direction around the city causing more conjection not less, a ridiculous idea. This will cause more problems than solutions. Most ridiculous idea ive ever heard. I want to be able to use Cambridge like I used to
Caterina Jones Svetlana Paterson Martin Ott Karen laogun	Newnham College	As a mum to two young children I need to be able to get to where they are as quick as possible if they are taken ill whilst I am at work, and not be made to take a detour around the streets. I believe nobody is considering bigger picture.
Karen laogun		I'm signing because I live off grange rd and run my child minding business from there my parents need to get to me if they can't I will lose work cannot see how closing key roads will do anything other than cause more congestion and make it impossible for business to take place in the centre of cambridge
tony coll		This is simply a stupid idea, yes traffic will move because there will be no need to get into town, as all of the shops will have shutdown or moved out.
kevin robinson		Because I own a small independent business and pay high rent & rates , and strongly believe this will end my business
Elizabeth pettengell		This whole plan is flawed, it won't stop people using cars, it will just cause massive conjection on the roads that are open, leaving other routes deserted. My business needs to use those roads during peak time Closing roads is bad for Cambridge
Nicholas Smith Juliette atkinson Veronica Andrews		
Ros Mills	Millcam Ltd	As a Petersfiled resident and Cambridge construction company this will proposal will adversely affect us both personally and professionally. There are many feasible alternatives which should be considered carefully before any decision is made on closing roads. These alternatives must be considered in clear communication and with cooperation from all local businesses and residents. It will be difficult for delivery vehicles , disabled customers, any customers arriving to collect large amount of good etc. Also it could be difficult for my staff to get to and from work.
Lucinda Sparrow	CLC Bookshop	I live & work in Cambridge & use my bike for most trips. But there are times when a car is essential. The proposed deals have not been publicised widely enough to engage residents & businesses alike!
Kate Atkin	2	Ps on a mobile the field for company name only allows numbers!!! As an employer, some of my employees who live outside Cambridge and have a long drive work have said they will have to leave and work elsewhere if these road closures happen. I am very worried about the disastrous affect this will have on recruitment of staff. These plans are appalling and must be stopped.
Nicholas Robinson	King's College School	I have a son with health difficulties who I have to drive to school. These proposals will greatly increase our time on the road and our mileage.
Brett Gray		I need to get from Teversham to the Nuffield for 7.30. At the moment I travel up Cherryinton Road and over Hills Road bridge and I start early to avoid the rush hour. There is no suitable bus route. This is absolutely crazy. The City Council may as well put up signs saying "Cambridge closed for business"
Felicity Collins Geoffrey Bootle	Nuffield Hospital, Cambridge	It is the wrong solution This will disadvantage so many people, not least the disabled who are unable to use public transport. Is this group of people to be barred from working in the city centre in any job that requires them to travel during rush hour?
David Gent Meena Sharma		I will lose my client base at the Beechwood practice & many others will be affected .

Debra Sweeney Lesley marshall		I'm a tradesman who needs to work in Cambridge this will effect my income majorly, this will kill Cambridge business and who ever thought this is a good plan hasn't got a clue about traffic management and business
Peter corby		This would have a negative affect on my business as I have vans carrying chemicals for Dpc work which need to be near to the property they are working on and these could not be carried on public transport or via taxi. The operating companies would refuse to transport the staff and chemicals and all other materials/equipment needed for their work.
Elaine Gristwood Claire Butler Angela Harji ZoÃ« Radford	Camdamp Ltd	You people don't seem to have one brain cell between you
Katherine Schofield	University	I live in Petersfield on the north side of Mill Road, and will therefore be entirely "landlocked" during the restricted hours. While I do not own a car and get around by bicycle, what happens when I have a boiler emergency at 8AM? How will my neighbours who work out of Cambridge get to work -- the nearest bus stops for busses that travel out of town are 30 minutes walk away? How will my elderly and disabled neighbours get the carers in to get them out of bed in the morning and feed them their breakfast? Will they have to wet themselves waiting until 10AM? These proposals have not been thought through at all from the point of view of residents and businesses within the restriction zone. Some of the ways some of us will be affected constitute restrictions to our human rights. This must not go ahead. As a resident and sole trader living off a street that will be closed, I am very concerned that the City Deal has been ill thought out, presents no clear thought process or analysis. I see no choice but to leave Cambridge if it went through.
Berenice Smith Michael Anderson Azeem Bux	Dialogue Creative Medical Research Council	Closing roads will create traffic chaos
Cath Schofield Nigel Haslop Heather Rigaut		I run a small animal behaviour and dod training business. I visit many different houses every day which I cannot get to by public transport. I will loose a lot of business and possibly my company if these roads are shut during peak hours. Crazy idea will bring Cambridge to a standstill
Neil Taylor		I live in Cambridge, I work in Cambridge, I shop in Cambridge - all aspects of life will be significantly impaired by the misguided attempt to slice the City into 2 halves. My husband runs a small catering business , established 5 years ago, this will affect his business if he cannot deliver at the times customers want.
Caitlin williams		
Julie fall	cambridge university	Closing roads will stop lecturers, destributors, workers, shoppers etc out of our beautiful city. This is not the answer, think again please.
Malcolm Busby	Malcolm Busby	I am self employed and travel into most areas of Cambridge on a daily basis, Restrictions on the time of day I can drive through certain areas will mean I may have to let certain jobs go or consider whether to work in those areas. Then we have the possible increase in residents parking areas and trying t park a vehicle/get a pass. Add on the lack of buses to encourage more people to use them and hopefully lead to a reduction in traffic meaning so many changes might not be necessary. This whole idea will drive businesses and staff out of Cambridge.
Alison Lask		How will the Council cope when rate revenue starts to fall, because big businesses opt to use the research parks outside of their remit and the City becomes a no-go zone?

Helen Daly Michael Holloway	Inclusion East Home	I travel to Cambridge from the west side of Peterborough for business, to see my son and shopping. I usually enter Cambridge via Trumpington/Addenbrookes - and travel on the A14/M11. Public transport just doesn't meet the needs of many people with complex disabilities and health problems. It is a double whammy when day services are closed and people are trying to be included in life across the City. It is also difficult for parents with young families who are working hard and trying to give their children time and space. Nudge people into other modes of transport by making things easy - but recognise the reality of people's real lives and create a whole transport system that is planned for access to services and business - but you cannot just close whole areas of access and expect what you do to be accessible for all. The need for personal transport is not understood by those with straight forward lives.
Richard Luck		I run a handyman business and need to take my van to people's homes in the morning. Living in Romsey I would be cut off by the road closures on Mill Road, Hills Road and Coldham lane. Massive diversions and longer queues would result. Not very environmentally friendly!!
Roger Tomlinson Alison Schwabe Carolynn.Pritchard	Roger Tomlinson Limited	Cambridge needs an over-arching transport/travel strategy with real vision for the future. Not yesterday's solutions implemented tomorrow. madness - use all the roads and it will be fine! I work in city centre and need to get stuff in and out!
Sue Aspinall		I live in a village and getting to work will take me too long. The traffic in Cambridge is badly managed but not so awful. With some thought about how traffic lights function, exit timing through rising bollard zones, school run traffic and poor parking the situation could be greatly improved. The work place levy is just unfair and could be devastating for some businesses.
Sinead Garrigan Mattar	Girton College	This is a ridiculous plan. I live on Mill Road. People get sick; it rains; bikes get broken. We drive as little as we possibly can, but when we do drive it is because we need to do so. This is not the correct action to solve the problem, the problem has been created by the greed of the council and property developers. Businesses and residents should not be penalised for this with knee jerk reactions by the council .
Ian Wright		We need radical solutions to keep traffic moving like removing most traffic lights and freeing traffic not taxing the low paid to come to work under the pretext of taxing businesses.
Paul parry David Bainbridge Simon Fletcher	Cambridge University	The city will suffer if it becomes harder to reach. Blocking major routes is a ridiculous idea.
Catherine Goldhawk		I won't be able to get to Clarendon street vetenary practice easily and our dogs owe their lives to Patrick the vet
Susan birchall		My family live off grange road and also I work on grange road I think the council make enough money on things without charging to use these roads
Paul munro Cyril AE Journoux Ioana Cozma		Ithink the city deal backers have got it soooo wrong and unless you are able to cycle or use a bus you will be sat in your car for hours.....waiting, waiting and being passed by cyclists on the road on both sides of the car. The various schemes dont make any sense.....Milton road tree chopping to save 3 minutes on a bus journey!!! Putting more and more traffic lights in increases the congestion. A huge number of city workers live in surrounding villages with inadequate buses. My wife works at Pembroke college.
Claire mackenzie		I don't believe in the road closures and think they should spend the money improving public transport and other positive traffic easing solutions.
Anjana Taank Bashir Saoudi Mark knightley	7827879334 1223248409	Taank Optometrists Will have an impact on providing a health care service for patients who need to have close access to the practice eg elderly. Poor scheme which relies on public transport being efficient which it currently isn't. Will make it difficult for staff to come to work, increasing commute time and travel costs. Will be difficult to recruit professional staff who won't be keen on travelling to Cambridge. we rely on early morning deliveries of patients spectacles so we can provide an efficient service. The car park at gwydir street is essential for mill road businesses, allowing access to the shops, as an independent we need to make it easy for customers to shop with us. I live in Cambridge and need to get to work. I want to keep Cambridge open for business

Moira Upton John Martin Paul Jones		I live on Coldhams Lane and work from a home office. Our on - site health screening entails travelling with a LOT of equipment to companies across England. Closing my road will have a huge impact on my ability to continue earning a living. My husband has serious health problems and needs to travel to the health centre and recently the hospital for weekly treatments. Appointments will not always be for times our road is open!
Andy Lee	EMIS Health	Disastrous idea Having been a one time Cambridge resident that had the opportunity to walk or cycle to work, myself and my family had no choice but to move out of Cambridge due to the vast increases in housing costs associated with living in a walking or cycling distance, as a result my wife and I commute by (extremely economical Smart) car. The closure of these roads will have a dramatic effect on the already poor traffic flows. With a little thought and a relatively small sum of money the current traffic signals could be enabled to detect traffic demands and flows and respond accordingly. I realise this idea does not sit well with the grand plan for Cambridge, but it does actually make sense with a view to managing Cambridge traffic.
Robyn Sorensen	Robyn Sorensen Dyslexia Tutor	My livelihood would be hugely affected by enough pupils being unable to get to me in a short window of time before and after school, and I would potentially have to stop offering a vital service.
Emma Brown Santina Barresi Adam Brown	Hazard Chase Ltd	Closing the roads will significantly increase the time it takes our directors and most staff to get to the office. This is time we cannot afford to waste. Our work and income will be directly affected by this plan and we firmly believe it should not go ahead. We have international artists visiting our offices and need to be able to allow them to park in our car park. These road closures must not happen.
Patrick von Heimendahl	Interaction Recruitment Clarendon Street Veterinary Surgery	Our business is based in central Cambridge and will affect our trade patients access to surgery
Sarah Ransome Andy Watson	ACE Nursery School	Some of our parents need to drop off and pick up children from our nursery in central Cambridge by car at peak times, to fit in with working patterns.
Liz Cameron	Duke House	This could have a significant impact on my business. Most of my guests want to drive into the centre and leave their car at Duke House.
Giuseppe D'Angelico Simon bennett Stephanie Swann	Peppy's Hairdressing For Men the company hairdressing	I oppose the road closures in East Road The impact it would have on getting into Cambridge for myself, staff, and customers! It will kill Cambridge as the p&r is already too expensive
Anthony Nix	Pleasance Hookham & Nix	I do not believe the proposed road closures are a good solution ,they will cause problems,and be disastrous to local business.
Tim Saunders		this is a poor and rushed 'solution' that will damage the city economy but also the surrounding villages. My customers won't be able to visit my office during closure hours, which makes winning more business even harder.
Nick Clarey	Airsource Ltd.	I consider these closures as far too draconian and will inevitably change the character of the City Centre....there must be other, better possibilities!
Christina Smart Cherelle Humber	King Slocombe School of Dance Interaction Recruitment	My business is in the centre of Cambridge. Work requires a lot of travel on the roads, which needs to be done quickly to return to the office in time. Sales/Commission based role cant have me traveling on a bus to get to me car every time I need to visit a client otherwise no work would get done.
Aaron Flack Liam Mills Rebecca Eaton	Interaction Recruitment Interaction Interaction Recruitmen	It will have a huge negative impact traffic in cambridge it's a ridiculous idea, and helps no one by closing the roads My business is st Barnabas press and I do not agree that closing the major roads in the mornings will not solve the problems of traffic .
James hill		It will make my business life very difficult. I rely on delivering the furniture I have worked on at convenient times for my customers and won't be able to receive deliveries at all times.
David High		

		This proposed solution will make the traffic situation worse for Cambridge, and also be detrimental to trade for the city centre.
Henry James	N/A	I respect there is significant traffic issue within Cambridge, however this is not the solution and a more sustainable solution needs to be explored.
Sonja Andrews-Marsh	Kennedys Solicitors	I believe the Council's proposals will have a major negative impact on businesses in Cambridge who will not be able to operate effectively during core working hours.
Jennifer Barrett	Interaction Recruitment	This would seriously hinder access to our office resulting in loss of business and my commute would be extended greatly. there has been minimal consultation with businesses and residents and as a result the affect of these peak time closures has not been sufficiently considered. congestion has to be tackled, but this is not the answer.
sue hewitt Caroline Rutherford oliver Heather Oliver	world of information Mu/	This will be detrimental to my business
Kul Mahal	Interaction Recruitment	I need to have access to a car, I have to travel to client sites at short notice, I also commute in from Huntingdon, and need to get back to pick up my children from after school club, which is not possible on public transport I'm signing because I am concerned that our donors who bring stock to our shop using a vehicle may be fined if they inadvertently come at the wrong time. Charity shops divert large amounts of materials from landfill to re-use so our shop does not just raise funds to help local animal welfare but also benefits the environment.
Rosemary Rodd	RSPCA Charity Shop	The proposal as it stands will increase costs and make offices within the city untenable. Businesses will be forced to move out of Cambridge.
David Barham Mr Vincent McGuckin	Siemens Industry Software	The City Deal is wholly in favour of big developers and against residents and small businesses. It is essential for me to have my car nearby at work so that I am able to leave the office at any time of the day to visit both candidates and clients outside of Cambridge.
Rebecca Coull	Interaction Recruitment	It is an absurdity. Unfortunately congestion is a necessary evil of success. Taking the cities lifeblood will have such an impact I will almost certainly look to move my own business out of Central Cambridge. I also know my own clients are also considering this action. Whom ever dreamed this idea up has no idea about how to support and increase the growth of Cambridge. We need radical infrastructure improvements and sensible controls. Closing roads in peak hours is not such an idea.
James Doggett Louise Smalley	Stanes Rand Tax Consulting Ltd	Frankly it is the policy of a few idiots with no ideas of how to nurture, expand and develop a growing economy.
Dr Peter Debenham	Interaction Recruitment	I need to have access to our designated car park for work From Burwell three members of my family (sixth form students and retail work so no money for additional costs) require regular rush hour access to Cambridge which is impossible with current or proposed bus services.
Adrian Page-Mitchell Elisabeth Traugott		I volunteer at a Computer Museum off Coldham's Road, if the road closure went ahead in Coldham's Lane, the effect would be catastrophic, we would have to arrive after ten in the morning, and would be prisoners until after six thirty in the evening, as the museum shuts at five, that would include any visitors who arrive during the day, and are still there after 16:30, there are few options for buses along there, visitors tell us now it is nearly impossible to safely get to the museum by bus or on foot, as there is no public footpath in the road, and the lighting is very poor in the winter. We need to drive there as there is often large items we need to take in and out, cannot do that on a bus! I support local independent businesses who will be affected by these proposals. This will greatly affect my business as I will struggle to get to my salon to be able to service my clients, as the Park & Ride does not operate all the hours I do. Likewise, my clients will be affected in the same way and we will not be able to receive deliveries as and when we need to. This is a ridiculous idea and has not been given enough consultation or thought!!
Jason Binge	Marc Jason Limited	I will not be able to get to my clients as and when I need to and Park and Ride will not be suitable for my needs
Sarah Binge Luke Simmonds	Cambridge Accountancy Ltd Redmayne-Bentley	This is a ridiculous idea, thought up by someone who only cycles to work!

Paul kemp matthew drake	P. D. Kemp Builder bowes and co individual person in support of business	I will not be able to run my business as I do know ,as I will not be able to get building materials from local builders merchants as the roads will be closed just when the builders merchants open I won't also be able to have a morning delivery from those builders merchants when all roads are closed , this will have a major impact on my business customers can not get to our shop
Mark Smallwood MIKE CLAXTON	mc body centre	These PTCC will not work. It will make things worse. i repair cars how am i going to run a business if they stop cars on mill road ? City Deal needs to invest its money in undertaking a comprehensive infrastructure study with a single cohesive traffic strategy, not uncoordinated & impractical short-term traffic suggestions. Holst RE has invested in Cambridge but economic growth is unsustainable without infrastructure being the priority.
Ian Williams Michael Hadjoannou James caldecoat	Holst Real Estate Capital	This will ruin my business This is ridiculous.
Katie Silvester Frances Roberson	Cambridge Publishing Management Centre 33	There are no bus services from Cambridge to our business location (Caldecote), so those of us who live in Cambridge will struggle to get to work if key streets are closed off.
Adam Irish Christina Lynch	Morris Armitage	I won't be able to get to the Queen Anne Car Park in the morning to get to work, I have to have my car close to my office on regent street as I use it 4-5 times at least a day, its one of the worst proposals ever discussed. It will directly effect our business and could result in us having to relocate.
Ryan Bentley	University of Cambridge, Department of Biochemistry	I am very concerned about the current proposal for traffic management in Cambridge City Centre with its implication for firstly important timed deliveries and also important, more importantly, access to University city centre sites for staff who are unable to use public transport due to dependants, medical conditions or just simple lack of availability from outlining area's. The cost of housing and rents within the City boundaries is another prohibitory factor which is only adding to the traffic management issues.
B Leneghan	Elitian Ltd	Closing these roads into Cambridge will damage business. A lot of small business owners and trades use their vehicles for deliveries and transporting supplies during their normal working day. Workers that live outside Cambridge in inadequate public transport areas will feel the impact the most. It would make more sense to try and get traffic moving and maybe have a one way system for Coldhams Lane, Mill Road, East Road and Hills Road
Jim Mandley ken sears	Jim Mandley Ltd	It will be impossible to carry out any work in Cambridge, unless my customers want to pay the fine. Ridiculous idea thought up by numpty's I will not be able to easily get from home to my office if this is implemented I have to travel OUT of the are in the mornings and IN in the evenings. My customers cannot visit me at the times the road closures are in place, I live and work in Romsey, this is very damaging to the vibrant local community of small businesses.
Glenn Jobson Tony Few	Having Computer Problems..?	It will effect my business as I drive around Cambridge doing deliveries. I travel in and out of cambridge for clients and building merchants, this will have a major effect on my trade and I will not be able to work within the centre as I need to transport equipment and move during the day to collect more supplies, I also employ people and this will have a effect on me taking them on.
Marvin Goode Charlotte Snoxall	Goode and Mellers Building Limited	This will affect my business terribly as a number of my clients drive in to Cambridge and park at either Paradise Street public car park or on the meters on Parkside.

Jon Lamming		We have congestion in and out of the City at peak times and the proposed solution is close the major routes in and out of the City. What genius came up with this solution? All that will happen is the other routes will become more congested. Closing the suggested routes will only be the start because congestion will spread to the roads that haven't been closed so if this goes ahead expect more road closures to follow in the future. Stop focusing on temporary solutions and find a solution that will solve the issue now and in the future. It's not difficult, look at other cities that have solved the issue and copy the model.
Simon Grigg Pettitt Michael cole		We work a lot in Cambridge So the restricted access will make This almost impossible . I use mill road to get to work It will make my delivery business impossible to perform for my clients who require goods to be delivered to their clients on time and early enough in the day to be saleable that day
Mick goodge Mandy Doyle Marian Burbage Sarah payne		I work in central Cambridge and this will only make the congestion worse. Cambridge Council banning cars from certain areas which will increase traffic pinch points and cause congestion in other areas as cars try to avoid the no go areas. Businesses along these road closure points face uncertainty and their views must be considered.
Damon Witherick		I work in prospect row. I'm a small business and I need to be able to get to work and for my clients to get to me too.
Adam saunders		It's going to make running my business incredibly hard having such major roads closed, I need to be able to move freely and make a good living for me and my family I will not be able to give my customers a good service.
Steve wright David Mills	Wrights Carpentry	The Council have already tried (and failed) to stop my small unique business from advertising in any way shape or form in the City Centre with a PSPO. This proved to me they are anti-independent business in Cambridge, this was also spear-headed by one man, Lewis Herbert, the same person who is now spear-heading this. Our entire company already cycle everywhere - to and from tours and events - however, we reserve the right to be able to transport costumes, props and in bad weather occasionally drive to work! We are also based in Petersfield and are in fear that we will be trapped there during these hours! How are residents and businesses meant to leave (or get into) the streets of Petersfield by car during these hours as all roads surrounding it will be in the zone?
Natasha Dawn thanos mitrelias	Black Shuck Cambridge Ghost Tours cavendish nano therapeutics	I have a child who attends school on one side of Cambridge and I work on the other. I live in Suffolk but drive into Cambridge to get a good education for my child as well as supporting the education of others children by working in the Cambridge School System. The proposed closures would mean my son would need to change schools and I would have to reconsider if Cambridge is the place to work. Please reconsider the closures. Not only will it affect businesses but also those who use the businesses. Keep Cambridge businesses and roads open and running for business in all ways. These road closures will simply force me and others in the tech sector to leave Cambridge.
Sara Kindler		This is an act of social vandalism.
Jonathan O'Keeffe		We need a plan to reduce conjection that works for the people and buisnesses, not against them. I need to travel to cambridge from Burwell to Various Businesses to purchase supplies to run my business early in the mornings.Also customers travel from parts of Cambridge early to bring their vehicles to me for interior work.How is this all going to work out?
Ian Hawkes	P&M Taylor	Cambridge is growing; embrace and encourage it. Build the Chisholm Trail, consult and apply new bus routes, institute dedicated and council run school buses and connect these to out of town car parking. Closing roads and congestion charges won't people using cars, it didn't work in London and it won't work here. Big picture planning is needed now.
Elizabeth Read Rebecca Weinhold john stevens Frankie Bridgwood A. Churcher	Growing Art Partnerships Ltd Lighting Sensations A. churcher	It will make getting to work impossible and the congestion will increase not decrease I am convinced this will further denigrate the city as viable for business I need to get into the centre of town 2 days a week with 3 heavy bags for work Impact on my clients abilities to access my consulting rooms.

Stephen Borrill	Precedence Technologies	<p>This plan is a short-sighted stranglehold around city businesses based on unrealistic assumptions about how people are able to travel</p> <p>The people in the county council have demonstrated their utter incompetence and inability to understand the traffic problems in Cambridge. Each time they open their mouth the comments get more and more ridiculous. These over-paid bureaucrats are so out of touch with reality, their every suggestion is obviously and clearly going to make congestion and travelling around this city much worse. If they were honest and decent people, they would resign now and find somebody who has common sense and knows how to produce a joined up and integrated transport policy. I am signing this vote of no competence and they should quit IMMEDIATELY!</p> <p>These measure will have a devastating effect on College employees, many of whom live outside of Cambridge and have little or no access to public transport.</p>
ian tyes	TLC Legal	<p>In addition to this, many contractors that work within the College and University buildings rely on transporting tools and equipment directly to site, this action will have a direct impact on their ability to work and serve businesses.</p> <p>This is not a fair way to reduce congestion by charging people to travel into work. The Park & Ride system is not an effective way to transport commuters into the city and not everyone is able to cycle in to work.</p>
Martin Flitton	Corpus Christi College	<p>Road closure will affect my business - every day / morning I do deliveries / collection to the city centre businesses (shops, restaurants)</p> <p>As someone who works from home right by a proposed PCCP - I would be severely restricted from visiting clients outside of my immediate area if the proposals go ahead.</p> <p>I'm signing because: 1) Most of my clients come by car to see me. This is for a number of reasons, such as; they do not live near-by, their mental health problems mean they are too scared, anxious, depressed to come any other way (walking or taking a bus can be too anxiety provoking for some clients). They have physical disabilities, which means using their own car is more comfortable. 2) I have to carry heavy private files, a lap top and sometimes white boards etc to and from work; I cannot carry all of this on public transport or walk from a park and ride. 3) I am a local business and was not informed or made aware of this consultation.</p> <p>As a driving school I need to start and finish lessons at Hills Road College as well as dropping my own daughter off at St Faiths on my way to work.</p>
Dawn Collins Ben Avis	Magdalene College AvisdecoratorsLtd	
Greg Szyszkowski	Insightful Marketing & Research Ltd	
Jill Elston	Cambridge Psychology Services	
Dr A Burren		
SiAn Morris		<p>This proposal will result in longer journeys affecting my family life as well as financial implications to my business</p> <p>I specialise in working with transgender clients in my psychotherapy practice just off Mill Road and I want them to be able to use whatever mode of transport keeps them safe as they travel to their therapy session. Many are only able to attend therapy because travel by car protects them and allows them to come dressed as their chosen gender even in very early stages of transition when they are not yet presenting in that gender to the outside world. This work is a crucial part of the transition process, and it must be safeguarded.</p>
Helen Acton Catherine Wise Ludovic Black	Psychotherapy Practice Clare Hall	<p>Closing roads will result in businesses moving out of Cambridge</p> <p>Sarfo solicitors</p>
Lucy wise Hugo Vincent		<p>These are the roads we use to get to the police station to represent clients. The government requires us to get there within limit time from when police are ready to interview. This will mean we are unlikely to make the time restraints plus the extra mileage claim will be passed to the government and will be taken out of the public purse. In all it holds up police from doing other investigations and being out on the streets. Instead they will be sat waiting for solicitors.</p>
Wayne Marsh	Complete Property Services	<p>I'm signing because I provide property maintenance and renovation works including 24hr emergency call out to many private residential and commercial customers in cambridge city center. My business is built on reputation alone and 90% of my customers are within the city center. The road closures would most certainly put me and my three members of staff out of work.</p>

Piero		This is a madness , will kill hundreds of small business.
James Hempstead Sue Brown Chris Ainger	Footprint Signs & Graphics Ltd	I believe it will impact our business and working in and around town I work in Cambridge I shop in Cambridge Like so much else recently to do with "development", this plan is ill-conceived, ill thought-out, and far from being a genuine consultation is simply a box ticking exercise to "prove" democracy that does not exist. We saw that corruption at work with your "consultation" for the Local Plan draft, we are seeing it again here - apparently you have even already ordered the buses!
Anna Lindsay Amanda Burton-Palmer	Christ's College	I share a car and need to be able to get to work We employ over 50 people in Cambridge and this will mean that our staff are severely hindered in getting to work.
Francesca Brosan Thomas Cross James Clark	Omobono Limited Lighting Sensations Lighting Sensations	I think its a really bad idea and will have a heavy impact on local business it will cause more hassle than its worth. Delivery drivers, people coming to work in City centre businesses as well as clients all need access. Pushing even more traffic on to Peripheral roads thus making them even more congested is not the answer. These plans will punish the people who actually live and work here. Think of something that actually enhances Cambridge rather than killing it. Crossing Cambridge in the middle of the day particular for residents is almost impossible. For example I had to take something to my husband's business from home last Saturday at 12.00 noon (Hills road to Huntingdon road). It then took me 45 mins to get home because of the traffic coming along the backs and along Fen causeway - mainly shoppers queuing to get in to Lion yard car park. Closing roads at rush hour would not help this. Silly closures - small companies are going to struggle! Living outside of Cambridge city, I'm already discouraged to come in the city for shopping. This proposal would mahe it worse.
Gillian Flinn Sam	Lighting Sensations	
Lisa Bird Chris Neal	COEL	
Neil Cook	COEL	COEL is in the building trade and directly employs 70 people within the closure plan. This will destroy my business overnight. Closing Cambridge to traffic at any point is not a solution. It requires more creative thinking around all forms of transport infrastructure.
Chris Butterworth joanne black	Omobono	Road closures are not the answer. My vetinary practice is in Clarendon Road and I travel in 15miles to this center as they are the very best. Emergency vet times are peak times so you will be making animals and practices suffer. Even if I did live in the city, poorly pets would travel by car so we need the roads open. What a travesty for small businesses this would be if it went ahead. My company is located on hills road, with parking off Bateman street. My commute would be seriously affected
Lisa Morris		
Kenny Durrant Kimberly Dennis Matthew BROOKS	The Payroll Service Co. Goldline Printing	
John cafferkey Ian Marks		I am self employed in and around Cambridge and need my van with tools in it, to be able to earn a living. As I live on a road in between two of the roads that will be closed , I will not be able to leave my house with my van and tools to get to work, or return home from work . It is not a solution. Open up more of the side roads so that traffic can take other routes. This will make travel to work almost impossible especially as I have 2 children to organise as well. The traffic is bad mostly due to road closures already in effect. This will only serve to make matters worse.
Mrs SJ Pym Gregg Foster	Selwyn College Abbey Tyres	Cambridge should be open for business, shutting roads is not the answer

Dale Brassington	Regus Management (UK) Ltd	This will be detrimental to all our business needs. No Postal services such as 9am Special Delivery, Unable to move between centres when sales and tours arrive, no access to visitor parking for day office and meeting room use, no deliveries such as milk, newspapers and special items... 'how can we provide serviced accommodation and office space, when the services cannot be delivered to us?' Concerned over the strain that will put on already pressured emergency services, especially ambulance crews. If a person is unwell they would usually be able to gain assistance to the hospital (via a car), in this case ambulances will be called when not required, this could result in someone who truly needs an ambulance to suffer and perhaps even die.
Charlotte Collick		
Christian Bowsher Liz Upton	Raspberry Pi	I believe that this is a serious misjudgement on the part of the council that will cost Cambridge for decades to come.
Carole Mills	Yellow Door	I run a business located in the Gwydir Street enterprise centre. Most people cycle to work but there are some who need to drive and also we have to occasionally load up with resources from our office and drive to meetings - to be unable to leave the office by car between certain times would be costly to business. It would also hinder us in terms of receiving deliveries - there is no other way into our premises except via Mill Road unless the bollards in Gwydir Street are removed.
Simon Long Richard Niskin	N/A	The idea that you can fix congestion by closing roads is so self-evidently wrong that it beggars belief that it can even be proposed. Concerned resident
Neville Hawkins Sophie Oliver-Dansie Shaun Downey Diane King	Bethel Enterprises Ltd	Closing Cambridge roads will be catastrophic for the city's businesses and residents alike. Jobs will be decimated, schools will close, facilities will close. It is a total disaster.
	COEL	It would be impossible for me to travel in to work
Paul Glover Samantha Hack	Coulson Building Group	After weighing up all the pros and cons of the proposals I feel that, on balance, the proposed solution(s) will be harmful to businesses in Cambridge to 'do business' and will make it harder to attract and retain key employees. I also feel that the proposed solutions do not offer or provide a credible alternative to the additional restrictions and costs that they will undoubtedly bring. It would prevent me from getting to work.
Jeremy Bickerstaffe ROGER FLACK	None	I think the City Deal proposals are rushing to find ways to spend government cash rather than think through what's best for Cambridge in the long term. Its the most ridiculous plan I have ever seen
Ian Du Quesnay Andrew Bower Kerry De'Ath	Interaction Construction	I am a resident. Closing Grange Road and Queens Road for 5 or 6 hours a day will restrict my freedom of movement, stop me from getting where I wish to go and also hamper access for those who need to deliver goods and services to me. The whole scheme is bonkers! I need to get to the office and the car park for the office to work!
Matthew Salmon Laura Dilloway Emma Cooper	M. J. Salmon & Son Ltd. Guerrilla TK Total Fitness	This will affect our ability to trade and look after our customers. This will cause utter chaos. It will close down my business
Theresa Prevost	Self-employed marketing consultant based in Cambridge	This will severely impact the local economy, affect the city's competitiveness and is not the right solution to local transport issues.
Jessica Lechner	Red Balloon Learner Centre Cambridge	Some of my students, teachers and visitors could be affected therefore making their learning more difficult than it already is! I live in the city and believe that this will restrict my ability to support the shop in the town centre. I also believe this will impact customers coming into the city for most of the day and make deliveries impossible.
Brendan Kelly Michael Denman khan	Elegant Atelier Jasmin Khan	

Janet Buzzell David Donnan	Halls of Cambridge Ltd	Closure of Mill Road will directly impact on the business, loss of business will result in poor service to customers as transport is required to assist the business. Loss of business will result in loss of jobs for any business affected by the closures. We need to be able to get cars in and out all day. I am a student midwife and bank pharmacy dispatcher travelling from Littleport to uni or work in Cambridge daily. I know of alot of other students who drive into the city. If these peak closures happen, then long story short i wont be able to get to either. Businesses will also be tremendously affected as will children travelling to school. How is this a good idea??
Jemma Tree		This is ridiculous and will not only negatively and unfairly impact local businesses and residents but also it won't solve the issue, it'll simply move this issue! Poorly thought out 'solution' by a non-Cambridge resident...
Andy Hosker Ant Rowstron		This will restrict young children from learning to swim.
Chris ord		Parkside pools will suffer. I think these proposals would cripple the local economy and make it very difficult for local businesses to recruit and retain staff
Beka Wylie tom randle Jenny Howard	n/a	This is a stupid idea, and negatively impacts my family.
Luis Navarro Matthew Webster SALLY WALTERS	Nanna Mexico Pleiades Capital NONE	I believe there is a lot more to research in terms of alternatives to transport. The plan as it stands will be costly for businesses in town and particularly costlier for small local business like ours. Please allow more time and better infrastructure before deploying any new plans.
Eben Upton	Raspberry Pi (Trading) Ltd	MAKING MORE CONGESTION ON OPEN ROADS While the Workplace Parking Levy makes a certain degree of sense, the introduction of Peak Time Congestion Control will force us to leave the City. We will otherwise struggle to retain key staff who live outside the city centre, and who are understandably unwilling to rely on Cambridge's poor public transport infrastructure.
Phil hadfield Anthony Hickey Caroline Green		I run a business based in Cambridge Place CB2 1NS and live in Mawson Road CB1 2DZ. From both a business and domestic perspective the road closure proposals seem to be illogical. We need to travel into our offices and outwards to other cities to meet clients and visit active projects. Whilst we use the public transport ystem wherever possible there are many locations in and around Cambridge and in other cities where this is not possible. The proposed closure timings are exactly when we need to travel! Suppliers to ourselves and other businesses need access at these times. We would be forced to make long and imaginitive detours to get around the city creating congestion on other less major roads so what's the point. Closing these roads will not reduce the volume of traffic but simply force it onto unsuitable either roads. Have a look at what the traffic is like out of term time and have another think. What about improving the flow of traffic by changing traffic lights for mini roundabouts - try it on a couple of junctions.
Terry Lucking	Belvoir	I'm a small business and a consumer, this plan is madness I run a business that will be affected by the proposed changes. If the changes come into being we will have to relocate to a location staff and clients can access the office. Our business is a sales and lettings agency. We require vehicular access to and from office throughout the day for our agents in their cars to attend viewings, property valuations, inspections and maintenance visits.
Emma Falco	Belvoir Cambridge	I think it is bad idea to close this section of town to traffic. I will widely affect not only our business but also neighbouring companies, who rely on day, or 24/7, access to their premises. Also I do not see adverse effect on town the current arrangements have, and also I am concerned about diverting all that traffic to other areas of town.
jakub duzynski	Belvoir Lettings	

		We feel this policy in its current guise does not consider vulnerable business users or those with limited mobility.
		We regularly collect or deliver people, goods etc into the proposed zone. These goods are too bulky to be bussed in.
Miss S Murray	Fluid Furnishings	The areas selected for control are not fully covered by the Park and Ride buses. The Park and Ride service is not economically viable when you have more than one person in the car. You are currently looking at a charge of £7 for two people to go into Cambridge via the Park and Ride. Parking in the City Centre for a car - regardless of passengers - is between £1.50 and £2.10 for an hour. Road closures will strangle both businesses big and small, and commuters, especially parents with small children.
Vladimir Oka carola grimal		
paddy hopwood GENNARO DELLO IOIO	Mott Macdonald	As a commuter to Cambridge this will add significant time onto my journey, making it impossible to arrive at work on time.
Paul Taylor Helen Gardner Trishna Shah	King's College School	This suggestion will have a negative affect on the lives of so many people, especially myself and my family!
	websters	
Tim Law tatyana lapa	Cloudy2Clear WIndows hardwick clinic	Closing key routes through the city is simply ludicrous. Business cant be restricted to off peak hours only. I need my clients to be able to reach me Congestion in Cambridge is caused by one thing and one thing only, the education sector, as can be evidenced by the free flowing traffic in all school holiday periods. Shutting roads is a step backwards, and will cause more issues than it solves.
Rich Rawlings		
Emma Cleobury	DECS Music Ltd	1. We shall find ourselves marooned in West Road, between Grange Road and Queens' Road. 2. The parents of children attending King's College School and St John's College School will be unable to bring their children to school. 3. There has been absolutely no consultation - not even information - for those of us most closely affected here in West Road!
Rachel Amies	Bodyfit Cambridge	I use my car to travel to my clients and to transport gym and massage equipment; I also teach group classes in central Cambridge and many of my clients use their cars to get to me. The road closures would seriously affect my availability and would instantly halve the number of clients I have attending my classes. I've worked long and hard to establish my business in Cambridge and refuse to see my efforts wasted as the result of this shortsighted vision of the council's. While I agree something has to be done about the congestion and volume of traffic, I don't think the proposed enforcements have been thought through carefully enough.
Rachel Howland Jackson Annie Page		
		This plan is arbitrary and does not take into consideration the real lives it will affect and damage, even make impossible. I need to come into Cambridge regularly at peak time to teach my woodcarving class; this plan will not only affect me, but all my pupils. My work is part of the vibrancy of Cambridge. In addition, I need to come into Cambridge at the peak times to attend appointments at my dog's Vet . This plan must affect not only me but all other pet owners connected to the Practice. My dog cannot choose when to need treatment. My Vet's practice is part of the excellent services in Cambridge. This will effect my business enormously. Don't do this - it is madness! Spend your money more wisely on improving public transport...eg how about more useful busses from surrounding towns to include Royston? this will affect traffic and cause havoc
Celia James		
Harriet Kelsall Bozena John	Harriet Kelsall Bespoke Jewellery Cambridge Englis	

Samantha Wickham	The Oxford & Cambridge Singing School	This is a ridiculous, ill conceived idea. If it goes ahead it will have untold consequences on the business community of Cambridge.
Jackie Holmes	Anglia Property Preservation Ltd	This will have a great impact on the movement of our Surveyors and technicians carrying out work in Cambridge. This plan is arbitrary and does not take into consideration the real lives it will affect and damage, even make impossible. I need to come into Cambridge regularly at peak time to teach my woodcarving class; this plan will not only affect me, but all my pupils. My work is part of the vibrancy of Cambridge. In addition, I need to come into Cambridge at peak times to attend appointments at my dog's vet. This plan must affect all customers at the practice. The Veterinary Practice contributes to the excellent services offered in Cambridge and it seems perverse to implement a plan to damage such businesses. It will kill business. Road closure will adversely affect the businesses on those roads and cause major difficulties for the public. I will be unable to get to work, or shop in Cambridge.
Celia James Rumman	Cambridge Violin Makers, Clarendon Street Veterinary Surgery	
Usman S Tuck	Iqbro Grocers	
	CUP	
Katharine Stanford	Cambridge University Press	This would catastrophic for shops and businesses as a whole. The City would be abandoned by shoppers for alternative more welcoming cities. Without the proper infrastructure in place before such a scheme was put in place it would be nigh on impossible to commute to and from work. It's a ridiculous idea. I do not agree it will have a positive impact on trade
Anya Rozijn Scott Lowrie		
Freddie Arthey	Chater Allan LLP	This will be a serious detriment to many small businesses in Cambridge, and anyone who cant see that is completely blind.
Carl bergman	Saso Media	As an independent Cameraman living and working in Cambridge, I need to be able to bring my equipment with me to the jobs I do. It is simply too much gear to put on a bike.
Neil Mackay	Mackays of Cambridge Ltd	The proposals will be hugely damaging to our business and the vast majority of businesses in the City I fear that lots of extra fuel will be used by people going on much longer trips to get to where they need to go. I am based in the centre of Cambridge and would have to travel miles out of my way to get anywhere in central Cambridge and have to visit the hospital frequently.
Rebecca Chicot	Essential Parent Company	My tutors and I need to travel into Cambridge at peak times to see clients.
Rachel Law Martin Cole Martin Bell	Deloitte	I commute to and work in the City
		The proposed plans have major implications for us working on Station Road and managing properties all over the city. It is completely impractical and will have a major impact on local businesses and tradesmen who need to be able to access the whole city centre. Commuting from Huntingdon to Station Road everyday it is clear that congestion is due to major delays on road works, road closures and impractical one way systems/rising bollards meaning traffic is bottle nosed in an effort to cross the city. Deliveries lorries parked on curbs/mid road during peak times and poor timing of traffic lights means that the major roads around the Mill Road area become grid locked quickly.
Aimee Mills	Virtuallet	I think using the funds to get the roads in order and making the flow of traffic easier around the city is the first step. During school holidays my journey time is reduced from over 1 hour to approx. 30 mins for the 19 mile journey. Incentives for public/arranged private transport for schools to stop as many cars coming to the city centre schools seems glaringly obvious rather than penalising those who are just trying to work in the City and maintain the city's economy and infrastructure. □
Dr Peter Royce	Employee at Gilead Sciences, Abington	I am a Cambridge resident - I need to use my car to get to work at Abington. I want to be able to get out of Cambridge! Public transport is ridiculously inadequate. Road closures are not the answer. People will opt for public transport if it is reliable and affordable. Forcing people to use expensive, unreliable public transport through road closures is an affront to the residents who make Cambridge what it is. I have no faith that public transport will be improved, and I have no faith that the council will keep secure the highly personal data that will be collected through these ANPR cameras.
Rebecca Rajendra		

J Howard-Jones Simon Cogan Robin Richmond Hugh Wood Tom nichols Kirsty Barker jemma ostler	Cambridge resident Weldit Services	I don't think this current plan offers a solution to the traffic problems in Cambridge I may want to spend my money in Cambridge of an evening, after work! Closing roads will ruin my business. My customers have cars how do they get to me? It will impact our family ability to get to and from Cambridge Closure of roads out of the city centre will not help business or traffic flow Because it will cause hassle over my commute and I will have to stop working in Cambridge
Alan Richardson	Cambridge Consultants	The proposals are ill conceived. The problem is a Greater Cambridge problem. The unwillingness of councils to build affordable housing in commutable locations without use of a car have led to a large preponderance of the key staff for Cambridge's growing tech businesses having to live in locations where there is no available public transport solution to travel to work in a commutable time. The effect of these proposals will be to increase such commute times without providing opportunity for people to live closer to work and so will stifle business growth in Cambridge. Speaking as the CEO of an international company this will probably mean us having to increasingly focus growth outside the UK. This is not the answer to solve the traffic problem it will only make it worse. Concerns for young school children not getting to school easily.
Jill Kennard Russ Daff Ulrich Seega jennifer mullucks Nik Zolman	Russ Daff illustration SANDPartners	Will make it difficult for me to visit clients Closing the city can't be the solution to a growing business ecosystem in Cambridge.
Adam Kruczynski Emily Nesbitt	Cambridge Systems Engineering Ltd The Perse	It will cause major problems to the majority of the businesses in Cambridge totally ill conceived and impractical !! Trumpington road will be an absolute nightmare Ridiculous idea to close any roads. Keep Cambridge open. Compared to other cities it's not that bad!
Rebecca spencer Piero	Piero	You get use to queuing for a bit X I use the roads above every day for my commute to work I'm signing because I live and work in Cambridge and my children go to school and nursery in Cambridge. I need to drive to drop off my children at school and nursery (which are businesses in Cambridge), I drive to access shops and I drive to work (a business in Cambridge).
Almut Elend Sebastian Skeaping		
S Noel	Sara Noel Photography	I need the flexibility to get to and from my City based clients at times to suit them not the County Council. These traffic restrictions will affect my business. I am fed up of an incompetent local council spending my money on things I have never asked for. This congestion scene will damage small local businesses. I've watched money being spent on measures such as replacing street lighting where there was no need to do this and/or where the replacement lighting could have been provided in a more cost effective manner. I'm tired of failing putting up with traffic calming measures and poorly placed or entirely unnecessary traffic lights because "you" know what's best for us. You do not even consult with world renowned experts in engineering (in our local university) but you plough on with your own "experts". How much over budget and overdue was the mis-guided bus? Why the hell invent a new mode of transport at a cost that would have been sufficient to provide every street in Cambridge with its own bus... because you know best.
Michael Ellis Konstantin Ovechkin Benedetta Marinucci	DSUK Ltd	We are a vets and this will affect client accessibility Cambridge needs a creative and future-proof solution to its traffic problems. Bus-centric plans are not the way forward.
Tracey Brown	Freeland Rees Roberts	
Yanny Huang	Architects	Peak time road closure will have significant negative impact to the business within the central area. I LIVE OUTSIDE OF CAMBRIDGE CITY CENTER - I HAVE USED THIS PRACTICE FOR ALL OF MY OWN PETS AND FOR MY ACTUAL BOARDING CUSTOMERS PETS SINCE 1976 - I USE IT AT WHAT I PRESUME ARE THE PEAK TIMES AND OTHER TIMES AS WELL. THIS NEWS OF SHUTTING OFF ROADS WILL CAUSE HUGE FINANCIAL LOSSES TO ALL PUBLIC SERVING BUSINESS'S IT'S CRAZY. PLEASE THINK AGAIN!!
MRS LINDA SAICH	CLARENDON STREET VETERINARY PRACTICE	

		<p>I am taking children to school by car. I will never, never cycle on the roads in Cambridge because it is too dangerous. It is fine to cycle for those who advocate and prefer it but please don't impose to the rest of us who find it dangerous, a huge drag in bad weather and an impediment to shopping in town. Buses don't run on time, often run with only a few passengers in and clog the roads - they are too big. Need smaller buses and a lot more often, affordable and CLEAN to make public transport attractive. It is none of these things at the moment and a big contributor to traffic and pollution.</p> <p>Good standards of living imply being able to travel across the city, shop and feel safe and comfortable in your choice of transport.</p>
Lawrence Salle		<p>No bollards, no road closures and sane parking arrangements - some council imposed parking restrictions are completely illogical.</p>
Abbe Edwards	ChiroWorks Cambridge	<p>The road closures will make it difficult for my patients to get to my business at their preferred appointment times of before and after work. Also because of the problems it will cause for Cambridge residents.</p>
Neil Shearer	CB1 Associates Ltd	<p>This will restrict my ability to do business - the choice of roads and the extreme times of closure, without any improvement in infrastructure and with no alternatives being considered will cause chaos and bring Cambridge Business to a halt. Restricting road access will cause complete overload to other roads in Cambridge and cause communities to be damaged by new rat runs of traffic</p>
Liane Shadrack	Kelsey Kerridge Sports Centre	<p>This will have a big impact on both our staff and customers</p>
Bryani Cuthbertson	People Reflect	<p>I object to the lack of consultation or consideration of positive measures to improve transportation. The proposed road closures will seriously affect my business which is based in central Cambridge as well as many other colleagues and friends. Whilst I support the need to reduce congestion, this is not the answer and will render alternative routes in grid lock.</p>
Jane McCann Tom O'Reilly	Jane McCann - Mediation & Counselling OR Publishing Solutions	<p>As a family carer, I know that this will have a hugely negative impact on disabled people as well as on care workers.</p>
Gill Edwards	Individual	<p>Very concerned about how the proposals will limit access for people with disabilities, many of whom cannot cycle or use public transport.</p>
Peter Edwards William Lane	ECCO Cambridge	<p>Will make transporting good to my shop almost impossible due to restrictions</p>
Agnes Asselin FAHAD ALI	Agnes Creations	<p>I have a small craft business and I receive deliveries of supplies during the day. There is no way I can ask my suppliers to make sure they come before or after peak time.</p>
Pamela Bradshaw		<p>I'm a psychotherapist working in CB1 and these road closures would seriously affect my business. The diversity of Cambridge business activity which is vital will suffer greatly if these proposals are implemented</p>
John Latham Mark Gedrych		<p>I'm signing this petition because although I understand the need to improve road congestion in Cambridge, this proposal seems to be totally draconian in its approach with no regard to not only certain business livelihoods but also the safety of young children during school runs both morning and evening. Also, I can only imagine that with the current proposal the congestion will increase down all the single lane feeder roads into Cambridge including the all important access to Addenbrooke's Hospital</p>
BARRY McCANN	McCANN CONSULTANCY	<p>It will affect carrying out my Gardening business around the city & increase the charges for my clients in city residences.</p>
David Barylko	D.M.Barylko	<p>I want to be able to take my pet to the vet when I need to. If it is an emergency, it could endanger my pet's life if I can't get her to the vets on time because the road is closed.</p>
Emma coates Julia Henderson Richard Henderson	The Hive	<p>This is not a sensible solution to the problem</p>

David High			I don't think there has been sufficient consultation or consideration of the impact the road closures will have on the city
Jennifer Sims	n/a		
			I do not often use these roads, I don't commute, but I do not want businesses to close and the city and its access roads to die as a result. Sometimes, I need to access businesses maybe for an emergency or a medical reason - that includes getting to a hospital appointment, getting to my GP, getting my pet to the vet. These journeys will be nigh on impossible or take an inordinate amount of time on a busier road - if these roads are closed, then it is only logical that others will take the strain and bring the outskirts of Cambridge to a standstill. In fact, non public services may have to close as they will lose business and clientele and that includes vets - where do we go then.
			In addition, this consultation is rather insulting. It has not been made adequately public and the consultation questionnaire is limited to views on options, NOT on agreeing or disagreeing with the policy itself.
			This could kill off parts of city centre, make the costs of running small and independent businesses within the city centre unviable and we will end up with a city centre full of wealthy chains and loss of character. Business owners - who pay rates and businesses taxes and keep the city moving - have not been consulted about the peverse outcome that is inevitable from this poicy.
G Offley M Haynes Tracey Worsfold	King's College School		I will have to give up my job and be unemployed. This is not the right solution and will impact on not only businesses within the city but local residents and visitors. We have a wonderful city and should encouraging more visitors and generating more income. Not putting blockers in the way so they visit other cities.
David Proctor	N/A		There has to be a better solution. I live on huntingdon road and love living in the city. I am a mother of 2 and I have to work. Each morning, I have to drop my 6 year old at school on hills road and my 2 year old at nursery on Grange road, in that order because of respective opening times. I then have to get myself to either the train station or my offices in Waterbeach - all by 9am. In the evening, I have to do the reverse journey and be back at nursery by 5.30pm. I simply cannot do this by bus or bike; I am a professional and wear a suit. My offices do not have showers. My children are too little to go on buses by themselves. I feel that I am being vilified for using a car even though we do not use it at all at the weekend - we cycle everywhere, but we have the time to do that then. I am faced with having to get my children up even earlier if we are forced to use the already clogged A14 or M11 routes - we currently avoid them at all costs, but every route I currently use will be affected by these proposals. They are unworkable, sanctimonious, and completely ill-thought out. In addition to what will happen to those of us who actually live here, has anyone thought about the impact on those vehicles that are simply passing by the region, travelling to London or the east for example. The whole region will become gridlocked if everyone is forced on to what is already an overloaded system. I am truly horrified by this and simply do not know what to do.
NATALIE HAYES	njhayes1975@gmail.com		there has been very little time for people to understand and appreciate the mixed messages coming from the City Deal
John Caldwell Jackie Ewing Terry Forbes-Mitchell	millroadtv St Mary's school Cambridge Counsellors		Because I believe that this plan will have a serious impact on the school. The proposals appear to be ill thought through and very restrictive It is important for the owners, staff and clients of our business to be able to access Station Road at all times of the working day
Sanchia norris	PEM		
Jim Chaney			I need to get to work in the morning, via those roads. I'm too far to drive and there are two buses *a day* to my village.
Philip Desmond	Bucklemond Horticultural Services		I am a self employed gardener with customers within the City of Cambridge. The road closures would cause a huge disruption to the service I provide, and may even result in loss of trade.

ADRIAN WILSON	Westrope Bros Ltd	I'm signing because I run logistics company that has a contract to deliver every weekday into various businesses and retail outlets in the CB1 and CB2 post code areas, this is already made difficult enough with the bollards going up at 10am each day. How are we going to make our deliveries if this plan is implemented? I require access via east rd to my place of work. I also require access via coldhams lane to the hospital for cancer treatment. In support of all the businesses and the community served by them I strongly object to these proposed road closures.
Janice Taylor		This is a disgraceful, diabolical, proposal and those idiots responsible for it should be lined up on parkers piece and shot.
Gemma Middleton		I work at Mott MacDonald on Station Road and I need to drive a car to work and park at work because I have MND and have very limited mobility! I can't get two children into school from Barrington with musical instruments, games bags, school bags etc and then get to my work on time without being able to drive to the school. It is also not fair to force young children to spend long travel times in the car (in the wrong direction) in order to get on a bus to travel twice the original distance back in to school.
Emma Gerety April Achner Elizabeth Lewis Rory Comyn	Addenbrookes Hospital 1223338068 88	i need to be able to get to work and drop family off on the way too. It has an impact on everyone The council are cretins and I just can't take it anymore.
Natasha	Thomson Webb & Corfield LLP	Self employed and live on Brooklands Avenue. This will cause huge traffic congestion on my road.
Francesca Moroz Kevin Claypole	CMS Cambridge LTD	This will affect my staff getting into work and our core business activity business moves I won't be able to get to work. I live outside Cambridge and have a disability which would additional travelling time would greatly affect
maria hearne joanna hampton	hewitsons	
Gill Hervey-Murray		We need to get a proper solution to the traffic problem in Cambridge. The public transport is inefficient and park and rides do not cover all the routes into Cambridge. Closing these roads will just make access to the city through those remaining open roads a nightmare. It's a ridiculous idea, almost but not quite as crass as turning primary school access roads (Ascham Road) into a dirty little rat run for disgruntled rush hour commuters. These road closures will heavily impact the access to the club that our members currently enjoy. Our peak bowls times are 9.45 and 18.00. It's difficult getting in at these times now, but with the proposed road closures it will be impossible for some. Further declines in our membership as a result of these proposals will kill the club without a shadow of doubt.
Adrian Kimpton	Sable & Hawkes	I already commute in for at least 3 hours (80 miles) per day from Suffolk to Hills Road. The last thing I want is to have to find another means of transport to travel the last 2 miles. If buses would stop pushing through the traffic lights and leaving their buses over all the lights as they change, this would not be a problem.
Dennis Harris	Cambridge Chesterton Indoor Bowls Club	
Tom Sharman	Physic Oakington Therapy Centre, Cambridge	This is another short term idea from people who have no long term vision You can't stop cars unless bus charges are drastically reduced
Roger Giddings Sue Rolph Rumman Hussain		
jenny davies	Taxi driver	Road closures, although they will speed my progress along the restricted routes, will only make my job far more difficult once I rejoin the rest of the traffic and ultimately increase journey times. There is no public transport alternative for me to access the station or essential services e.g. my vet during these hours from my village.
M Davies	Davies Consulting	I work regularly and rely on clients being able to come in and see me. Some are not able to use public transport.
Jo Ord Vicki Tennant	jo@jogresham-ord.co.uk	
Rebecca Steadman		I feel very strongly that the proposed road closures will have a profoundly damaging effect on business (as well as personal road users). To travel to and from the college to our outside properties would become impossible if we needed to get to an emergency also people who work and have no alternative but to drive in because of the lack of adequate public transport would be unfairly penalized for coming to work.
John Dearden	Christ's College	

Helga Groll Kevin Elstub	COEL	<p>because It's a ridiculous idea!</p> <p>The council has already hindered the flow of traffic through street cleaning at peak hours , refuse collections at peak hours , road narrowing, slow decoy vehicles, bad traffic light sequences, granting more planning permissions for increased house building etc.</p> <p>The idea of closing all but a few streets at peak times is idiotic. If businesses were to close down business would not be able to pay their business rates. If people cannot reach their places of work and are made jobless, they would not be able to pay their council taxes .</p> <p>Therefore council revenue's would fall. How do they propose to make up this shortfall in income? How many contractors are already rubbing their hands in glee at the prospect of obtaining more council contracts associated with this deplorable and shameless 'City Deal'?</p>
Ade Kujore Edmund Bolton	Excel4Business Ltd	<p>This will help kill the image of Cambridge as a city that's open for business. It also seems to have been devised purely at the behest of the local bus companies.</p>
Daniel Stevenson Keren Coulson	DJS Plumbing East Anglia Forwarding Limited	<p>I will no longer be able to work in Cambridge City Centre for around half the working day. This means I will be forced to stop working for customers on or near the proposed closures for anything other than small scale works. I will also have to buy my materials elsewhere other than the merchants in town This plan would close our business making 8 people redundant, we can not afford to sell out site and relocate</p>
Marianne Stronge	N/A	<p>I live in Cambridge city and I use local Cambridge shops and businesses every day. My children attend city schools and although normally we cycle there are occasions where I have had to drive them in. We have pets and sometimes have to visit our local vet - this requires a car journey. If I nip to my local co-op or baker I want to find them well-stocked - which relies on a morning delivery. To close so many crucial arteries into Cambridge at peak times is NOT the solution. It is like a punishment just for living in Cambridge. Traffic lights are now red for far too long at major junctions, causing queues of standing traffic and pollution. Speed up traffic light flow, look seriously at how the massive expansion programme of the private schools e is affecting traffic (hint: very badly), stop commuter parking in residential neighbourhoods and we might finally get somewhere!!!</p>
David Baxter Sonia McLintock	Accessible Designs University of Cambridge dept of Engineering	<p>I have to use my car as unable to cycle and have clients in various parts of the city. closing off the main arterial roads at peak times will just lead to the city being in gridlock meaning more stationary vehicles polluting. a much better solution would be to deal with the external traffic entering the city and providing a suitable viable park and ride system that encourages visitors & workers to use the Park and ride. I still cannot understand why there is no Park & Ride on Huntingdon Road. for a supposedly high-tec and intelligent city why are the looking at such measures.</p> <p>I think the whole plan is utterly ridiculous. The congestion on Trumpington Road will be a nightmare but more importantly the negative effect of this on businesses in the town is massive. I am also furious that I, and thousands of other people in Cambridge didn't know about this plan until very recently. Shame on the council.</p>

		<p>Closing roads without reasonable alternatives would cause chaos. I need regular access into Cambridge for viewings, valuations and meetings which are often in several locations around the city and outskirts/business parks with one client in one visit and cannot rely on buses - I would be out all day.</p> <p>Fine to discourage people who do not use their cars during the day from coming in in one car per person but it simply does not work for those who need to move around the city. Individuals should be charged for parking at work (unless car sharing) if they are not using their cars, not businesses.</p> <p>School runs are obviously a cause of traffic, but with (in my children's case(s)) cellos, violins, sports bags, school rucksacks etc needed most days it is too much to expect a child to carry all this on a bus or bike.</p> <p>The single best improvement to reducing pollution in the city would be to ban all Whippet buses. They are a disgrace.</p>
Johnny Goodman	Goodman Property	
Bernard Ellis		<p>Forcing residents to drive further around the city would cause an INCREASED pollution.</p> <p>I will be affected by the road closures during working hours and the additional congestion coming in and out of Cambridge.</p> <p>It will affect local businesses.. getting to school for both my kids and work will be affected.</p> <p>The proposals do not constitute a workable solution. It will cause the city to be even more gridlocked than it already is during 'allowable' traffic times. The buses and park and ride facilities currently in place are insufficient, and the buses that currently operate do not represent value for money - nor are they reliable or convenient. In the winter they are a health hazard. The salaries for University staff in particular in Cambridge are atrocious, and it is likely that commuting costs - and operating costs for businesses - will go up.</p> <p>I always try to support the small businesses in Cambridge and feel that they will be hit harder than the major stores and soon Cambridge will be one big Tesco Supermarket.</p> <p>I work on Fen Causeway and having to drop off children at nursery before hand I can only get into Cambridge during the hours of 7-8am and have to leave to collect kids at 5pm.</p> <p>I need to access different work sites and make deliveries and attend meeting regularly</p> <p>I'm signing because the proposed congestion road closures in central Cambridge will only make matters worse especially for businesses! We have already heard concerns of delivery and collection of goods. It is an ill conceived idea. Also remember there are many schools right in the centre of Cambridge with parents who have children in after school clubs until at least 5pm. What will they do? Also charging businesses with 10 or more parking spaces will have an impact on employing staff! Not being able to get to work easily will be one of the criteria of potential employees. Cambridge will become a no-go area and a joke!</p> <p>The plans are short-sighted and not well thought out. They will increase 'rat-running' and adversely affect commerce in Cambridge.</p>
Steve Mallows Geraldine guceri	University of Cambridge	
Sandy	University of Cambridge	
Louise Segar		
Donna Faux Catherine Taylor		
Tara Thorneycroft	University of Cambridge	
Piers Andrew		
Kirsten M. Lamb	University of Cambridge	
Susan Frost		<p>I know many people who, due to physical ability or family arrangements, HAVE to travel by car. While I agree that congestion needs to be addressed, I don't think this is the right way to go about it.</p> <p>I live in the country and work in Cambridge, there is no convenient or sensible public transport where I live which would take me to my place of work.</p> <p>I live in Huntingdon and work in Cambridge. I currently car share to work as the bus is too expensive and takes longer than a commute in the car.</p> <p>I work for a restaurant that depends on deliveries to run.</p> <p>Not being able t travel into work from a distance</p> <p>I commute to work and public transport is poor in my area so I have to use my car</p> <p>This is not the best solution to the problem.</p> <p>I need access for my work and Trumpington Road is busy enough now with the ridiculous amount of traffic lights. Do not force all the traffic to use one route it is madness!</p>
Jennifer Fusiello Jennifer Drieu Lorna Everett-Walters Sharn James Moultrie	Smokeworks Department of Engineering Institute for Manufacturing	
Sue Murkett	University of Cambridge	
DENISE PRIDE	UNIVERSITY OF CAMBRIDGE	IT'S GOT TO BE ONE OF THE MOST OUTRAGEOUS IDEAS EVER!

Sally Kwong Shuai		I agree with going green and I don't drive, but this plan makes very little sense. This sounds like a plan that would be beneficial for the tourists but not people who work in Cambridge.
Sara Hajnassiri Sara Hajnassiri	University of Cambridge	I live and work in Cambridge I live and work in Cambridge
Aylmer Johnson Martin Beazor Alan Barrett Mr S Topel Matthew Cole Chris Binks Charlotte Young	John Beazor & Sons Ltd Brookgate Brookgate	It is lunacy to close Cambridge's roads to traffic UNTIL there is a PROPER PUBLIC TRANSPORT SYSTEM in place, as in London - i.e. distributed hubs for interchanges, and oyster cards to allow passengers to combine different routes. The present transport system (PRIVATE transport run mainly by Stagecoach for profit, one hub at Drummer street, no facility to change buses on one ticket) is simply not good enough to support this punitive proposal. The threatened closures will badly affect business. We need to keep the city open, how else will business thrive.
Niamh Page Suzanne byatt Suzi byatt Fay page	geant	Will be impossible for staff to get to work This is a farcical scheme with very little thought Childcare constraints and appalling public transport force me to drive - I can't work a full day, get public transport and collect my children on time. Put the public transport in place and I'll use it. Until then...
Sarah Hughes D Merry Alison Thomson Andy Smith	The Cambridge Scotch Egg Company D M C S	I need to be able to drive to where I work on hills road I'm a market trader in the historic town centre and my business will cease to trade if these plans go ahead. I travel into the city centre between 7 and 9 to set up in the market and have to bring my vehicle all the way into town with my equipment. I have deliveries to be made and could not complete these without a vehicle in the town centre during these times. Because I need to have access to different areas in and around Cambridge to be able to work I'm a resident and don't believe this is the way to control traffic in central Cambridge. Closing roads will only push congestion elsewhere. It will create more problems than it solves. I supervise for Christ's College and need to be able to get there from Great Gransden during the day, without taking all day.
Andrew Fogg	personal	I am a small family run business and I need to get to work to open up by 7.30 am and I leave at 6 pm plus I need deliveries to come
Beverleyatay	the copper kettle 4 kings parade cambridge	Companies already complain about having to come to cambridge
Gordon Clark	Private resident	It is clear that the proposals have not been adequately thought through and that consultation has not been effective. Issues such as rat-runs and mass turning of vehicles just before the charging period have not been adequately considered and a congestion charge dismissed for spurious reasons e.g. Because there are no 'good alternative travel options in place' to people using their cars ... Why does this not equally apply to the proposed solution? And because it would impact all residents - the councillor I discussed this with was not aware of the 90% discount that applies for London residents.
Paul Barry	Lockrite Locksmiths	As a locksmith I am called to homes and businesses 24 hours a day. Often these are to old or people with small children. They need to get into, or out of there properties quickly. Not doing so could be extremely dangerous! Not only would this move cripple my business but people could be put at risk. If someone is trapped inside there home the can not get out if there is a fire or other emergency!!! If I was unable to drive to the edge of the City then I would have to leave my post and look for other opportunities.
Jack Andrews Murdoch Deborah Manning Robert Copping	Cambridge EDC Wachovia Kennels Apex Services	I live and work in cambridge city I use the Claradon Street Veterinary service run by Patrick Von Hyendhal I use the Clarendon Street Vet I work in Norfolk street and coming into/leave work would be a nightmare, also I have to go out during the day to various meetings in and out of town, public transports are not a option because they don't cover the required locations.
Luis Marcal	Conisbee	
MARTINA BARONE	Engineering department	Signing because I work in Trumpington street and the congestion will be awful because of this chages

Vika Lebedeva-Baxter	Cambridge University	I think this will impact negatively on the Cambridge business scene and would ultimately harm the boom in employment and business that Cambridge is now enjoying as a Silicon Fenn. These road closures will open up even bigger bottlenecks elsewhere. People need to get in to the zone for work, see the GP etc. Public transport is notoriously unreliable, the wait-time for some areas are 1 hour and the bus-stops do not cover all areas. The traffic issue in Cambridge needs to be dealt with but this plan is rather too radical!
Paula Block Klara Cichovska		
Ian Segar		They couldn't come up with a dumber idea if they'd pondered for a century! There are plenty of other ideas that won't punish businesses, the elderly, the disabled and people who just need to get around our overcrowded city. Got example, removing the parking charge from the park & ride, vastly reducing the fares on all buses, improving the frequency of all buses and reintroduce evening services to villages and towns, extending the park & ride to run later in the evening and introducing "Boris bikes" for hire at the park and ride sites to name but a few. The plan is ill thought out and insufficient to meet anyones needs. Congestion along Trumpington Street is already at an unacceptable level.
L Reed	University of Cambridge	road closures would have a significant impact on my business to the effect that it would probably be impossible to continue trading in the centre of Cambridge. It would impact on my journey to work, deliveries to my shop and of course customers getting to the shop.
Steve Ouzman	Kingsway Cycles	I am an employee of Kingsway Cycles and due to my current health condition a regular attender at Addenbrookes Hospital. The road closures would have a significant impact on my journeys from the hospital to work and back, increasing journey length, distance and time and also have a significant impact on my productivity within a small business. The proposal is one of madness and entirely unworkable.
Helen Smith	Kingsway Cycles	I work in the centre of Cambridge and there is no other way in for me apart from driving. I also have family commitments which means that public transport is not an option. Also the congestion that will be caused by shutting down the roads will be incredible as people will still have to travel in. I do not think that closing the roads is a good way forward.
Leesa Duff TERRY WHITE Alison Street	University of Cambridge CASH CONVERTERS University of Cambridge	This is extreme. This will affect me and my colleagues who work in the centre of Cambridge and travel each day into work. The alternatives are not viable and congestion will be made worse by the proposals.
Helen Vincent Henrietta Graham-Campbell	Corpus Christi College freelance journalist	
		I'm signing because my husband runs a cleaning company based at Wadloes Road, Cambridge (leased from the City Council). He employs two full-time workers and their work covers a wide area, including the city, South Cambridgeshire, Essex and Suffolk. We live in Stapleford. If his vans are prevented from having access to his business unit and the city roads at the beginning and end of the day, his business will not survive. Most businesses and homes want their windows, patios, roofs etc cleaned early in the morning - he will not be able to do this if the roads are closed. This will mean that we will have to get rid of the two loyal company workers, we will not be able to pay our mortgage and will be in danger of becoming homeless. By the way, my husband is nearly 60 and usually works 12-hour days to make his business work. Please do not ignore the needs of small business people in Cambridge - they oil the wheels that make the city go round. They are just not seen. Allow businesses to have access to the city or the infrastructure of cleaning and servicing our beautiful city will not survive. And nor will my family. I come into Cambridge to work
Kate Lee Teresa Smith Agnieszka Iwasiewicz-Wabnig Timoleon Kipouros	Sterling Cleaning Services Ltd University of Cambridge	It really affects my access to work in the Department and College.
Michael Halstead		The proposals to close roads in peak hour will be unworkable and lead to traffic chaos elsewhere in the city. Public transport cannot provide an alternative for many journeys. It was a mistake to impose a car park charge on the P+R sites. It is time to recognise that severe traffic congestion affects most of the urban south of England because public transport cannot meet many people's travel requirements.

Christine Halstead Caroline Williams-Gray		Road closures are not the answer to Cambridge's traffic problems. It is noticeable that in school holidays the traffic congestion is greatly reduced. Many school runs originate from well outside the City boundary. Road closures will affect the ability of many small businesses to carry out their legitimate business efficiently or at great inconvenience. Examples are the many providers of services (e.g. builders, plumbers, electricians, care workers, gardeners). It will also penalise those who have to travel into Cambridge to work from surrounding towns and villages because they cannot afford to live in Cambridge itself.
Gill Ashby	Your Health Your Future	I deliver into town and this restriction would interfere with my business and my customers business I run a small painting and decorating business, operating in and around Cambridge, established 22 years ago, and this would be extremely detrimental to my business and mean I could not provide a comprehensive service to my customers.
Roz Jarvis John Papaloizou	Roz Jarvis Limited	This is a crazy idea. If my customers live anywhere in the affected areas, how can I take a carpet, or carpet samples to them before they go to work to carry out a job. It will destroy businesses, and cause further congestion. Whoever thought up this idea obviously wants Cambridge to grind to a halt and businesses to move away. Businesses cannot survive just working for the short time that streets will be open during the day.
Reg Robbins marc lightning	Craft Carpets	It will have a detrimental effect on my journeys into the city for work Myself and all my staff travel into work everyday using these roads. Cambridge is already an unjustifiably expensive place to live, this pointless measure just further punishes residents and businesses, I see no benefit to it at all. Cities are quite busy in the morning, this is just the way it is. If it goes ahead, perhaps people who work in town should be given the opportunity to apply for road use so only the unnecessary traffic, those who could make their journeys at a later time, is removed from the roads in these 'peak hours'
Bill Ginn	Black Barn records	The City Deal is failing both business and residents and should be placed in 'special measure'. We need a measured and pragmatic response to our transport issues not those driven by ideology (anti-driver) or lobby groups (cycling). There needs to be a much greater investment in road infrastructure including a new ring road and high speed public transport (trams) not simply expensive buses.
Graham West David Harvey Moya Newton Alasdair Parker	D J Harvey Medicolegal	I work in Cambridge and this is not the answer. The city can't function unless tradesman can get in and out
Chris Shaw	Countrywide	Cambridge is city that requires access routes as the vast majority of people who work in the city can't afford to live there given the Universities monopoly on good housing and the high prices elsewhere in the city. To limit access would limit and curtail the ability for all workers to get to work
Yvonne Prevett	The Senate	I have a business in Cambridge which could not function if we fail to get our deliveries prior to 10.00 am. I think the blanket ban on cars entering the city is too harsh. There needs to be exceptions in order for essential business movement to proceed otherwise I believe the city centre business integrity will diminish-small independent businesses will suffer & move out of the zone eventually. My own personal concern for our business is not so relevant, although it will cause huge inconvenience to essential car trips vet practice starts operations early & to bring
Lauren Bonner	Farrow & Ball Ltd	

Lauren Bonner Lyndal Petre-Firth Jo Littlechild	Farrow & Ball Ltd	<p>Of the good of the City-not merely the business I work for. I am the Manager of a high end interior design showroom based in Regent Street in Cambridge. A chain business whose deliveries & business is likely to suffer from this peak time road ban but will hopefully be able to find ways around its inconvenience in order to remain trading. We will likely take a hit on our direct sales as we will likely lose a lot of custom from the decorating Trade customers (who collect goods earlier in the morning) ...& likewise customers who need to collect large quantities of stock items direct from us will likely visit out of town suppliers-so worst case scenario our head office may eventually decide it is more cost effective for us to move our business to an out of zone location for more ease of customer movement to our showroom. This in itself might not harm Cambridge one but but small business who rely on timed deliveries & need to get vehicular access at peak times-my local vet for instance (who saved my dog's life with an emergency 7am operation last year) will surely have to move too as I could not have carried my dog in from outside the zone at this time! I think the blanket ban is insane & even Central London did not take this extreme position! ...to be able to pay s congestion charge fee to enter at least would surely make more sense to business!! I feel strongly this whole plan needs a re-think or you will have a very pretty Ghosttown-where people visit for the history but don't shop/eat or run businesses inside the central zone.</p>
Peter Job	Absolute Audio Visual n/a	<p>I won't be able to get to work This is a quite ridiculous proposal which demonstrates that the council is completely out of touch with local businesses and indeed the residents of Cambridge. There are plenty of innovative schemes involving technology. Why can't the council show some long term strategy for Cambridge growth in traffic?</p>
Brian Cook Lesley Cook	Absolute Audio Visual n/a	<p>Making timed deliveries in Cambridge is difficult as it is, without more road restriction being in place to make things worse. it will make getting my daughter in and out of school even more difficult Restricting traffic into Cambridge will cause chaos in the surrounding areas, increase accident rates and reduce the centre of Cambridge as an attractive place to do business.</p>
Annabelle Lloyd-Carrick Nancy Stephenson	Absolute Audio Visual n/a	<p>I think the proposals are not the solution. Improvements to public transport need to come first! The plan ignores obvious opportunities to improve traffic flow and would waste large amounts of public money on uninspired measures that would be a) detrimental to the life of residents and harmful to the prospects and profitability of local businesses.</p>
Greg O'Shea	Absolute Audio Visual n/a	<p>I'm a fitness teacher in Cambridge and need to get to different centres throughout the day. If I can't I'll lose money. This has an impact on everything day to day! I will not be able to get to work if these roads are closed.</p>
Sarah Beaumont M Wilby	Absolute Audio Visual n/a	<p>I need access to Cambridge at a range of times through the day for solicitor and accountant's meetings as well as to collect supplies for my business. An efficient public transport for commuters is needed that is suitable for an expanding 21st century Cambridge. Putting up barriers to people going about their daily business or supporting a vibrant shopping centre is not the answer.</p>
David White E	Hawk Mill Farms University of Cambridge	<p>Because of the potential impact of the proposed plan on Trumpington Road and Trumpington Street. We certainly need car access to the city centre. This solution will only make things worse and won't solve any problem!</p>
Alexander Komashie MAGDALENA Charytoniuk	University of Cambridge	<p>We think our business will be adversely affected by the current proposals, in view of difficulties they will present to staff and customers (coming from within Cambridge and outside) in accessing our office. This will have an adverse effect on staff retention and recruitment, and also our ability to provide customers with the service they expect. We are likely to loose existing clients and not be able to attract new clients.</p>
Clare Matthews	Nash Matthews LLP	<p>I need to attend meetings during the day and some of them will clash with roads closure hours. Public transport is not reliable going and coming into town.</p>
Liliana Alhinha	Engineering Department	

I am a local builder working almost entirely with a 5 mile radius of the city. If this ill thought of scheme goes ahead I would need to commence work at 6.30am or 10.30 am and finish at 3.30 or 7pm which would not work for me or my customers. My suppliers are Ridgeons, Travis Perkins, Howdens and Wickes. How am I supposed to pick up building materials without incurring several Â£60 fines every day? I am most concerned not only for myself but all businesses in Cambridge. This scheme could kill most businesses large and small if it goes ahead.

I am also angry and confused about how little was known by so many people of Cambridge about all of this. Personally I knew nothing of this scheme until about a fortnight ago when my daughter received an email about the Mill Road Winter Fair. It soon became clear that none of my family, neighbours and colleagues had heard anything about it.

Having attended the consultation at Mill Road , Councillor Lewis Herbert stated that every household had received letters and leaflets about the road closures, that is simply not true! Every household should have received official notice by mail about these measures that will affect most of us who live/work in and around the city. Folk in Cambridge are pretty articulate and clued up about matters but even on the day of the protest march people travelling along Mill Road were asking what it was all about, they did not know, why? The council tax letters and reminders arrive swiftly and promptly so what went on with this, it smacks of back door politics.

Brian Kurc

Brian Kurc Building Services

Greater Cambridge City Deal Executive Board Forward Plan of decisions

Notice is hereby given of:

- Decisions that that will be taken by the Greater Cambridge City Deal Executive Board, including key decisions as identified in the table below
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part)

A 'key decision' is one that is likely:

- a) to result in the incurring of expenditure which is, or the making of savings which are, significant having regard to the budget for the service or function to which the decision relates; or
- b) to be significant in terms of its effects on communities living or working in the Greater Cambridge area.

Item title	Summary of decision (including notice of confidential or exempt information, if appropriate)	Officer lead(s)	Key decision?
Joint Assembly: 1 December 2016 Executive Board: 8 December 2016		Reports for each item to be published: 23 November 2016	
<u>Western Orbital – consultation results</u>	<u>To consider the outcomes of the public consultation on the initial options.</u>	<u>Graham Hughes</u>	<u>No</u>
<u>M11 Junction 11</u>	<u>To agree a recommended option for bus priority at junction 11 of the M11 motorway</u>	<u>Graham Hughes</u>	<u>No</u>
<u>Tranche 2 initial prioritisation</u>	<u>To receive an update on work to prioritise schemes for delivery in the second 'tranche' of the infrastructure programme (from 2020) and agree key principles and initial methodology.</u>	<u>Graham Hughes</u>	<u>No</u>

DfT consultation on WebTAG	To consider principles to be incorporated into a combined City Deal response to the Department for Transport's consultation on proposed changes to the estimation of wider economic impacts in transport appraisal guidance and agree future approaches to responding to technical consultations.	Graham Hughes	No
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No
Joint Assembly: 18 January 2017 Executive Board: 25 January 2017		Reports for each item to be published: 10 January 2017	
Cambridge-City access and tackling peak-time congestion	To consider consultation responses, decide on delivery of issues around peak-time congestion control points on a trial basis through an Experimental Traffic Regulation Order , decide on the next steps on the development of a Workplace Parking Levy scheme and receive an update on residents' parking policy.	Graham Hughes	Yes
Communications strategy	To agree a refreshed Communications Strategy for the GC City Deal.	Beth Durham	No
Change Control process	To consider and agree the process for change control.	Tanya Sheridan	No
Financial monitoring report	To note the latest financial monitoring information.	Chris Malyon	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No

Joint Assembly: 1 March 2017 Executive Board: 8 March 2017		Reports for each item to be published: 21 February 2017	
Financial monitoring report and 2017/18 budget setting	To note the latest financial information from and set the City Deal budget for 2017/18.	Chris Malyon	No
A1307 corridor to include bus priority – consultation results and selection of preferred option	To consider the outcomes of the public consultation on the initial options and to select a preferred option to develop in greater detail, to be subject to public consultation before being brought back to the Executive Board for approval to progress to detailed design.	Graham Hughes	Yes
Six-monthly report on Strategic Risk Register	To consider the strategic risks to the Programme and mitigations.	Aaron Blowers	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No
Joint Assembly: 7 June 2017 Executive Board: 15 June 2017		Reports for each item to be published: 30 May 2017	
2016/17 end of year financial monitoring report	To note financial information from the 2016/17 financial year.	Chris Malyon	No
Annual skills review	To note progress made in 2016/17 on delivering the skills workstream and consider any issues arising.	Graham Hughes	No
Annual housing review	To note progress made in 2016/17 on delivering the housing workstream and consider any issues arising	Alex Colyer	No
City Deal progress report	To monitor progress across the City Deal workstreams.	Tanya Sheridan	No

Joint Assembly: 19 July 2017
Executive Board: 26 July 2017

Reports for each item to be published: 11 July 2017

<p><u>Cambourne to Cambridge schemes:</u></p> <ul style="list-style-type: none"> • <u>Madingley Road</u> • <u>A428-M11</u> • <u>Bourn Airfield / Cambourne busway</u> 	<p><u>To consider detailed work undertaken since the Board decision in October and approve public consultation on a preferred option.</u></p>	<p><u>Graham Hughes</u></p>	<p><u>Yes</u></p>
<p>Financial monitoring report</p>	<p>To note the latest financial monitoring information.</p>	<p>Chris Malyon</p>	<p>No</p>
<p>City Deal progress report</p>	<p>To monitor progress across the City Deal workstreams.</p>	<p>Tanya Sheridan</p>	<p>No</p>

Greater Cambridge City Deal Executive Board

10 November 2016 – City Deal progress report

Workstream	Update	Upcoming milestones
INFRASTRUCTURE PROGRAMME		
Create and deliver an infrastructure investment programme that draws together national and local funding streams to invest in infrastructure that will drive economic growth in the area.		
<p>A1307 corridor to include bus priority / A1307 additional Park & Ride Achieve faster and more reliable bus journey times between Haverhill, Cambridge and key areas in between, through bus priority at key congestion points on the A1307 and provision of an outer Park & Ride site on the corridor.</p>	<ul style="list-style-type: none"> Public consultation on initial options for the route closed on 1 August. Over 1,400 responses were received. 	<ul style="list-style-type: none"> Development of a preferred option to be recommended to the Executive Board, incorporating the outcomes of the public consultation on initial options. 8 March 2017: Executive Board to consider the outcomes of public consultation and select a preferred option.
<p>A428-M11 segregated bus route / A428 corridor Park & Ride / Madingley Road bus priority Ensure that bus journeys between Cambourne and Cambridge are direct and unaffected by congestion by providing high quality bus priority measures between the A428/A1303 junction and Queen’s Road, Cambridge and one or more Park & Ride or rural interchange sites on the corridor.</p>	<ul style="list-style-type: none"> The Executive Board on 13 October instructed officers to undertake further appraisal on specific route alignments for a bus road and cycleway off the public highway to the South of the A428/A1303, to do a topographical survey to establish whether a 2-way bus route, road and cycleway could fit into the existing A1303 Madingley Rise road alignment and to further assess Park and Ride options. The Outcomes are to be brought back to the Joint Assembly and Executive Board ahead of the next round of public consultation. 	<ul style="list-style-type: none"> December Next Local Liaison Forum meeting 26 July 2017: Executive Board to consider detailed work undertaken since the October Board decision and approve public consultation. (est.) Autumn 2017: (Assuming Board approval) Public consultation on preferred option.

<p>Chisholm Trail cycle links A high quality strategic cycle route from Cambridge Station in the south of the city through to the new [Cambridge North] Station, providing connections between the Science and Business Parks in the north and the commercial hub around Cambridge Station and the Biomedical Campus.</p>	<ul style="list-style-type: none"> • The planning application for the Chisholm Trail Phase 1 is currently being considered. • The Chisholm Trail Phase 1 planning application is the subject of a petition against and a petition in favour, which means a Development Control Forum needs to be held – this is due to take place on 26 October. 	<ul style="list-style-type: none"> • 26 October: Development Control Forum. • If the Executive Board approves the recommendations, submit application to Secretary of State for Commons consent, work towards finalisation of land agreements and appoint contractor.
<p>City centre capacity improvements Improve the reliability of, and capacity for public transport, cycling and walking movements in the city centre through a variety of potential measures to relieve congestion and manage the city's transport network.</p>	<ul style="list-style-type: none"> • Public engagement on the proposed access and congestion package closed on 10 October, with over 10,000 responses received. • Work is currently being undertaken to analyse the responses to this engagement, ahead of consideration by the Joint Assembly and Executive Board in January. • The Executive Board issued an update following the end of the consultation period on 20 October. 	<ul style="list-style-type: none"> • 25 January 2017: Executive Board to consider responses and feedback, and next steps.
<p>Cross-city cycle improvements and A10 Cycle scheme Facilitate continued growth and an increased proportion of cycling trips in Cambridge, lifting cycling levels to around 40% by enhancing the connectivity, accessibility and safety of the cycling network.</p>	<ul style="list-style-type: none"> • Construction is complete on phase 1 of the Arbury Road scheme. • Detailed development is progressing on the other four schemes, for construction beginning in 2017. • The Hills Road/Long Road scheme is due to commence in February 2017. • Construction on the Frog End to Melbourn cycleway started 24th October 	<ul style="list-style-type: none"> • 2017: Construction of the remaining schemes.

<p>Histon Road bus priority / Milton Road bus priority Ensure that bus journeys along Histon and Milton Roads are direct and unaffected by congestion through the provision of high quality on-line bus priority measures between the Histon and Milton Interchanges and Cambridge city centre.</p>	<ul style="list-style-type: none"> • Detailed work is being undertaken on the preferred measures in preparation for public consultation, working with Local Liaison Forums and including engaging with stakeholders. • Workshops are taking place to inform the public consultation. 	
<p>Tranche 2 programme development Develop a prioritised programme of infrastructure investments, informed by an analysis of their anticipated economic impacts, to be delivered during the tranche 2 period (2020/21-2024/25).</p>	<ul style="list-style-type: none"> • Work is currently being undertaken to: <ul style="list-style-type: none"> ○ Review the methodological approach in the light of changes since the tranche 1 programme was prioritised. ○ Scope out further potential technical work needed to inform tranche 2 prioritisation. ○ Review connections between tranche 2 prioritisation and wider City Deal themes. 	<ul style="list-style-type: none"> • 8 December 2016: Executive Board to receive an update on work to prioritise schemes for delivery in the second 'tranche' of the infrastructure programme (from 2020) and agree key principles and initial methodology.
OTHER WORKSTREAMS		
<p>Communications Communicate the vision and aims of the City Deal to a range of audiences</p>	<ul style="list-style-type: none"> • Six-weekly meeting cycle of City Deal Communications Group – strategy/commissioning. • Support for Tackling Peak-Time Congestion engagement – press releases, website content, graphics and multimedia products including PCCP animation. • Briefing events have been conducted on key issues. • Live tweeting of City Deal meetings to ensure that updates are communicated quickly and effectively to the wider public. 	<ul style="list-style-type: none"> • Completion of the stakeholder/communications strategy and delivery plans; brand guidelines. • January: Refreshed Communications Strategy to Assembly and Board. • Quarterly briefing and process communique. • Transport vision and updated maps. • New social media channels. • Events marketing kit to support engagement. • Support for ongoing consultations. • Channel content review. • Resource review.

<p>Economic development and promotion Enhance the alignment of public and private sector partners in Greater Cambridge to enhance the attractiveness and promotion of the Greater Cambridge economy to high-value investors around the world, and align appropriate activities that support existing businesses to develop.</p>	<ul style="list-style-type: none"> • Cambridge Promotion Agency: helping bring wanted private sector investment into the region and aligning appropriate activities that support existing businesses to develop. • The Cambridge Promotion Agency has responded to 125 enquiries in just over a year. Over \$10M has been invested following CPA actions. It is progressing with a 'press office' function. Currently working on three >£M investment leads, potentially >200 jobs. 	
<p>Finance Manage and monitor the delivery of the infrastructure investment programme and relevant City Deal-related expenditure, and bring together appropriate local funding streams to complement and enhance the delivery of City Deal objectives.</p>	<ul style="list-style-type: none"> • The Government consultation on the future of New Homes Bonus has closed and responses are being reviewed. It is not clear when an update will be published. • A medium-term financial strategy is to be considered at this meeting. 	<ul style="list-style-type: none"> • March Assembly and Board: annual Budget setting for GC City Deal.
<p>Governance Create a governance arrangement for joint decision making between the local Councils that provides a coordinated approach to the overall strategic vision, including exploring the creation of a Combined Authority to allow the Councils to collaborate more closely to support economic development.</p>	<ul style="list-style-type: none"> • At the time of writing a proposed Devolution Deal for Cambridgeshire and Peterborough is being considered by all Councils, following consultation over the summer. • In practice if the Devolution Deal is to go ahead, with a Combined Authority established for Cambridgeshire and Peterborough, this would mean that a Combined Authority for Greater Cambridge would not be created. 	<ul style="list-style-type: none"> • November: Councils to consider outcomes of consultation on proposed devolution deal and take final decisions. • Work with the Councils to understand the implications of a Combined Authority, and how that fits with the City Deal.
<p>Housing Explore the creation of a joint venture to drive quicker delivery of 2,000 of the affordable new homes envisaged in the draft Local Plans, potentially drawing in land holdings from the partners and external investment to deliver more affordable housing, and deliver 1,000 extra new homes on rural exception sites.</p>	<ul style="list-style-type: none"> • Work has commenced on a Communications Strategy, which will lead into creating a brand for the Greater Cambridge Housing Development Agency (GCHDA) • The GCHDA are continuing work on numerous schemes. • The GCHDA Management Board have agreed the SCDC self-build vanguard will be managed through the GCHDA. 	<ul style="list-style-type: none"> •

	<ul style="list-style-type: none"> • The GCHDA team is continuing to staff up, with a Technical & Construction Lead to be advertised shortly. • This is the subject of a fuller report on this meeting's agenda. 	
<p>Payment-by-results mechanism Implement a payment-by-results mechanism where Greater Cambridge is rewarded for prioritising and investing in projects that deliver the greatest economic impact over 15 years, commencing in 2015-16.</p>	<ul style="list-style-type: none"> • Officers are working with counterparts from several city-regions around the UK to procure the economic assessment panel, which will serve the city-regions' payment-by-results mechanisms up to 2021. • At the time of writing the framework contract is in the process of being confirmed, and is due to be finalised imminently. 	<ul style="list-style-type: none"> • Work with the panel to develop the generic and local evaluation frameworks.
<p>Skills Create a locally responsive skills system that maximises the impact of public investment, forges stronger links between employers and skills providers, and drives growth across Greater Cambridge, including delivering 420 additional apprenticeships in growth sectors over five years.</p>	<ul style="list-style-type: none"> • 'Form the Future' is reporting good progress against the KPIs in the contract for the City Deal Skills Service. • This is the subject of a fuller report on the agenda for this meeting. 	<ul style="list-style-type: none"> •
<p>Smart Cambridge Explore, in partnership with academic and business expertise, technological opportunities to complement the aims of the infrastructure investment programme and improve the functioning of the Greater Cambridge economy, finding smart solutions to a series of issues constraining the economic growth potential of the area and positioning the area as a Smart Cities leader.</p>	<ul style="list-style-type: none"> • Please see the appended note on Smart Cambridge. 	<ul style="list-style-type: none"> •

Strategic planning

Underpin and accelerate the delivery of the Cambridge City and South Cambridgeshire Local Plans, including undertaking an early review of the Local Plans beginning in 2019 to take into account the anticipated changed infrastructure landscape, and work towards developing a combined Local Plan that includes other relevant economic levers.

- Joint hearings on the Local Plans held in June 2016 with hearings on housing numbers, housing supply, the joint housing trajectory and Green Belt.
- Hearings took place on the Cambridge Local Plan held between June and September 2016.

- November/December: Hearings specifically into the South Cambridgeshire Local Plan begin.
- Further details of Local Plan hearings are to be confirmed by the inspectors.

Extended report on Smart Cambridge

1). Background

This update follows the Smart City Management Platform progress report and approval of the “First steps to Intelligent Mobility” work streams by the Executive Board in July 2016.

2). Overview

- The Smart Cambridge work stream is supporting City Deal objectives by bringing together data on travel in the Greater Cambridge area to help residents and businesses make more informed travel choices; and to utilise emerging technology to make moving around the area by sustainable modes easier, quicker and more reliable. Further information in the [Smart Cambridge](#) brochure.
- Overall progress is good, and the work is in budget and on track to meet milestones set out in the forward plan in July ([Report July 16 Board](#)) , which includes the completion of the first phase of the Smart City Management Platform development in early 2017.
- Two of the three Intelligent Mobility work packages are underway, the third is currently on hold (see below for details).
- There has been a good level of engagement from businesses working in this field and high levels of interest when we have gone to the market to commission goods and services as part of the programme.
- The Smart Cambridge joint delivery team is now in place – with technical resources hosted and managed by the University of Cambridge Computing Service and programme management undertaken from within the Connecting Cambridgeshire team.
- Collaboration and discussion with local Cambridge businesses continues to be positive and productive. Joint work includes development of collaborative bids to the Government’s Innovate UK Centre for Connected and Autonomous Vehicles (CCAV) and Internet of Things(IoT) UK funding competitions.

- The Smart Cambridge programme is increasingly attracting national and international attention from other locations with leading edge Smart City ambitions.

3). Progress summary across all work streams (CMP = Smart City Management Platform, IM = first steps to Intelligent Mobility, O= other related work streams and opportunities)

Page 298

No	Area	Work stream description/status	Progress/activities to date
1	CMP	<p>“Internet of things” capable network and a sensor deployment plan and test-bed.</p> <p>ON TRACK</p>	<ul style="list-style-type: none"> • Deployment of the “Lo-Ra” network (the communications layer that transfers data from sensors to the hub) is proceeding well to date. Hardware purchased, first gateway device installed and in test. Further 9 base station deployments planned, some in collaboration with local tech businesses. • .Mid-range air quality sensor trial almost complete and good quality data successfully obtained. Longer term options being considered and next stage plans being developed, including potential low cost sensor trial. • Funding proposal submitted to Government (Department for Transport – DfT) for sensor deployment trial scheme to optimise coach parking and use of loading bays.
2	CMP	<p>Data hub & associated tools/website</p> <p>ON TRACK</p>	<ul style="list-style-type: none"> • The contract to develop the data hub has been awarded to ITO world and work is underway. • Initial data sets identified discussions underway with Cambridgeshire Highways systems suppliers to identify and agree further data sets. Discussions on-going with Stagecoach to agree access to data. • “Beta” website under construction to collate data sets and is available at: http://smartcambridge.org/

3	CMP	<p>Test-bed applications (including a trial travel-related mobile phone App)</p> <p>ON TRACK</p>	<ul style="list-style-type: none"> • Procurement complete and local Cambridge based company appointed (Building Intellect). • Work has started with an alpha version due early 2017 with a beta version available by mid-2017. This will initially concentrate on sustainable modes of transport and encouraging modal shift. • Further iterations will follow with more functionality and user feedback will be sought to refine the product.
4	IM	<p>Feasibility study on the potential for autonomous vehicle trials</p> <p>ON TRACK</p>	<ul style="list-style-type: none"> • Autonomous vehicle specialists at Cambridge University Engineering Department commissioned to undertake study. • CCAV competition bid being prioritised to meet November deadline. • Report outlining opportunities and feasibility of running autonomous vehicle trails due early 2017.
5	IM	<p>Integrated ticketing and on-line ticket purchase</p> <p>ON TRACK</p>	<ul style="list-style-type: none"> • Report on the opportunities/barriers/issues associated with integrated ticketing and online ticket purchase has been procured and is due to be delivered early 2017.
6	IM	<p>Research/ data-gathering about transport choices</p> <p>ON HOLD</p>	<ul style="list-style-type: none"> • The Cambridge Access Study consultation and engagement process has generated a very significant number of responses which could provide a valuable insight into traveller choices. This means there is a risk of duplication of effort. This work package has therefore been put on hold, and efforts redeployed to other activities, until the Access Study consultation responses have been analysed and will be restarted as required if gaps in research data remain.

7	O	Digital wayfinding at Cambridge station. <i>IN PROGRESS</i>	<ul style="list-style-type: none">• The Smart Cambridge team is collaborating with and contributing to the development of the digital wayfinding work stream for Cambridge station. Following the award of the franchise for the two Cambridge stations to Abellio a project has been underway to agree a station travel plan. Discussions are ongoing to agree the provision of digital travel information screens and integration of appropriate travel data sets to provide better information to travellers about their journeys
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Agenda Item 9



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board 10 November 2016

Lead Officer: Graham Hughes, Executive Director, Cambridgeshire County Council

The Chisholm Trail

Purpose

1. This report summarises the progress being made to deliver The Chisholm Trail, and seeks approval to construct Phase 1 (subject to planning permission being granted).

Recommendations

2. The Board is asked to:
 - a) Note the scheme progress being made in terms of planning approval, land procurement and stakeholder engagement;
 - b) Give approval to construct Phase 1 of the scheme, subject to gaining planning permission;
 - c) Delegate powers to approve the construction contract and selection of contractor for Phase 1; and,
 - d) Support the continuation of land negotiations.

Reasons for Recommendations

- a) Safer, direct and more convenient largely off-road route for cycling and walking;
- b) Improved access and reliability of journey times to employment areas, educational establishments, retail sites and residential centres;
- c) Links into a network of existing cycle routes;
- d) Minimal impact on motor traffic and public transport journey times;
- e) Provision of safe, convenient, direct, non-car access to the main Cambridge railway station and to the new Cambridge North rail station;
- f) Create more capacity for sustainable trips along the rail corridor;
- g) Links to strategic priorities for City Deal Cross City cycle improvements;
- h) All of the above contributing to a positive economic impact; and,
- i) Enhancement of the environment, streetscape and air quality, as well as improved access and linkages to open spaces.
- j) The scheme offers high cost/benefit.

Background

3. In January 2015 the Greater Cambridge City Deal Executive Board agreed that The Chisholm Trail should be part of the City Deal prioritised programme. In August 2015 the Board gave approval to consult on the proposed route, and then on 3 March 2016 the consultation results were reported and approval was obtained to submit a planning application.
4. Full details of the project can be viewed by selecting the option 'The Chisholm Trail' at this link: www.tinyurl.com/hxcv7ms. The strategic and policy basis for progressing the scheme are set out in a previous report, which can be seen at this link www.tinyurl.com/h6lsm5o. **Plan 1** shows the proposed route.
5. Since the project was considered by the Executive Board in August 2015, discussions have been progressing with the landowners, including Cambridge Past Present & Future and Network Rail. Signs are encouraging that some form of agreement can be made in each case. Obtaining planning consent is likely to be a catalyst in finalising the land deals.
6. Land agreements however remain as the highest risk item. Given the project's linear nature, failure to conclude one deal is likely to result in a delay in allowing works to commence, or worse the need to reconsider the route, possibly diluting the benefits in terms of directness, safety and/or pleasantness. Officers will continue to engage closely with landowners in a bid to finalise the land agreements.
7. £8.4m of City Deal funding has been allocated to the project. Although a significant figure, this is still felt to be an appropriate budget given the extensive engineering work required on some elements such as Newmarket Road underpass, the difficulties of construction access, and the likelihood of having to relocate statutory undertakers and Network Rail apparatus. Early work exploring construction, programme and costs has been undertaken with three contractors to test the budget.
8. The project is being developed in two phases, with Phase 1 being progressed through to planning and construction ahead of Phase 2. This is due to development dependencies associated with the Ridgeons (Cromwell Road) site, the City Council depot and Network Rail land. Phase 1 relates to the section north of Cromwell Road, and Phase 2 is south of Cromwell Road. **Plan 2** shows the phasing.
9. To complete the Chisholm Trail and to make the onward link to the new station and Busway route to St Ives, a crossing over the River Cam is needed. A planning application to build the Abbey-Chesterton Bridge is being considered by Cambridgeshire County Council's Planning Committee on 15th December. The delivery of this bridge, subject to gaining planning consent and the necessary land, is anticipated in 2018.
10. A Local Liaison Forum (LLF) is now established which combines The Chisholm Trail and Abbey-Chesterton bridge. The LLF has met twice in public, following an initial set up meeting. Generally the public and stakeholders are supportive of the project.

Value for money case

11. Initially The Chisholm Trail was assessed alongside other potential Tranche One City Deal projects and was found to offer good economic benefits within the long list of schemes being considered. The narrative around improved journey ambience and improved linkages to key destinations has been tested further by independent

consultants, and has been found to give a cost benefit ratio of 3.04:1. This is based upon the Department for Transport's Active Mode Appraisal Toolkit, and as such the scheme can be regarded as having a high benefit cost ratio.

Planning and Commons Consent

12. A planning application for Phase 1 of The Chisholm Trail (Coldhams Lane to the river) was submitted in late July and (validated in mid August). The planning application can be viewed at www/tinyurl.com/hsuy492. A number of matters of clarification and additional information relating to ecology, drainage and transport were required. These have led to some delays in the process.
13. A petition objecting to the scheme was submitted along with one of support, resulting in a Development Control Forum (DCF), which is to be held on 26th October. The purpose of the DCF is to try to reach a compromise with objectors. The application will be determined by the Joint Development Control Committee in January. The planning process will test the environmental impacts of the scheme and consider the mitigation measures proposed.
14. To widen paths on Coldham's Common, consent from the Secretary of State is required. The County Council have recently completed this process for works on Midsummer Common, but in this case at least one objection is likely from a local group opposed to any development on the common. A Public Inquiry may therefore be required.
15. A public Inquiry would have a minimal impact on the programme, as works on Coldham's Common could take place after the construction of the Newmarket Road underpass, however there is a risk that permission to widen paths is not obtained, and thus the onward link from the underpass and the routing of the trail would be less direct. A more conservative approach would be to await Commons Consent before building the underpass, but this would give a delay of 3-5 months with work not commencing until early 2018.

Phase 1 Construction Procurement

16. Processes to procure a contractor to build the scheme are underway. A 'mini tender' will be undertaken through the County Council's Eastern Highways Framework contract. Six companies will have the opportunity to bid for the work based on a 60/40 quality/cost split. Officers will evaluate the tenders, and a moderation exercise will then be undertaken by Procurement staff.
17. The preferred tenderer will emerge as the company with the highest score from the quality/cost process. It is recommended that the final decision to award the contract be delegated to the Executive Director of Economy, Transport and Environment, Cambridgeshire County Council, in consultation with the Chair and Vice Chair of the Greater Cambridge City Deal Executive Board.
18. It may be possible to combine Phase 1 of The Chisholm Trail and Abbey-Chesterton bridge into one construction project which could give efficiencies. Approval to construct Abbey Chesterton bridge is a decision for Cambridgeshire County Council's Economy and Environment Committee. The decision is currently programmed for the meeting on 12 January 2017.

Phase 2 Development

19. The current plan is still to deliver routes on the east and west side of the rail line from Coldhams Lane to link up to Cambridge Railway station. This requires the use of lightly trafficked roads, Network Rail land and development land associated with Ridgeons and the City Depot site. Planning consent is not needed for on road sections.
20. In trying to progress plans for Phase 2 the Project Team is effectively constrained by the pace of developments, and by Network Rail's potential future aspirations for its land, possibly to be retained for rail purposes such as overnight storage of Crossrail rolling stock. A possible solution would be to consider an alternative means of taking the Trail to the station by the use of a new bridge over the rail line between Mill Road bridge and Coldhams Lane. The idea of a new bridge linking Romsey with Petersfield was raised during the public consultation on the Ridgeons development, and as a result of safety concerns around cycling on Mill Road bridge. **Plan 3** shows the area in question. In due course, and with population and employment growth, the current Phase 2 proposals as well as the bridge, would be worthy of consideration in ensuring a comprehensive and convenient network for pedestrians and cyclists in the Romsey and Petersfield areas.
21. The initial Phase 2 proposals included a ramp or bridge link to Carter Bridge. Officers are working up some options for improvements to Carter Bridge that include making it easier to maintain in future.

Summary

22. It is recommended that the City Deal Board endorses the officer recommendations to progress the project to construction.
23. The following table provides outline dates for delivery:

#	Milestone or Phase	Date
1	Initiation – Project Initiation Document and preparation	Complete
2	Route profiling and outline phasing	Complete
3	Public consultation and exhibitions	Complete
4	Land negotiations, and Phase 1 Planning Application submission	Complete
5	Board approval to construct Phase 1 scheme	Autumn 2016
6	Detailed design, preparation of contract documents and appointment of contractor for Phase 1	Summer 2016 to Spring 2017
7	Finalise necessary land and permissions for Phase 1 and mobilise contractor.	Summer 2017 to Autumn 2017
8	Finalise Phase 2 in readiness for Planning Application	Summer 2016 to Spring 2018
9	Construction of standalone phases (those north of Coldhams Lane first, as they are not dependant upon development sites)	2017 to 2020

Implications

24. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial and Other Resources

The current budget of £8.4m is felt to be appropriate

Legal

No significant legal implications have been identified at this stage, although they may emerge as the project progresses through statutory processes.

Staffing

Project management is undertaken by Cambridgeshire County Council's Major Infrastructure Delivery Team.

Risk Management

A comprehensive project risk register is available.

Climate Change and Environmental

The proposed measures have the potential to reduce congestion and improve air quality in the longer term through encouraging a shift towards sustainable transport modes.

Consultation Responses and Communication

Extensive public consultation has been undertaken. A Local Liaison Forum has been established.

Community Safety

The largely traffic free nature of the new route will make for safer journeys away from motor traffic.

Background papers

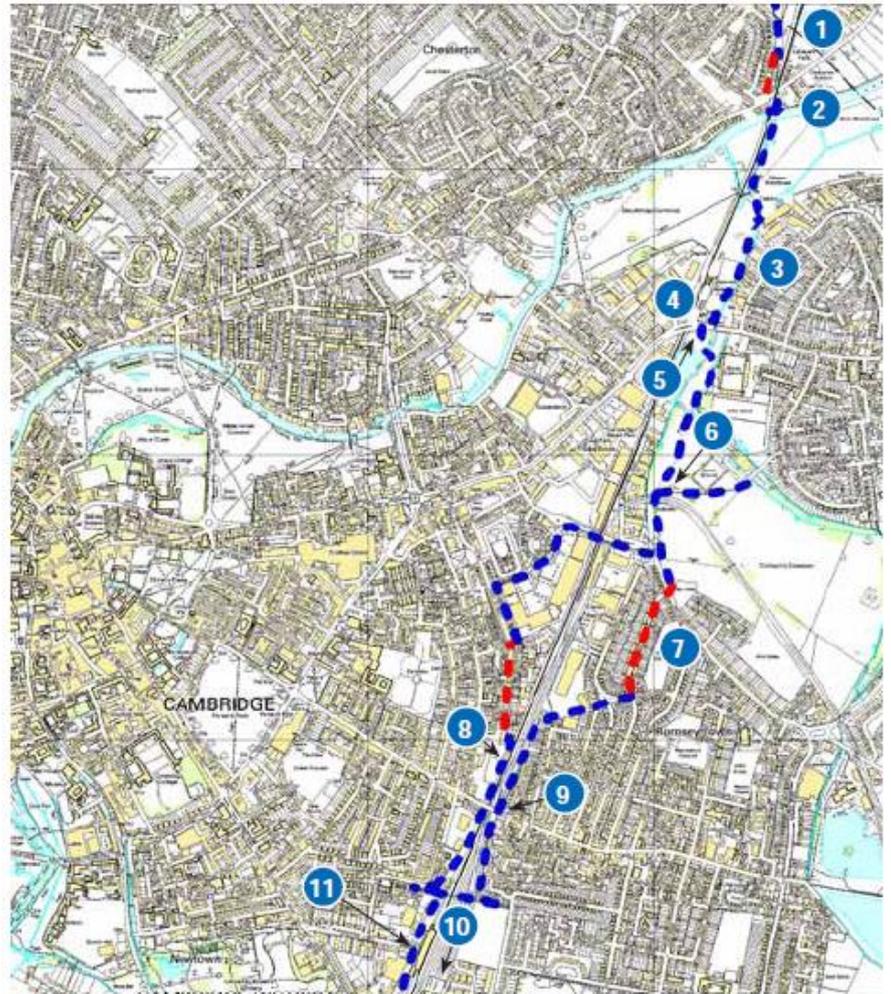
No background papers were relied upon in the writing of this report.

Report Author: Mike Davies – Team Leader (Cycling Projects), Cambridgeshire County Council
Telephone: 01223 699913

PLAN 1 – Proposed route

The outline of the route can be described as follows:

1. Planned link to new rail station at Chesterton and The Busway cycle and pedestrian route to St Ives.
2. New bridge over the Cam alongside the mainline railway bridge (a separately funded project).
3. Cambridge, Past, Present and Future's land makes the crucial link between Coldham's Common and Ditton Meadows.
4. The Leper Chapel (Chapel of St Mary Magdalene) would become a focus of the route and enhanced by landscaping.
5. New access under Newmarket Road.
6. Existing underpass under Ipswich Line.
7. From Coldham's Common along Brampton Road or Cromwell Road and through the planned Ridgeon site development.
8. The route to the west of the railway line crossing the existing cycling bridge, links through the Beehive Centre, along Ainsworth Rd and along the edge of the City Council's Mill Road Depot.
9. Pass under Mill Road side arches on both sides of the railway, thereby avoiding dangerous crossings.
10. Along the railway line to the Carter Bridge from Devonshire Road to Rustat Road.
11. From Carter Bridge to The Busway via the main Rail Station

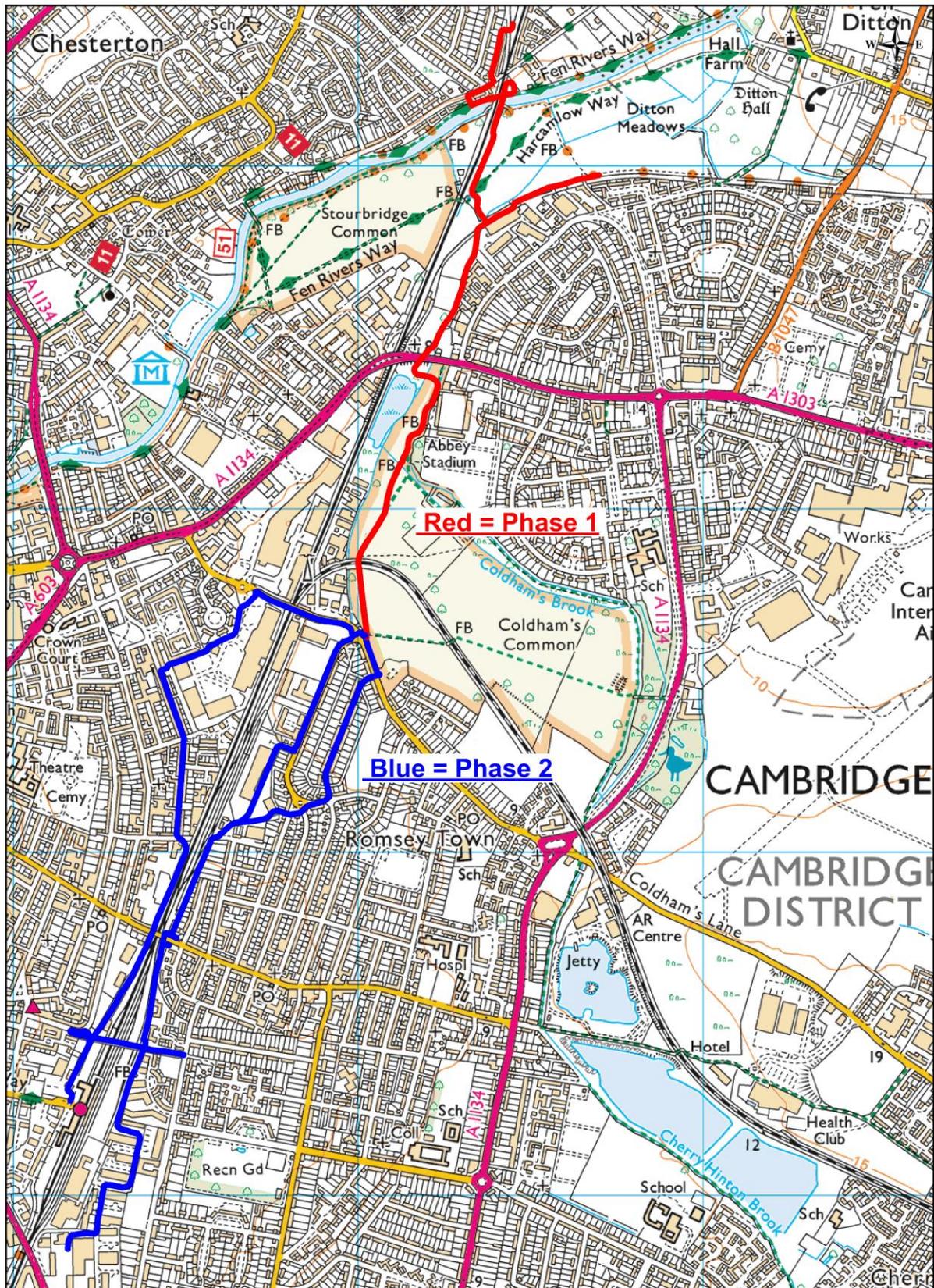


Map showing the proposed route of the Chisholm Trail from Cambridge Central Station to the planned Cambridge North Station at Chesterton

KEY

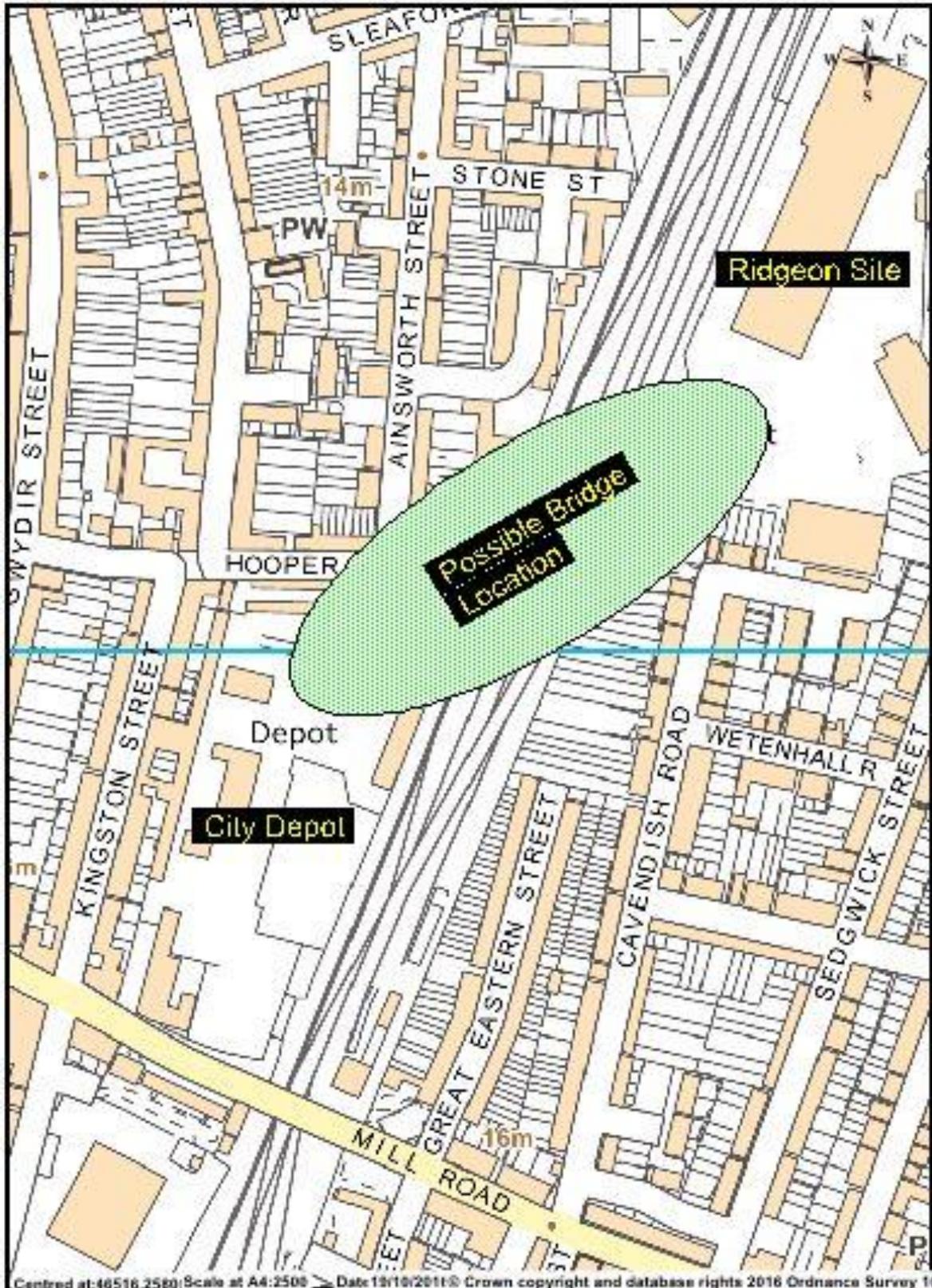
- On quiet roads
- - - Traffic free sections and paths

PLAN 2 – Scheme Phasing



Scale (at A3): 1:10000 Centred at: 547326,258594 Date: 10/10/2016 By: fh302 © Crown copyright and database rights 2016 Ordnance Survey 100023205

Possible Bridge Location



Agenda Item 10



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board 10 November 2016
Lead Officer: Stella Cockerill, Skills Lead – City Deal Partnership

Building a locally responsive skills system - progress update

Purpose

1. This report seeks to review the progress that we have made from September 2015 to August 2016 against the skills related commitments that are articulated in the City Deal. Specifically, it focuses on three key areas; firstly, a review of the performance of the Local Skills Service (Form the Future), secondly, a review of our progress against the skills related commitments in the City Deal (including recommendations for future activity) and finally, a review and recommendations about the way we measure our progress moving forward.
2. We set out to enable a new wave of innovation-led growth by investing in the infrastructure, housing and skills that will facilitate the continued growth of the Cambridge Phenomenon. To achieve this, we need to develop a locally responsive skills system that will drive business growth in our STEM based priority sectors (professional scientific, bio-medical, clean-tech, technology, and advanced manufacturing). However, our ambitions are also to enable the wider population of Greater Cambridge and the surrounding area, to benefit economically from that growth. Therefore, our approach to skills must be wide enough to impact on all our businesses and provide an appropriate workforce to support growth, whilst at the same time continuing to place an emphasis on our all-important growth sectors, which define the unique nature of Greater Cambridgeshire.
3. To successfully develop a locally responsive skills system we need to focus on the three areas below.
 - **Stimulating the demand from businesses, ensuring they can articulate their skills needs**
 - **Providers able to offer high quality training to meet the skills needs of businesses**
 - **Supply of an appropriately skilled workforce**

In addition, what is vital is that we are developing a strong connectivity between employers, providers and young people (the potential workforce) ensuring that the career aspirations and skills of our residents are aligned to the needs of our local businesses.

4. It is useful to remind ourselves about the skills related commitments that we undertook. These activities are general as opposed to being focused on our STEM based growth sectors alone. Extracts from the City Deal can be found in Annex A but they can briefly be summarised as follows;
- Create locally funded skills teams to work with Small Medium and Enterprises in the area to develop training plans and to act as co-ordinators to ensure training aligns with employer need
 - Establish a skills action plan for each of the priority sectors including identifying the Apprenticeship framework offer
 - Create locally funded Adult careers teams to enhance Information Advice and Guidance in growth sectors based on strong Labour Market Information
 - Develop Labour Market Intelligence to inform the provision of information, advice and guidance for young people, providers, parents and employers
 - To work closely with the National Careers Service local offer
5. In response to the activity we proposed the SFA and BIS (as it then was) made a financial commitment to support the growth of apprenticeships (the funding model is a lagged model so significant growth would require a commitment from the SFA that funding would be made available to providers) and that the National Careers Service would work with us to align local activity. These are the skills outcomes that the City Deal agreement identifies;

Over 5 years from 2014/15

- 420 additional Apprenticeships to support growth sectors (baseline of 113 from final year data 2012)
 - 50 more employers engaging with schools and colleges
 - 25 more employers engaging with traineeships
 - 150 more employers raised awareness of apprenticeships
6. In September 2015, we set up our own local skills service to cover the City Deal area. The current contract runs until August 2017 and is delivered by Form the Future. This service provides brokerage between businesses and educational partners to support the development of young people's employability skills. It does seek to promote the growth sectors but provides a broader service for all young people. It also focuses on promoting apprenticeships to young people and will refer employers to training providers where an employer requires information or support to identify their skills needs or requires help to find an appropriate training provider. The local skills service does not develop curriculum nor is it approved to deliver training or apprenticeships. Their focus is primarily about bringing employers and schools closer together to support young people to be aware of, aspire towards and be ready for the opportunities in the local job market. The design of the local skills service is such that it would seek to hit the latter three skills targets above but it would not on its own increase the number of apprenticeship starts. Its role does include the promotion of apprenticeships to young people in schools. A summary of the performance of the local skills service's first year can be found in the rationale for recommendations. The Board might also wish to refer to the interim evaluation of the Form the Future contact.

Recommendations

7. We are seeking the Board's endorsement for the following eight recommendations;

LOCAL SKILLS SERVICE

- i. To extend Form the Future's contract for another 12 months (September 2017- August 2018). The contract for 2017/18 will place more emphasis on outcomes as opposed

to activity and we will be benchmarking the service to ensure we are achieving value for money. The evaluation at the end of year 2 will provide an opportunity to assess the impact of the local skills service. The contract is meeting its targets, and the demand from schools appears to be high, but it is too early to assess the full impact. However, we expect there to be a continued need for brokerage support. A full evaluation will be undertaken at the end of the academic year 2016/17 to review impact and value for money. We will in 2017 need to look at the longer-term funding position and sustainability of the service.

- ii. To set aside £160,000 for the academic year 2017/18 and assume a continuation of funding for a brokerage service in 2018/19 at approximately the same funding level.
- iii. To review the focus and targets for the period of 2017/18 and begin contract negotiation along these lines. The contracted figure is based on 30 schools with an average of £5,000 worth of support for each. We will also review funding rates to ensure they are in line with current market rates for similar services and there will be a greater emphasis on outcomes and impact rather than activity. The nature of the contract will be refocused slightly to ensure that we are focusing on the feedback from schools and businesses. We will continue to place an emphasis on the numbers of businesses engaged with an emphasis placed on encouraging businesses from the growth sectors to get involved.
- iv. Set aside £35,000 for the period January- December 2017 and assume a continuation of this into 2018, to develop Career Champions in schools to develop their capacity to engage with the Local Skills Service and support the careers conversation with young people in line with our economic needs.

STIMULATING THE DEMAND FROM BUSINESSES AND ENSURING PROVIDERS CAN DELIVER THE TRAINING BUSINESSES NEED

- v. To endorse the approach to progressing with the development of Labour Market Information to inform the Information Advice and Guidance for young people adults, providers, parents and employers and support the work of the Local Skills Service and National Carers Service. There is no cost to the City Deal as the costs are being met by GCGP and Cambridgeshire County Council as part of their wider work on Signpost2Skills and the Area Review.
- vi. To begin negotiations with Cambridge Regional College to develop an outcome based activity plan that will support businesses to understand the changes in relation to apprenticeships and the levy and carry out Training Needs Analysis (TNA) to help businesses to identify their skills needs. We ask the Board to set aside £60,000 from January – December 2017 with an assumption of continuation at the same level into 2018/19. There will be a focus on developing stronger engagement with all employers in the growth sectors to enable us to aggregate skills demand creating a greater chance of financial viability to invest in developing new curriculum areas (Apprenticeship Standards). Funding will be activity based and outcomes will be articulated by the number of employers receiving information about apprenticeships, number of employers receiving a TNA, new Apprenticeship Standards added to the curriculum offer or in development and employers recruited to the Apprenticeship Ambassador and Enterprise Adviser Networks. There will be an expectation that Cambridge Regional College will draw on and broker to the GCGP provider network if appropriate. A skills action plan will be developed for the following sectors;
 - Advanced Manufacturing
 - IT
 - Construction & Infrastructure

- Engineering
- Health and Science/Life Sciences

MEASURING OUR PROGRESS

- vii. To endorse a revised approach to how we measure progress towards the 420 Apprenticeship starts and gain agreement from the SFA and BEIS to our approach.
- viii. To endorse our approach to recording and monitoring the additional skills related outcomes in the City Deal

Reasons for Recommendations

Local Skills Service Year 1 Performance update- the continued need for brokerage support to develop employability skills and promote apprenticeships

8. There has been a significant engagement with the brokerage service by both employers and schools and the contracted outcomes have in the main been achieved or in some instances we are ahead of the contracted profile of activity. The contract for the Skills Service is primarily about brokering employer contacts into schools to support a range of events or activities. There is also a need to develop young people's aspiration in a way that reflects the needs of industry and they are supported to make good career decisions based on robust information. Young people and adults (particularly those not currently employed) need to better understand what employers want and what the different pathways are to support their chosen career path, as well as being clear which employers might provide those job/career opportunities. It is too early to be able to assess the impact of the Local Skills Service but the outputs in the contracts are performing well. We are mindful of the fact that schools are currently booking activity two terms in advance and hence we will need to be able to confirm the position post September 2017 by January 2017 at the latest, hence the request now to extend the contract for another year pending a fuller evaluation. Activity of the Local Skills Service will broadly remain the same in 2017/18 but there will be a greater emphasis on the engagement of all schools and a focus on those areas that have been proven to be successful and or that schools are demanding.
9. Form the Future have completed their own end of year evaluation (see Annex C). GCGP has also been working with the Head Teachers and Principals to understand their views of the service. These discussions have informed the recommendations around the need to add capacity in schools to engage with the Local Skills Service. We are also aware that there is limited ability to assess the impact of the events that the City Deal is supporting. GCGP has offered to work with all schools to develop their strategic plans and an aspect of this will look at how they can more effectively evaluate interventions and understand which activities are having the biggest impact. This will take two or three years to embed and obtain useful data sets but it will help us to understand which activities the Local Skills Service should focus on in 2017/18.
10. We have also observed that the level and type of Labour Market Information (LMI) needs to be enhanced. GCGP is working alongside the County Council to develop the Labour Market Information that will support the Careers Conversation. We are refreshing the economic analysis as part of the Area Review. We will be consulting with schools and colleges about the best way to collate this data and how to ensure staff are aware of the local economy and able to feed this data into the careers conversation.
11. Strengthening the Local Skills Service offer by providing additional funding to develop the capacity of schools to fully engage with the Local Skills Service and provide 'career coaching support' to young people to help them to make sense of the employer

interventions that the Local Skills Service delivers. Teachers play a pivotal role in influencing the career decisions and we want to ensure teachers are informed about the local job market, different pathways such as apprenticeships and who the local employers are that have entry point jobs. This is to ensure young people are appropriately supported to make informed decisions about their career pathway and that their aspirations and choices are fully informed by Labour Market Information (including aspirational sectors, and identification of the opportunities generated by the infrastructure and housing developments and the creation of 44,000 additional jobs across the City Deal area). The proposal includes upskilling staff to Level 6 in careers related qualifications and training teachers/staff in schools to support young people through a careers coaching model. We plan to work with 8-12 schools on pilot basis.

12. The Careers Enterprise Company has released a mentoring fund and we are awaiting the outcomes of that tendering process. We will seek to direct some provision towards the City Deal area (schools have registered an interest in this type of support) but this may not be delivered by our Local Skills Service.
13. The funding for the Skills Service in Greater Cambridge area can be reduced for several reasons;
 - To allow for the fact that East Cambridgeshire is now being supported via GCGP from another Skills Service. The current contract that Form the Future have is mainly funded by City Deal with a contribution from GCGP. This reduction in the funding to the local skills service does not represent a reduction in the resource available for Greater Cambridge schools.
 - GCGP is funding a full-time member of staff to support the work in the City Deal area and develop strategic plans with all schools as well as also providing support for businesses engagement.
 - GCGP is currently working with the SFA Ambassador Network and the SFA's approved provider to develop apprenticeship information events for schools supported by a network of existing apprentices and the GCGP provider network. This will be free to schools.
 - To bring the costs of this Local Skills Service more in line with comparative services.
 - GCGP has commissioned a Careers & Competition Fair (June 2017) in partnership with World Skills UK and the Chamber of Commerce which will be available to all schools. There are also a series of jobs fairs that will be delivered across the LEP area and this will complement the offer locally and be available to City Deal schools free of charge. We expect to continue with the LEP wide approach in 2017/18.

BUSINESSES NEED TO BE ABLE TO IDENTIFY HOW THEIR INVESTMENT FOR SKILLS WILL SUPPORT THEM TO GROW

14. Our focus is to provide better connectivity between employers, providers and young people, creating a balance of supply and demand. We have focused so far on the relationship between schools and employers. This needs to continue but there is a need for us to also invest our efforts in supporting businesses to identify and articulate their skills needs and for the provider base to develop its offer in response to the needs of businesses and prepare for the change from apprenticeship Frameworks to Standards. With the changes to both the curriculum content of apprenticeships (move from Frameworks to Standards) and the way apprenticeships are funded there is a need to

change the way providers develop their offer. With most employers being small and medium sized they are unable to commission providers on their own as they will not be wanting high volumes of apprenticeship starts. We need therefore, to focus on the aggregation of skills needs from several small employers to generate sufficient interest at any one time to make it viable for providers to deliver the required training.

15. Employers might need support to identify exactly what skills they need, who can deliver it and how they can ensure a continued supply of appropriately skilled workforce. They need high quality providers that can deliver what they need when they need it. Changes to public funding for skills and the introduction of the levy coupled with the changes from apprenticeship frameworks to standards mean many employers are left confused and in need of information. They will all need to develop strong relationships with providers to ensure someone can deliver the training they need, to a high standard and for an acceptable cost.
16. We had expected that there would be an ESF funded contract that would support the development of Training Needs Analysis. This activity was delayed for various reasons by the SFA but the contract has recently been agreed. GCGP will be meeting with the successful provider to understand and influence what might be delivered in the City Deal area to support our objectives. However, this may not be sufficient and is likely to focus on higher skills and may not cover all the sector areas we wish to cover. It is, therefore, recommended that we instigate our own local activity. The current Local Skills Service does not, nor was it expected, to deliver this type of activity. We would need use SFA approved training providers/colleges.
17. It is recognised that many employers are confused by changes in the skills system and there is a need to support them to understand more fully what the changes can mean for them. There is momentum for this and the GCGP provider network is developing resources that they will use with their employers and make available to groups such as Cambridge Ahead to promote amongst the business community. However, we need to ensure that the employers that are not currently engaged also receive this information and we need to target the sectors we wish to grow. We also need to ensure that this connection with employers identifies the skills needs from employers as well as cascading information.

PROVIDERS NEED TO UNDERSTAND WHAT EMPLOYERS WANT AND NEED

18. They need to gather this intelligence effectively and robustly to enable them to plan their curriculum development. This is even more critical considering policy changes that will, from April 2017, direct funding to employers rather than to providers. There are huge opportunities for providers to work with employers to tailor their offer of training but the new model does create risks for providers to develop new areas of curriculum. They need to be able to develop their offer with a clear understanding of which employers will need it and that there is a sufficient demand for it to make delivery financially viable.
19. We need to encourage and support the provider base to explore and develop the curriculum offer in relation to our growth sectors. We need to ensure that our local providers can deliver a relevant range of Apprenticeship Standards that meet the needs of businesses in our priority sectors. We are currently doing work as part of the Area Review to understand the gaps in more detail but know that we will need to strengthen our offer in our priority sectors if we are to see the type of growth we need to deliver. In short we must develop the offer.

20. We will develop Skills action plans in five of the STEM based growth sectors that will support economic growth, which are;

- Advanced Manufacturing
- IT
- Engineering
- Health and Science/Life Science
- Construction.

This is a new addition because whilst it is not a STEM based growth sector as such it is critical to the plans for economic growth across the priority sectors and in Greater Cambridge. The planned developments for the A14 and housing will have a huge impact on skills demand in construction and failure to respond to this will impact on the wider success of the City Deal.

21. The outcomes will be;

- Businesses provided with information about Apprenticeship Standards and the levy
- Training Needs Analysis carried out on businesses in the five sectors identified above
- Apprenticeship Ambassadors identified and recruited to support us to engage more employers
- Enterprise Advisers recruited to support strategic work in schools
- New Apprenticeship Standards developed or in process of development
- Top employers for entry point jobs from the priority sectors identified (shared via newsletter, job fairs and GCGP top employer booklets)

Measuring success

22. The table below provides details of current activity for generic non-apprenticeships targets that are in the City Deal area. The Local Skills Service (Form the Future) will provide the evidence behind many of these, but not all.

Target	Progress	Comment
420 Apprenticeship starts	Q3 Aug- Apr 2015-16 Apprenticeships all sectors under 24 year olds 360 L2 apprenticeships 250 L3 apprenticeships 20 L4 apprenticeships Total= 630	Need to agree approach i.e. what we include then we can run a progress report Apprenticeships by sector across all ages Levels 2-4 180 in Engineering 40 in IT None in Science and Mathematics Biggest sector areas for apprenticeship delivery are Business Admin = 290 Retail & Commercial Enterprise = 250 Health and Public are = 200
Development of Skills Action Plans	No current activity but included in recommendations	
Development of LMI to inform Careers and Information Advice and Guidance	In progress	GCGP LEP wide activity driven by Area Review
Launch Local Skills Service	Broadly met but the remit/coverage is not as full as we described it in the City Deal Document	Note we have not included the remit of helping businesses to do TNA and develop new apprenticeships but this has been added in the recommendations
Launch Adult Careers Service	No activity	Would require a separate review and suggestions as to potential costings. LMI activity will enhance the National Careers Service offer but not add resource to deliver it

Target	Progress	Comment
		<p>Could extend this Career Coaching to staff supporting adults if it is successful.</p> <p>There is a question mark about whether we need to invest more resource for staff supporting adults. Requires further investigation</p>
25 Traineeships	Zero baseline 2014/15	Activity can be picked up via GCGP and CRC normal activity. There is not likely to be much demand for Traineeships in the growth sectors.
150 Employers made aware of Apprenticeships	Need to start afresh to ensure being made aware in the light of changes, particularly the apprenticeship levy	Included in the recommendations We are awaiting final guidance on the levy in October and providers have been holding communicating to employers until the detail has been confirmed. GCGP provider network planning an event January 2017
50 More employers engaged with schools	Data for this baseline is not collected by DfE or Local Authorities	Employer engagement is strong with Local Skills Service with over 250 businesses

23. Having reflected on the range of outcomes that we are expected to deliver it is recommended that we review our approach to measuring our progress and impact. The City Deal agreement places an emphasis on the number of apprenticeship starts as a means of assessing our impact on the wider skills agenda. We are tasked with supporting the existing businesses and creating 44,000 additional jobs. If we choose to only focus on apprenticeships in the priority growth sectors we will fail in our attempts, to meet the skill needs that these 44,000 jobs will generate, because the additional 44,000 jobs will be across a range of sectors and occupations. The people employed will represent a mixture of skills levels and age ranges. We need to focus on the areas that will enable us to drive the Cambridge Phenomenon without ignoring other areas. For example, the impact of the housing and infrastructure planned on the demand for skills in construction will be significant. Currently we have not included construction related occupations such as plumbers, electricians and bricklayers in our apprenticeship targets but we will need to supply the demand here if the construction companies are to deliver on that agenda.
24. If our focus is in part to enable the population of Greater Cambridge to benefit from the Cambridge Phenomenon we need to be cognisant of the fact that we will need to include a wider range of apprenticeships than just the STEM related occupations and jobs if we are to have an impact on the wider community.
25. The SFA have not prescribed which sectors they expect to see the 420 apprenticeships in, the agreement refers to the ‘apprenticeships that support the growth sectors’. Arguably all employment impacts on inward investment decisions and businesses ability to attract the workforce they need to the area. For example, if we do not have good schools and leisure facilities employers of growth sectors will not want to move to the area. If we do not have bus drivers we cannot transport the workers to work. The system is all interlinked.
26. The growth sectors will demand an offer at level 3 and above. It makes little sense to not include higher apprenticeships (at Level 4). We propose to seek SFA agreement that these apprenticeships should be included, given their benefits to the wider economy.
27. We are targeted to deliver 50 Traineeships. These will be almost impossible to achieve via the growth sectors as there will be little employer demand for below level 2 jobs.
28. It is proposed that we will present the SFA with a list of what we propose to include in the Apprenticeship categories but they will follow the broad principles below. The reason for including all apprenticeships in the target is quite simply that apprenticeships are business

led. If businesses are investing in jobs and skills they are doing it because there is a need, why then would we not count every start as a success. However, by retaining the breakdown we can evaluate our impact on those areas that we are seeking a step change in. The target for 44,000 jobs is not restricted to STEM or priority sectors; we are proposing that we are consistent with our approach to apprenticeship jobs. We will provide a breakdown of actual starts by framework/standard in the categories, high, medium and low (see the section 31 table below).

29. We want to achieve the 420 target in a way that supports growth sectors, promotes opportunity and supports the Cambridge Phenomenon. If we restrict this to the growth sectors alone we are in danger of missing skills and occupations that vital to supporting the growth sector but they are generic in their title. For example, Leadership and Management, Sales and Accountancy. We cannot identify from the apprenticeship data which sector these generic apprenticeships relate to. Further, if the Board wishes to retain a priority sector focus in terms of what we include in the target, we will need to invest considerably greater sums in the development of of the offer and the stimulation of demand for apprenticeships from businesses.

30. The table below provides an outline as to how we would report our impact on apprenticeships to the City Deal. Shaded areas represent what we would include in the target provided by the BIS/SFA now the DfE. Our initial conversation with DfE and the SFA indicates this approach would be acceptable. We will add the STEM based frameworks and standards as high priority. Those apprenticeships that are in cross cutting occupation will be classed as medium because there is the added complication that we cannot identify from the apprenticeship description which sector the worker is employed. For example, an accountancy apprentice could be working in Retail, Finance or a Life Science organisation. Business growth will require skills across functions such as accountancy, management and leadership, marketing and sales to support their growth. We will add Construction here as it is key to the housing and infrastructure plans for the City Deal. We will categorise those with the least impact on the growth sectors as low priority. We will not have been seeking to direct resource towards these areas but will seek to count and record our progress with these. They are all important in terms of sustaining vibrant and diverse communities.

31. We will provide DfE and the SFA with a brief update on our activity and progress against the skills related outcomes in the plan. We will present our methodology and rationale for measuring the 420 apprenticeship starts for formal written sign off.

Type of apprenticeship framework or standard	16-18	19-23	24+		Apprenticeship Category
				We will measure apprenticeship starts in the City Deal area as identified by the Postcode of delivery on the ILR. This will be the provider location or employer location	<div style="background-color: #d4edda; padding: 5px;"> <p>High Occupations that are relevant to the growth sectors</p> <ul style="list-style-type: none"> • STEM • Clean Tech • Life Sciences, Health & Science • Engineering • IT </div> <hr/> <div style="background-color: #d4edda; padding: 5px;"> <p>Medium <i>Non-growth sector but key to underpin City Deal Ambitions</i></p> <ul style="list-style-type: none"> • Construction <p><i>Unable to identify the sector by the apprenticeship title</i></p> <ul style="list-style-type: none"> • Management and Leadership • Customer Service and Business administration • Marketing and Sales • Accountancy </div>

					Low <ul style="list-style-type: none"> • Hair & beauty • Hospitality • Health and Care • Education <i>Not an exhaustive list</i>
Traineeships	x	x			
L2	x	x	x		
L3	x	x	x		
L4 and above		x	x		

Options for measuring the 420 Apprenticeship starts

- If the Board wished it could seek to only include those Apprenticeships in the growth sectors. This would be a challenging target and would require significantly more investment and engagement with businesses (Training Needs Analysis) than has been factored into the funding request in this report. It would require the development of several new Apprenticeships Standards. Challenges associated with this would include; the time it takes to develop a New Standard (on average 18 months) and the cost of releasing staffing to undertake this activity (this is an issue if providers do not already have a relationship with the employers in this area. This would be a high-risk investment for a provider). We would expect providers to be continuously developing their offer but they will need to balance that with delivering services where the income stream is more established and therefore certain.
- The Board might wish to only include the high and medium priority apprenticeships but exclude those that sit firmly in vocational areas that are not the growth sectors. The impact of this would be that we will not be capturing the skills activity generated by the targeted 44,000 jobs or recognising the impact that the education, health and leisure facilities make to employers when choosing where to locate their businesses.

Considerations

32. DfE and the SFA have been consulted by both Cambridgeshire County Council and GCGP and we have taken their guidance into account in proposing the amendments to our approach and the method of measuring our impact and success in relation to the apprenticeship target.
33. GCGP has undertaken discussion with Cambridge Regional College to understand their current offer and plans for curriculum development and employer engagement. However, we would need to agree with them the detail behind the proposal's that identify them but there is an expectation that we might want them to increase activity and a clear willingness for them to respond to the direction of the City Deal Board. The detail of the funding and the outcomes we would be looking for has not been discussed.
34. GCGP has had conversations with Form the Future and there is a desire on their part to continue to deliver for another year but the detailed conversation about what the focus of activity would be and the funding has not started.

Background Papers

- Annex A - Extracts from the City Deal agreement
- Annex B - GCGP Summary of Skills Service Contract Performance
- Annex C - The Local Skills Service - Form the Future's Self Evaluation of the first year

Report Author: Stella Cockerill – Skills Lead GCGP
Telephone: 07715 640107

Annex A – City Deal Agreement Extract

A locally responsive skills system that will support Greater Cambridge's growing sectors

To maximise the potential of the area, City Deal partners want to create a locally responsive skills system that will maximise the impact of public investment, forge stronger links between employers and the education system and drive growth across Greater Cambridge. There are three aspects of an integrated programme that will support growth sectors (professional scientific, bio-medical, clean-tech, technology, and advanced manufacturing) and deliver the next wave of the Cambridge Phenomenon:

1) Supporting employers to increase training

Greater Cambridge will create and locally fund Local Skills Teams to work with small and medium-sized businesses in the area to support development of their training plans, including a five year funding commitment from the employer. Local skills teams would provide a co-ordination and brokerage role between businesses, training providers and the local community, bringing together providers and businesses to jointly develop training that meets employers' needs and supports growth.

2) Enhancing Information, Advice and Guidance in growth sectors

City Deal partners will build on a successful model established in early 2013 by the Cambridge Area Partnership, in which local businesses aim to provide support for all schools and colleges in the area. Greater Cambridge will accelerate the programme using independent advisors to offer information and advice on careers in growth sectors, creating and locally funding Adult Career Team Advisors. It will work in partnership with the National Careers Service so as to avoid duplication and align services delivered locally through the National Careers Service to provide up-to-date Greater Cambridge-centric careers advice and guidance based on local labour market information about growth sectors, and will raise awareness amongst young people of science, technology, engineering and maths career choices. It will also broker more strategic links between business and the education sector to encourage more business involvement in schools and colleges, and greater uptake of training such as traineeships and Apprenticeships, in line with the Government's objectives.

3) Increasing the uptake of Apprenticeships in growing sectors

By working more closely with employers and young people, City Deal partners will generate increased demand for an additional 420 Level 2 and 3 Apprenticeships over five years in areas aligned to Greater Cambridge's growth sectors. In return, Government commits to ensuring that funding is made available within the skills system over the five years of City Deal from 2014/15, in line with the level of demand brought forward from employers. Usual Adult Skill Budget funding parameters will apply and this additional capacity will be drawn down when demand outstrips existing local budget capacity. Subject to affordability and meeting performance and quality thresholds, additional funding will be available to support increases in 16-23 year old Apprenticeships through the growth process.

Through the City Deal, partners commit to greater alignment of learner demand with employer need, making the skills system more responsive locally:

- delivering 1,556 apprenticeships aligned to local growth sectors; 420 of which are additional;
- supporting local growth in SMEs and larger employers in growth sectors; and
- and supporting industries linked to the central government's Industrial Strategy.

The locally responsive skills system

Greater Cambridge commitments	Central Government commitments
<ul style="list-style-type: none"> • Create locally-funded local skills teams to work with small and medium-sized businesses in the area to develop training plans and to act as co-ordinators to ensure training provision aligns with employer need. • Establish skills plan/ action plan for each of the priority sectors including identifying the Apprenticeships framework offer. • Create locally-funded Adult careers teams to enhance the delivery of information, advice and guidance in growth sectors – based on local labour market intelligence provision and working with local businesses. • Develop local labour market intelligence to inform the provision of information, advice and guidance for young people, providers, parents and employers; • To work closely with the National Careers Service and schools careers advisers to enable a localised careers offer and ensure that this complements the National Careers Service local offer. 	<ul style="list-style-type: none"> • That Government commits to ensuring that funding, within Adult Skills Budget parameters, is made available as needed to meet additional demand within the skills system over the five years of city deal from 2014/15 to support the growth in provision of Apprenticeships (for 16-23 year olds) brought forward by city deal partners: 420 Apprenticeships over five years in growth sectors; • The National Careers Service commits to working with Greater Cambridge to align local activity through the contracted service offer.

Annex B - GCGP Summary of Local Skills Service Contract Performance Year 1

CITY DEAL YEAR 1 Performance			Profile Yr 1	Actual Yr 1	Variance volume
GCGP comment	KPI Description	Volume contract	Quarter 4		
	Number of events for KS3 & KS4	100	50	58	8
	Number of events for Primary schools	10	5	4	-1
	Number of events for KS 5 (post 16)	30	15	15	0
	Number of students involved (some double counting if they take part in more than one event)	20000	10000	11931	1931
Level of engagement is variable across schools would like to improve this	Number of schools engaged	30	15	29	14
This is not an employer supported activity thus value of this is under review	Number of schools using work experience preparation support	16	8	9	1
Schools are paying for part of this service (health and safety checks) but this is reported on to show impact of the preparation events. Schools want help finding the employers that offer work experience and this is not part of the existing offer	Number of young people taking up work experience because of the above KPI (note schools pay for placement support outside of this contract)	1500	750	888	138
GCGP is offering this service free of charge to all schools across the LEP now so will not continue in 2017/18	Brokering strategic relationships with businesses and schools	8	4	4	0
Too early to review impact and value (late start affected performance)	STEP UP KPI 1- no of employers using site	100	50	38	-12
Too early to review impact and value	STEP UP KPI 2 - 80% of 28 schools using the site	22	11	16	5

CITY DEAL YEAR 1 Performance			Profile Yr 1	Actual Yr 1	Variance volume
GCGP has plans to support this with the SFA's Apprenticeship Ambassador network and make use of the free support offered nationally	Apprenticeships KPI 1 - Apprenticeship events interactions (B2B, Students, parents)	48	24	27	3
GCGP provider network with SFA Ambassadors network developing this free of charge to reflect the changes.	Apprenticeships KPI 2 - Change staff awareness CPD pack produced	2	1	1	0
This has been enhanced in the Careers Champion request	Apprenticeships KPI 3 -CPD (no of schools)	20	10	16	6
GCGP has commissioned jobs fairs across the patch to support this will expect skills service to connect in their employers	Apprenticeships KPI 4 - Recruitment Assistance	30	15	12	-3
This has been enhanced in the request to support CRC to work with employers	Apprenticeships KPI 5 - Enable Business Apprentice Employer Interaction	30	10	16	6
GCGP will take this on as part of their connection to the broader provider network would expect CRC to act as key contact too.	Apprenticeships KPI 6 - Provider referral	30	10	5	-5
GCGP funding a single newsletter across the area embedding LMI from 2017	Newsletter LMI shared	8	4	10	6

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Update to the Greater Cambridge City Deal

Evaluation of year 1 of the Skills programme

Delivered by Form the Future on behalf of the Greater Cambridge Greater Peterborough Enterprise Partnership

October 2016



1. Overview

At the end of the first year of the 23-month contract, we can report significant success in delivering a skills programme which will benefit economic development in the region. It's highly valued by schools as this quote from a school leader indicates –

“Form the Future provide an invaluable support network for schools engaging with business partners at all levels”

Head of Careers, secondary school

- and with businesses as well who want to engage the next generation of employees.

“I would like to thank you for inviting me to the event this morning. I was very impressed with the organisation. The opportunity created for the young students is simply fantastic. Please let me know if I could be of any assistance in the future.”

CEO of Epoch Wires Ltd, Cambridge

This report provides an overview of the strategy we have developed, the actions we've taken, the results to date and how the programme has been received by its stakeholders.

Objectives

This is the stated aim of the City Deal skills programme:

“For businesses to invest and grow, it is vital they can access the right people with the skills they need. The Greater Cambridge economy has a particular need for skills in professional science, bio-medical,

clean-tech, technology, and advanced manufacturing. Often referred to as the STEM subjects – science, technology, engineering and maths – these skills are in high demand. City Deal aims to help young people secure the skills and they need to succeed in the Greater Cambridge 21st century economy, and create job opportunities.”

Greater Cambridge City Deal

Our over-arching goal is to contribute to a substantial increase in the numbers of STEM apprenticeships with employers in Greater Cambridge by transforming how careers education is provided in schools..

Our approach

We do this through a range of activities all of which are designed to improve students' employability and to better align their interests and career objectives with the opportunities that will be available to them in the near future. Our approach is to bring people from industry into schools so that students, teachers and parents learn directly from people doing the roles and working in the industries where there are the greatest opportunities for future employment. We also support students to connect with and learn from employers through work experience placements. And we actively promote apprenticeships to students, teachers, parents and to companies who are not yet offering apprenticeships.

The City Deal funding allows us to work with schools as a trusted partner to their careers programme, delivering work-related learning activities with support from our large and growing network of employers.

This has the benefit of reducing employers'

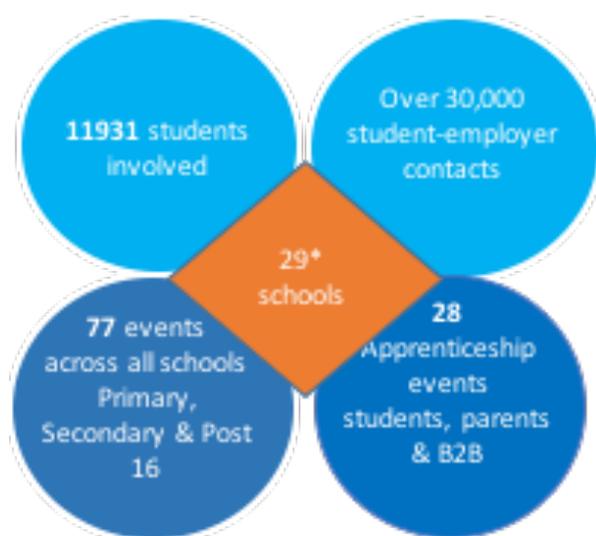
skills shortages, ensuring more young people move into successful and sustainable employment and improving economic growth in the region.

Form the Future’s model for providing careers support to schools is unique in so many ways: an impressive breadth and depth of engagement with employers and schools; a creative and effective programme of events; and a hearts and minds commitment of all those involved - employers and individual professionals, school staff and the students involved.

Elisabeth Goodman, RiverRhee Consulting

We are making excellent progress towards this objective.

- We are well established as the ‘go to’ employability and careers partner for schools in the area. The growing demand for our services is evidence of this. Reach in 2015/2016:



*see 4. Schools involved

- Our activities are highly effective in opening students’ eyes to the career possibilities on their doorstep. Their

feedback on the event effectiveness proves this approach is working.

“It prepared us for the future”
student feedback 2016

- We believe their career management skills are improving, too, with our mock interview and CV writing sessions building their confidence and ability to make successful applications, as their feedback demonstrates.

81% of students reported an increase in careers awareness including different pathways.

- Finally, we have firmly established Apprenticeships alongside FE and HE as an option for young people after GCSEs or A levels. At every event – and we are delivering an increasing number – whether for students, staff or parents, we have recorded an increased level of knowledge, understanding and interest.

Achieving a complex change such as the objective to grow STEM apprenticeships doesn’t happen by turning a switch. It requires sustained effort over time, through multiple activities, with a range of audiences.

We are on track. (see KPI overview Attachment 1)



2. Impact on students

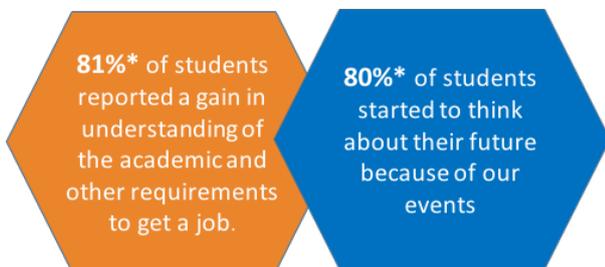
Methodology

We produce a survey after every event and ask students to rate the different activities they participate in and the benefits they derive. Samples of the questionnaires can be found in the appendices. They respond with comments like:

"I know what I need to do to improve my chances of getting a job in the future"

They also offer constructive criticism such as they'd like more time for these activities or to meet with more and different employers.

Overall students tell us that they feel more knowledgeable about career opportunities and better prepared to enter the job market as the result of these activities.



Our approach builds students 'social capital': enabling them to build a network of contacts that goes far beyond that which their own family can provide. After our events they can say "I know a civil engineer and she helped build the Gherkin" or "I know the different kinds of law and which one I'm most interested in."

They have a wider frame of reference with which to make those difficult decisions about course choices, continuing education or entering employment.

They also have practical career-management skills and start to consider how the effort they make now can pay dividends in the future, building their general self-efficacy.

"Students have their first ever experience of an interview. They will be interviewed about 6 months after this for their college places and will of course face interviews for jobs/ apprenticeships after this. Almost every student comes in terrified, but they leave every time with so much more confidence. They have had a chance to speak to adults in an interview situation for the first time and discovered they have something to say and that the adults aren't so scary! This has a specific impact on those students who don't go on work experience, as it is one of their only opportunities to come in contact with employers 1:1."

Careers manager, Soham Village Collage

However, despite seeking feedback for every event schools aren't always able to comply. For this year we had responses from 650 students which is far fewer than we would have expected. We are experimenting with capturing data in other ways and helping schools to understand that providing feedback is a condition of receiving this funded service.

We are eager to do more detailed impact assessments, working with schools or central datasets to measure the impact of our interventions on levels of attainment and progression.

3. Evaluation

We routinely ask schools, students and employers to share their experience of our work and many do so regularly and unprompted. However, for this evaluation we sent a survey to headteachers at all schools and colleges during the last week of term. 12 completed the anonymous survey. (See appendices for the full report.)

This told us that schools score our work highly and with one exception, a large sixth form college where they describe themselves as having a large team leading on careers, rely on us heavily to meet their obligations.

Here's a sample of school and college responses:

“Very helpful, well informed and supportive staff.”

“Thanks for the offers, but with a large Careers department that has been checked against DfE and Ofsted requirements we do not need the support that is necessary for small schools.”

“Form the Future has been a life saver this year. The high level of service provided by all its staff has been really noticeable, in contrast to some others operating in this sector.”

When asked to put a price tag on the services, schools expressed some frustration and reluctance to do so, either indicating they'd be willing to pay more than the highest price point we offered or saying that money was so tight they'd never be able to pay for these services.

“I think that the service that Form the Future offer is excellent. If it were to be paid for by schools directly it is likely that in the current economic environment schools would reduce the amount of CIAG they engage in.”

Certainly the current model of a funded service available on request seems to be appreciated by staff who might struggle to make the case for using resources in this way. To quote a headteacher:

“If I have extra budget am I going to spend it on a careers teacher or a maths teacher? It's obvious.”

The implication was that careers was not going to get any additional investment.

As we finalised this evaluation we put out another call for feedback from schools and employers. Many of the quotes in this report have come from the responses we received or through the regular feedback that schools provide. We have summarized these comments in the appendices. The questions we asked are:

1. What did the schools think about the support?
2. What did employers think about your activities?
3. What impact did it have & why should the City Deal continue to fund you? Was it value for money?
4. Are there any new areas you think you need to be developing, stopping or changing.

“ARM has worked with FTF on a number of occasions and the experience has always been positive. They are delivering a critical service for the young people of Cambridgeshire in a way that is

collaborative and inclusive of other initiatives being driven by businesses and schools.”

CSR Manager, ARM

“FTF are excellent at making the interaction between schools and businesses as easy and straightforward as possible, genuinely helping to bridge the gap between business and education.”

Policy Manager, Cambridgeshire Chambers of Commerce

From the constant feedback, comments and discussion with schools and businesses we believe we are valued not just for what we do but how we do it. We've recruited a team that delivers to high standards, takes great care to find innovative solutions and meets the needs of all parties. The following sections provide more detail on how we've addressed the contract KPIs and overall objectives.

4. School events (KPIs 1-3)

Target: 70 events across secondary schools, sixth-forms/FE and primary schools.

Delivered: 77 events.

“Without the support of Form the Future we would not have the expertise, contacts and skills required to deliver careers guidance that we do. If Form the Future are involved in organising an event we are confident that it will be of high quality and deliver exactly what is required. We cannot recommend the support that we get from Form the Future highly enough.”

Director of Science, UTC Cambridge

The events programme accounts for half of the available budget. It's designed to put students in direct contact with employers so that they understand what different people do in different jobs and industries and how to get into those careers. The employers send in staff who can motivate and inspire young people while offering insight and sharing their experience. It's based on the principle of building social capital: giving young people opportunities to interact with new people from environments they would otherwise not have access to. Although our focus is on STEM based careers and employers offering Apprenticeships, we believe working with whole year groups requires us to offer an insight into a wider range of career pathways and industries so our events will also include people from other professions, like law and uniformed services, shortage sectors like social care, teaching and construction and sectors like the arts and culture where they are eager to build a more diverse workforce.

We have delivered two flagship events: one at Ely Cathedral for East Cambridgeshire schools and Opportunities Ahead at the Guildhall which was open to all schools, including primaries. At each event, we had around 50 employers seeing between 700 and 1000 students.

We also run regular events where professionals help students understand the role of the CV and how to produce their own and how to perform well at interviews, with the chance for a mock interview and feedback on their performance. These employability skills events are highly valued by students who take the process very seriously, often getting extremely nervous ahead of their mock interview and feeling a huge sense of achievement afterwards. Many of our volunteers come from recruitment and HR functions so they are experts in these areas, something the students really value. This

highly practical support can make a real difference in young people's ability to secure employment. The process of considering themselves as candidates forces valuable self-reflection that can lead to greater effort and engagement at school.

Another event that we're delivering more frequently is the Enterprise Day. In this students work in teams to develop products or services, acting as entrepreneurs for a day. They get coaching and support from real entrepreneurs and business leaders who share their own experiences and coach them to think creatively and work productively. Finally they present their ideas to classmates, teachers and 'dragons' in a test of their presentation skills. It's an excellent introduction to business and the skills that employers value: team working, leadership, creative problem solving and communication. It can also be highly motivating for students who don't succeed in the academic arena. Again, we often have entrepreneurs with a STEM background, showcasing businesses within IT, Engineering and science more generally.



5. Students involved (KPI 4)

Target: Work with 10,000 students.
Delivered: 11,931 students met employers;
total interactions c. 36,000

We have successfully linked 11,931 students with employers. Each of these students have

seen at least three employers which presents us with a total number of student-employer interactions of nearly 36,000. This is three times the agreed KPI and one of our most outstanding successes this year.

6. Schools (KPI 5)

Target: work with 15 different schools
Delivered: worked with 29.

Our target was to work with 15 different schools. We actually worked with 29. We have been active in all secondary schools and 75% of sixth-forms and FE colleges. This was the first year we had attempted to work with primary schools and we missed our target of five schools by one, working with four schools only, but we have plans underway for increasing our links with primary schools in 2016/17. (List of schools see Appendix 2.)

Schools engage in varying levels, either because they have other support in place, other priorities or perhaps aren't fully aware of everything we do and the quality of our operation. What we have found is that the more a school uses our services, the more they want to do with us. This tells us we're providing a service they value, an assumption backed up by their feedback and survey results.

“Form the Future are a vital, integral part of our strategic plan to improve our CEIAG delivery at IVC.”

Head of Careers, Impington Village College

In schools where are engagement is limited to only one or two types of intervention it's often because the headteacher hasn't fully appreciated what we offer or has prioritized academic input over careers input. Our goal is to ensure all schools benefit fully. However, we are already operating at the limit of our capacity, so increasing demand further will

put pressure on ability to deliver a high quality service.

“The support we have received from Form the Future has been excellent and simply the best help in providing quality IAG I have experience of.”

Assistant Principal, Comberton Village College

7. Work Experience

(WEX KPI 1-2)

Target: Support 8 schools and 750 students

Delivered: Supported 9 schools and 888 students

We have exceeded both of these KPIs having prepared and directly supported 888 students from nine schools for placements this year. Work experience is on the rise again. After the demise of Connexions, many schools discontinued or reduced their work experience programmes. Form the Future supports a number of schools to offer a work experience programme for year 10 students, providing guidance in how to apply for and secure a placement as well as the health and safety checks and administration of the placements. The numbers are growing and more students are getting the work experience so essential to securing employment in the future and to aiding their choices about further study or employment.

“Excellent support with work experience, assembly before the students got their placements and small support groups for those who were struggling to find placements. Very efficient with the H&S checked. It is extremely important that funding continues as help is needed now that schools no longer have Connexions

support for work experience.”

Careers manager, Parkside Federation

8. Step Up (KPI 1 -2)

Step Up is a website linking schools and businesses to enable direct communication, facilitating Work Experience, Apprenticeship openings communications and much more. We manage this website and are responsible to drive its uptake. As the site has only been launched in February with an agreed contract being in place in May, followed by further negotiations around technical support, we have not yet fully delivered this KPI. We hope to be able to recover the difference caused by the delay of the contract and launch.

We have, however, some concerns about the site’s limitations and are exploring opening it up directly to students rather than through school staff only.

9. Partnership brokerage

(KPI 1)

Target: 4 school – business partnerships established.

Delivered: 4

We set out to match employers with schools where they could establish long term strategic partnerships. The focus would be on sharing skills and experience where there areas of mutual interest.

These partnerships take time to establish and are dependent on finding the right fit at the right time. One example is MediaTek who we were able to link with Cambourne Village College. MediaTek supports the college with ‘real life’ projects for their students, enabling them to understand what Technology looks like in the workplace. This encourages

younger students to imagine a future working for a tech company.

However, since we were set this target, the LEP has been commissioned by the Careers & Enterprise Company to recruit Enterprise Advisors, a role that can be similar to our business partners. We are now in discussions as to how we can collaborate on this target as there's a risk of duplication and confusion.

10. Apprenticeships

The apprenticeships targets linked to this contract mean that we are constantly looking for ways to profile the apprenticeship pathway whether that's to students, teachers, parents or employers.

Some highlights from this year have been:

- the parents evening at Long Road Sixth Form College where our four oversubscribed workshops received the highest rating of any of the external speakers. One of the parents said in the evaluation:

“At last we’re talking about apprenticeships again!”

- Workshops with whole year groups at schools like Sawston and Bottisham which resulted in students moving from very low levels of awareness or interest (1-2 per group) to over half the class expressing interest in pursuing an apprenticeship, after GCSEs or after college.
- Ensuring apprentice employers attend all post-GCSE options evenings for year 11 students and parents so that apprenticeships are considered alongside A levels and other FE options.

We regularly share details of new apprenticeships on behalf of local employers via email to schools, in our newsletters and on Step Up. We know that young people have secured roles as a result:

“One of our students has accepted an apprenticeship offer as a result, and others have had offers thanks to Form the Future.”

Head of Careers, Secondary School

11. B2B, students and parents

(KPI 1 Apprenticeship events and KPI 3 CPD events)

Both KPIs have been over achieved.

We have a subsection of events completely dedicated to Apprenticeships.

We arrange for apprentice employers to attend the year 11 post GCSE options evenings at all secondary schools so that students and their parents can consider the apprenticeship pathway alongside the other post-16 options like A levels, BTECs and the IB. Although apprenticeships have always been promoted by Cambridge Regional College at these events, we believe that linking them to the employers offering opportunities encourages students and their parents to see them as real jobs with training, which they are. We also highlight employers not typically associated with apprenticeships like Cambridge University, the NHS, IT companies and life sciences.

‘This year’s year 11 has been a record year for students leaving to go onto

apprenticeships. We haven't had all destinations reported yet, however I believe 5% of our students went on to apprenticeships."

Careers manager, Soham Village College

We run workshops with students to ensure that all year 10s and 11s understand what an apprenticeship is, the huge variety on offer, how they compare to college and university and to challenge common misconceptions. At one such event at Bottisham Village College, from having very low levels of understanding – less than 10% - the students' interest increased considerably to the point where more than half said they would seriously consider an apprenticeship in the future.

"Apprenticeship workshops on 29th Sept were incredibly helpful. The amount of students whose attitudes towards apprenticeships had changed by the end of the workshop was astonishing."

Assistant Principal, The Netherhall School

If we want to increase the numbers applying for apprenticeships, direct interventions like these are essential.

"Form the Future, being a group aiming to bring employers and schools together without bias towards particular routes or fields, has helped me form relationships with schools and present apprenticeship information to students without appearing to be threatening. There have even been a few schools who flat out refused to have anything to do with apprenticeships, who I have been able to visit and help through the work of Form the Future."

Apprenticeship Intake, 3AAA

We have also delivered workshops to parents at Sixth Forms and to school staff, helping parents and staff to better understand Apprenticeships and promote this pathway to their children and students.

"Thank you so much for a really informative evening tonight – I think we all learned a lot about the new apprenticeships and feel more confident discussing them with students and parents."

Head of Careers, Impington Village College

We also introduce businesses to Apprentice employers, to learn from each other's experience and to be motivated to offer more and new Apprenticeships.

12. Change staff awareness (Apprenticeship KPI 2)

We have developed a resource on Apprenticeships for school staff, to inform and enable them to better advise students on the apprenticeship pathway. The pack has been distributed as a beta version this year so we can get feedback on its usefulness and it will be updated, finalized and fully delivered next year.

One deputy head recently shared that prior to seeing this resource she had believed you could only do an apprenticeship by enrolling at Cambridge Regional College – something her post-16 students were resistant to doing. Discovering that the learning content came in a wide variety of formats and locations, depending on the employer, has persuaded

her that this could be a viable pathway for her students.

13. Recruitment

Assistance

(Apprenticeship KPI 4)

Although the details of all the Apprenticeship KPIs were only agreed in quarter 3, we have missed this target by only 3 (completing 12 of the targeted 15). We are very confident we will deliver against the full KPI by the end of the year.

It's not always possible to know which apprenticeships have been created or recruited to directly as a result of our efforts but employers have reported that they have directly recruited as a result of our work together.

14. Enable Business - Apprentice Employer Interaction

(Apprenticeship KPI 5)

The objective here is to get more STEM businesses offering apprenticeships. One way we do this is by getting existing apprentice employers to share their experience with prospective apprentice employers. We have over delivered this KPI having been able to facilitate communication between Apprentice employers and employers interested in offering similar Apprenticeships.

An example of this is Abcam who were looking to get started with apprenticeships. We introduced them to LGC Group and Carl Zeiss Microscopy who were able to share insights, experience and contacts leading to Abcam offering two technical apprenticeships for the first time.

15. Provider referral

(Apprenticeship KPI 6)

Although this was another KPI only agreed in quarter 3, we achieved 50% of our targeted interactions. The goal of this KPI is to connect potential apprentice employers with training providers who could deliver the learning. In many cases employers are unaware of the range of training providers available or they have attempted to get information but had no response. We make introductions and ensure the information is provided. We have already put measures in place to secure the full KPI target by the end of the year.

One example of where this has worked: two schools now run IT apprenticeships working with the provider we introduced.





16. LMI

Target: 4 updates in newsletters
Delivered: 10 updates

Local labour market intelligence is crucial to our approach. By working closely with leading employers and employer organisations, we keep our LMI knowledge current and relevant to our local area. We also search out information from national datasets and request information from the LEP who subscribe to a service that analyses job vacancies. We share this information with schools through our regular newsletters, through staff training and directly with students.

Helping students, staff and parents understand labour market trends enables them to make choices about courses and curricula and set their career aspirations in line with future opportunities.

17. Companies involved

We work with an excellent range of companies, covering all the targeted sectors as well as others. 212 companies contributed with more than 500 volunteers to our event programme. 115 are from the target STEM sectors. Yet we have worked with more than 300 companies on our general agenda, some of which engage with schools in other ways.

Another 500 companies provide work experience places.

One example of other engagement is MathWorks who we established as a partner of Hills Road Sixth Form College. They run a computing enrichment programme and a range of other activities for students and staff. This results in students continuing to study maths, physics and computing at degree level and acquiring the skills that local tech employers say are in short supply.

Turner Logistics has built strong relationships with Soham Village College and their Foundation Learners, enabling them to thrive by contributing to their curriculum with site visits, mock interviews and much more. They also work with Long Road Sixth Form to inspire Maths students showcasing how a logistics company is in need of logical thinkers and mathematicians. This encourages students to continue to study maths and it helps Turners to recruit. They have had applications for their apprenticeships as a result.

We've been able to persuade companies of the benefits of engaging with young people at pre-employment stage and have been pleased to see new companies coming on board with the programme continuously. Prior to getting involved, some employers have expressed doubts about whether it's worth their time to talk to young people who may be a few years away from the job market, but once they're involved they recognize how essential this work is if we are to build a future talent pipeline. Some companies balked at the idea of engaging with primary schools but, once they've experienced it, many believe that's the most important age to influence to build aspirations and challenge gender stereotypes.

Companies like AVEVA Technology have explained that working with schools raises

their profile with potential employees and helps them with future recruitment.

Other companies have told us they previously struggled to attract students to their apprenticeships but see the difference that regular engagement at schools can make to the quantity and quality of applicants.

Most companies believe their staff develop personally and professionally by taking part in our activities, whether it's leading a workshop, presenting at a careers fair, mock interviewing or hosting a student on work experience.

We had our own experience of this when we asked our Administrator, a recent graduate who has not previously had management experience, to supervise our work experience student for two weeks. He learned a lot from this experience and proved to us that he was capable of managing people which gave us confidence to progress with our plans to take on an apprentice under the direction of this colleague.

“Cambridge University Press is an educational publisher, with staff that are interested in being involved in local community outreach opportunities, so we really value an organisation like Form the Future being at the heart of our interactions with schools. The relationships they develop and their understanding of student needs across the region are beneficial for a broad range of employers, ourselves included, and schools benefit also from having such reliable access to local employers.”

Head of Community Engagement, Cambridge University Press

18. Future activity

By the end of the academic year 2015/16 we had 82 events already planned for the coming academic year, with planning underway for a new multi-school careers event just for primaries and for a joint multi-school event with Inspiring the Future.

Some schools have requested planning meetings in September so we anticipate this number will increase further. [Note: as of October 2016 we have over 100 events planned.]

We are clearly meeting a huge need and our year-on-year growth is evidence of the quality of our provision.

We have also been able to establish new partnerships with business communities such as the Federation of Small Businesses, which enables us to further push the Apprenticeship agenda in a B2B environment.

We have concerns, however, about our ability to meet the growing demand with fixed resources. We are trying to secure additional funding to meet the growth in demand. We do not want to reject schools' requests for support but without more staff we are at risk of not being able to deliver the high-quality service that schools and employers have come to expect. This was one of the comments flagged by schools as well:

“Sometimes it seems as if they have grown in the schools they are supporting and not grown enough in the resources they have in terms of people and funding. To support the wide area they are supporting perhaps they need better funding.”

Careers manager, Soham Village College

Appendices:

Appendix 1: KPI Overview

Appendix 2: List of Schools 2015/16

Appendix 3: Student survey questions

Appendix 4: School survey

Appendix 5: Additional school feedback

Appendix 6: Employer feedback

Appendix 7: List of Companies involved
in events



KPI Overview

10 KPIs over delivered on 10 KPIs.
 16% over-delivery on secondary school events,
 19% more students reached than planned,
 12% more Apprenticeship events

Signpost2Skills Form the Future KPI Monitoring Actual against profile		Profile	Actual	Variance
KPI's Profile	Volume contract	Sept -Aug 2016		
Events KPI1- No of secondary schools/UTC's KS3 & KS4 events (excluding App KPI 1)	100	50	58	8
Events KPI 2 No of primary schools	10	5	4	-1
Events KPI 3- no.of post 16 (KS 5) events run in school or UTC's	30	15	15	0
Events KPI 4- no of students involved	20000	10000	11931	1931
Events KPI 5 schools	30	15	29	14
WEX KPI 1- Schools	16	8	9	1
WEX KPI 2- young people	1500	750	888	138
Partnership Brokerage Schools partnerships established KPI 1	8	4	4	0
STEP UP KPI 1- no of employers using site	100	50	38	-12
STEP UP KPI 2 - 80% of 28 schools using the site	22	11	16	5
Apprenticeships KPI 1 - Apprenticeship events interactions(B2B, Students, parents)	48	24	27	3
Apprenticeships KPI 2 - Change staff awareness CPD pack produced	2	1	1	0
Apprenticeships KPI 3 -CPD (no of schools)	20	10	16	6
Apprenticeships KPI 4 - Recruitment Assistance	30	15	12	-3
Apprenticeships KPI 5 - Enable Business Apprentice Employer Interaction	30	10	16	6
Apprenticeships KPI 6 - Provider referral	30	10	5	-5
LMI	8	4	10	6
STEP UP Evaluation and Measurements and funders	2	1	1	0
Reporting, Evaluation and Measurements to funders	2	1	1	0

Appendix 2 List of Schools 2015/16

Secondary Schools

Name of schools 2015/16	Total Number Events	Total Number Apprenticeship events	Cumulative Number of students
Secondary Schools			
Bassingbourn Village College	8	1	718
Bottisham Village College	2	2	260
Cambridge Village College	3		490
Claydon Community College	4		425
Colney Community College	3	1	200
Comberton Village College	5	1	1258
Cottenham Village College	1	1	50
Ely College	2	2	250
Impington Village College	2	1	150
Linton Village College	2	1	152
Melbourn Village College	6	1	635
Netherhall School	1	1	50
North Cambridge Academy	2	2	75

Name of schools 2015/16	Total Number Events	Total Number Apprenticeship events	Cumulative Number of students
Parkside Community College	3	1	156
Sawston Village College	6	2	975
Soham Village College	5	2	598
St Bedes Inter-Church School	6	1	359
Swavesey Village College	4	2	366
Witchford Village College	1	1	50
UTC Cambridge	5		405
MSE - STEM Careers Day at Murray Edwards	2		100
MSE - East Cambs Careers Fair, Ely Cathedral	4		900
MSE - Opportunities Ahead, The Guildhall	3		184
MSE - Eyes on the Prize, ARU	3		1500

Sixth Forms and Primary Schools

Name of schools 2015/16	Total Number Events	Total Number Apprenticeship events	Cumulative Number of students
Sixth Forms and FE			
MSE - East Cambs Careers Fair, Ely Cathedral	1		100
MSE - Opportunities Ahead, The Guildhall	4		135
Long Road Sixth Form College	1	1	500
Parkside Sixth Form	1		12
Hills Road Sixth Form College	2	1	450
Cambridge Regional College	1		7
Impington Sixth Form	2	2	156
UTC	5		150
Primary Schools			
MSE - Opportunities Ahead, The Guildhall	0		115

Appendix 3: Student survey questions

1. Did you learn about any careers that you didn't know about?

Yes No

2. Of the careers you were already aware of, did you learn anything new?

Yes

No

Other (please specify)

3. Did you see an Employer offering Apprenticeships?

Yes

No

4. If you answered 'YES' to Question 3: Did this increase your awareness of Apprenticeships? If you answered 'No' please go to Question 5.

Yes

No

5. Did you gain a better understanding of academic and other requirements needed for the careers you have seen?

Yes

No

6. Did the event help you think about your future career?

Not at all Maybe Yes Definitely

1. How did you feel about interviews prior to this event? Can choose more than one.

- Very nervous
- Unprepared
- Ok
- Looking forward to it
- Have lots of experience

2. As a result of the mock interview...(please choose all that apply)

- I feel more prepared for a real interview
- I feel less nervous about going to an interview
- I know what I need to do to be better prepared for an interview
- I know what I need to do to improve my chances of getting a job in the future
- I didn't find the experience helpful. If so, please say why.
- Other (please specify)

3. Did you find it useful being interviewed by a business professional

- No, not at all
- Yes it was helpful
- Yes very much so

4. Do you think we should repeat this activity?

- Yes, I would like another chance to do this
- Yes, for other year groups
- No, it's not a good use of time

1. Please rate the various elements of the session based on your experience:

	Excellent / very useful	Good	Fair	Poor / unhelpful
Important Elements in a CV	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
What makes a good / bad CV?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drafting a CV	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

2. As a result of the CV writing workshop ...(please choose all that apply)

- I feel more prepared for writing a CV
- I feel less nervous about preparing my own CV
- I know what I need to do to be better prepared for a job application
- I didn't find the experience helpful. If so, please say why below.

Other (please specify)

3. Do you think we should repeat this activity?...(please choose all that apply)

- Yes, I would like another chance to do events like this
- Yes, for other year groups
- Yes, for year 11s next year
- No, it's not a good use of time

Other (please specify)

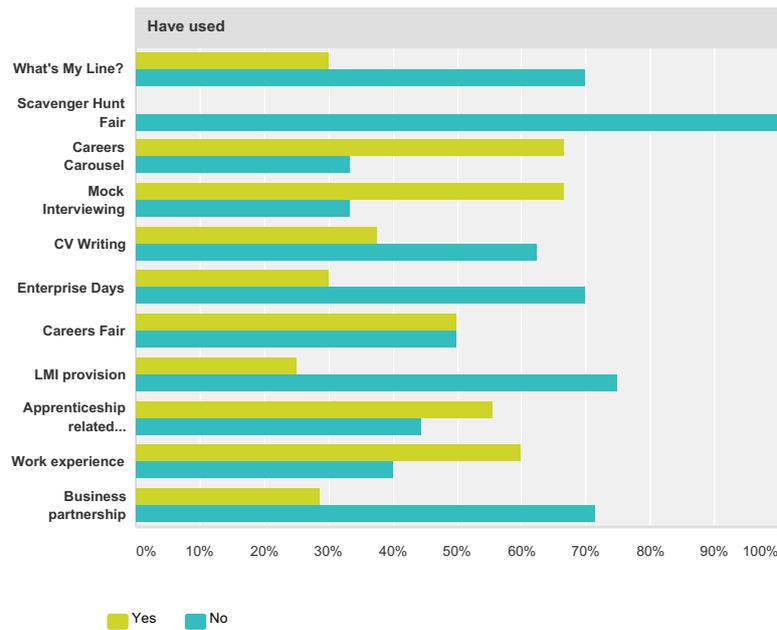
Appendix 4: School survey

Interim evaluation

SurveyMonkey

Q1 To assess the quality and impact of the CEIAG services we provide, could you indicate which of the following you have used and rate the activities' quality and impact on a scale from 1-4, where 1 is low and 4 is high. By impact we mean a change in students' awareness, attitude or skills.

Answered: 12 Skipped: 0



	0-250	251-500	501-1,000	1,001 - 1,500	1,501 - 2,000	Total
What's My Line?	33.33% 2	33.33% 2	33.33% 2	0.00% 0	0.00% 0	6
Scavenger Hunt fair	25.00% 1	25.00% 1	25.00% 1	25.00% 1	0.00% 0	4
Careers carousel	25.00% 2	37.50% 3	25.00% 2	12.50% 1	0.00% 0	8
Mock interviewing	40.00% 2	0.00% 0	40.00% 2	0.00% 0	20.00% 1	5
CV writing	40.00% 2	20.00% 1	20.00% 1	20.00% 1	0.00% 0	5
Enterprise Days	14.29% 1	42.86% 3	14.29% 1	0.00% 0	28.57% 2	7
Careers Fairs	28.57% 2	14.29% 1	28.57% 2	0.00% 0	28.57% 2	7
LMI provision	20.00% 1	20.00% 1	60.00% 3	0.00% 0	0.00% 0	5
Apprenticeship related activities	33.33% 2	16.67% 1	33.33% 2	0.00% 0	16.67% 1	6
Work experience - student preparation	28.57% 2	14.29% 1	28.57% 2	0.00% 0	28.57% 2	7
Business partnerships	25.00% 1	25.00% 1	25.00% 1	0.00% 0	25.00% 1	4

Q2 What other services would you like us to offer in the future?

Answered: 3 Skipped: 9

#	Responses	Date
1	More input into Business Studies	7/12/2016 9:38 AM
2	Character Days - helping students understand the importance of this to having a successful working life.	7/5/2016 6:24 PM
3	We've discussed the business partnership idea. When I have time, I'd like to see what the possibilities would be.	7/5/2016 11:51 AM

Q3 Our programme is funded until August 2017. GCGP LEP is considering how to ensure ongoing funding and would like to know the value you place on the following services. Please indicate what you believe they are worth (£):

Answered: 10 Skipped: 2

	0-250	251-500	501-1,000	1,001 - 1,500	1,501 - 2,000	Total
What's My Line?	33.33% 2	33.33% 2	33.33% 2	0.00% 0	0.00% 0	6
Scavenger Hunt fair	25.00% 1	25.00% 1	25.00% 1	25.00% 1	0.00% 0	4
Careers carousel	25.00% 2	37.50% 3	25.00% 2	12.50% 1	0.00% 0	8
Mock interviewing	40.00% 2	0.00% 0	40.00% 2	0.00% 0	20.00% 1	5
CV writing	40.00% 2	20.00% 1	20.00% 1	20.00% 1	0.00% 0	5
Enterprise Days	14.29% 1	42.86% 3	14.29% 1	0.00% 0	28.57% 2	7
Careers Fairs	28.57% 2	14.29% 1	28.57% 2	0.00% 0	28.57% 2	7
LMI provision	20.00% 1	20.00% 1	60.00% 3	0.00% 0	0.00% 0	5
Apprenticeship related activities	33.33% 2	16.67% 1	33.33% 2	0.00% 0	16.67% 1	6
Work experience - student preparation	28.57% 2	14.29% 1	28.57% 2	0.00% 0	28.57% 2	7
Business partnerships	25.00% 1	25.00% 1	25.00% 1	0.00% 0	25.00% 1	4

Q4 We would like to understand how you use the information on Apprenticeship openings we have sent to you either via our newsletter or via individual emails. Please indicate byticking all that are relevant

	not noticed them	not used them	passed them on to relevant subject teachers	passed them in to interested students	published them on school Intranet	used them as examples in general career education	Total	Weighted Average
Openings via Newsletter	0.00% 0	18.18% 2	27.27% 3	54.55% 6	0.00% 0	0.00% 0	11	3.36
Openings via E-mail	0.00% 0	18.18% 2	27.27% 3	45.45% 5	9.09% 1	0.00% 0	11	3.45

Interim evaluation

SurveyMonkey

Q5 What impact has this had? What could we do differently?

Answered: 5 Skipped: 7

#	Responses	Date
1	Minimal. Often the students have left by the time information comes through about vacancies. Having a website with all the vacancies on would probably be the most efficient way of doing it. We could then direct students (and their parents) to check the site regularly for vacancies.	7/15/2016 1:58 PM
2	Very useful	7/12/2016 9:38 AM
3	More centralised information, students are keen to be made aware of outstanding apprenticeship opportunities	7/12/2016 9:09 AM
4	One of our students has accepted an apprenticeship offer as a result, and others have had offers thanks to F the F	7/5/2016 6:24 PM
5	Pupils awareness of Apprenticeship opportunities has been heightened.	7/1/2016 4:57 PM

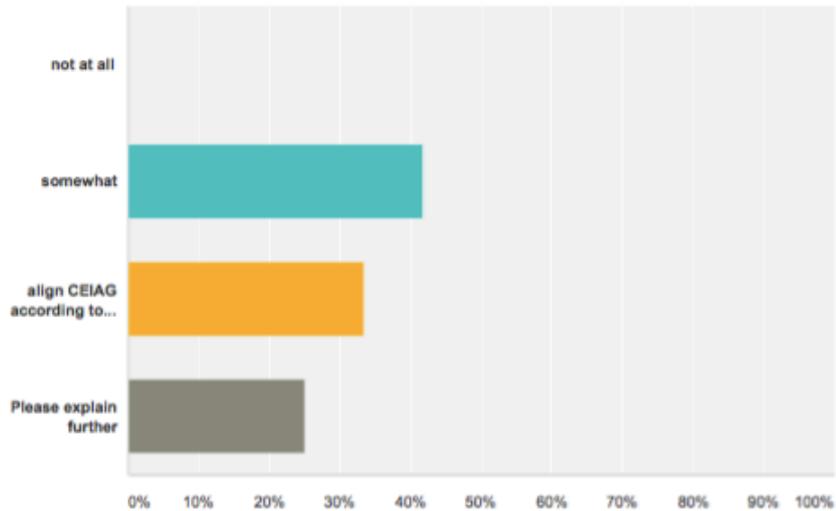
Q6 Do you find the local labour market information we provide useful? Please rate on a scale from 1 (not at all useful) to 4 (extremely useful).

Answered: 10 Skipped: 2

	1	2	3	4	N/A	Total
LMI provided via quarterly newsletter	0.00% 0	10.00% 1	30.00% 3	20.00% 2	40.00% 4	10
LMI provided for student sessions	0.00% 0	0.00% 0	33.33% 3	11.11% 1	55.56% 5	9
LMI provided via staff conferences	0.00% 0	0.00% 0	30.00% 3	20.00% 2	50.00% 5	10

Q7 To what extent does the LMI we provide support your CEIAG?

Answered: 12 Skipped: 0



Q8 Although Step Up, our new website linking businesses and schools, has just been launched, we would like to hear your views. Please tick all that apply.

Answered: 12 Skipped: 0

Answer Choices	Responses	Count
Not signed up yet but plan to	41.67%	5
Interesting idea	50.00%	6
Unaware of it	8.33%	1
Do not see the value	0.00%	0
User friendly	8.33%	1
Hard tonavigate	8.33%	1
Interesting opportunities start to appear	8.33%	1
Do not know how to use the information within the school	0.00%	0
Rarely check the site	8.33%	1
Check regularly (at least once per week)	8.33%	1
Other (please specify)	16.67%	2
Total Respondents: 12		

Q9 Is there anything else you would like to comment on?

Answered: 5 Skipped: 7

#	Responses	Date
1	FormtheFurture provide an invaluable support network for schools engaging with business partners at all levels	7/12/2016 9:09 AM
2	Very helpful, well informed and supportive staff.	7/12/2016 9:00 AM
3	Thanks for the offers, but with a large Careers department that has been checked against DfE and Ofsted requirements we do not need the support that is necessary for small schools.	7/8/2016 3:01 PM
4	Form the Future has been a life saver this year. The high level of service provided by all its staff has been really noticeable, in contrast to some others operating in this sector.	7/5/2016 6:24 PM
5	I think that the service that Form the Future offer is excellent. If it were to be paid for by schools directly it is likely that in the current economic environment schools would reduce the amount of CIAG they engage in.	7/1/2016 4:57 PM

Appendix 5: Additional school feedback

Alistair Easterfield, Director of Science, UTC Cambridge

Form the Future has helped us to design and deliver a high quality careers program for our college. The support, professionalism and reliability of Form the Future has had a huge impact on our students in developing their understanding of careers, applying for careers and to the importance of apprenticeships in the modern economy. Form the Future have helped us to plan and deliver a wide range of CEIAG activities both for the students themselves and for their parents, thus giving them the confidence to support their children's career aspirations.

Please see answer above. Without the support of Form the Future we would not have the expertise, contacts and skills required to deliver careers guidance that we do. If Form the Future are involved in organising an event we are confident that it will be of high quality and deliver exactly what is required. We cannot recommend the support that we get from Form the Future highly enough.

We would like slightly more support in developing 1:1 guidance for individual students.

Theone Miller, Lead Teacher: Business, Economics, Enterprise & Careers, Impington Village College

Form the Future are a vital, integral part of our strategic plan to improve our CEIAG delivery at IVC. Most recently they helped us improve our preparation for year 11's UCAS process. Employers

were brought in to the school to talk with year 11 about employability skills and contents of personal statements

Feedback from both staff and pupils was overwhelmingly positive. SLT have said this marks an improvement in the UCAS process over last year.

From an IVC perspective it has had an enormous impact on the motivation of year 11. Their personal statements are of much better quality and it has also given them food for thought on career progression. The school does not have time or the resources to organise events like this without Form the Future and cannot complete the improvement we are seeking without Form the Future.

As Lead for Careers I hope to develop an even stronger working relationship with FtF . So far this academic year they will be helping us on all our Personal Development days through bringing a variety of employers into the college. This is one of the benchmarks of outstanding CEIAG provision and one which cannot be met with FtF.

Lizzie Taylor, head of careers, Comberton Village College

We found this and all the other support Form the Future has offered us to be outstandingly good. They are simply the best organization offering careers provision that we have worked with.

Over the last two days approx. 300 students have been hugely helped to make sense of the careers landscape, develop job

application and employment skills, make contacts with employers and develop ideas about their strengths and possible future careers path.

Over the last year, Form the Future has provided other similar impact to almost all our students through its various careers fairs, enterprise days, work experience support, etc, and our school has approximately 1800 students on roll. I would estimate that up to 1500 students have been helped in one way or another.

Emma Garrett, Soham Village College.

Work Related Learning Days – Form the Future help us each year to find employers who want to come in to interview year 10 students.

Work Experience – Form the Future do health and safety checks for our students going on work experience.

Foundation Learning Tier – Turners of Soham contacted Form the Future wanting to get a better relationship with local schools, they are now running an ongoing mentoring project with the Foundation Learners.

Apprenticeship Fair – We decided to run a fair and Form the Future helped us find employers

Post 16 Evening – Form the Future invites apprenticeship employers to our post 16 evening.

East Cambridgeshire Careers & Skills Event – FtF support Ely College with running this event for all of East Cambs.

Work Related Learning Days – Students have their first ever experience of an interview. They will be interviewed about 6 months after this for their college places and will of course face interviews for jobs/ apprenticeships after this. Almost every student comes in terrified, but they leave every time with so much

more confidence. They have had a chance to speak to adults in an interview situation for the first time and discovered they have something to say and that the adults aren't so scary! This has a specific impact on those students who don't go on work experience, as it is one of their only opportunities to come in contact with employers 1:1. We benefit from Form the Future's contacts, as a school we don't have the time to make contacts and keep up relationships, never mind search out new contacts in the area, this is why enterprises like Form the Future are invaluable.

Work Experience – Given the price that Form the Future are able to offer the checks for we were able to keep offering work experience for our students on BTEC courses. This is fantastic for the Health and Social Care Group to get relevant experience, and for our Foundation Learning Tier, who tend not to get on so well with a school environment, are able to gain confidence in a different situation.

Foundation Learning Tier – A comment from the FLT teacher: "More good news :) We had 11AB all day and we had an enterprise and career day run by a representative from Turners. The whole group were amazing! They listened well, participated well and worked well when they had to. It wasn't the easiest day for them, but they conducted themselves very well." The impact is important for these students, who are unlikely to come out of year 11 with many GCSEs. They spend time learning how to communicate in the work place, they see Turners and how the business works, they see inside a company that is so close to them that they may never have considered. Students are also offered the chance to do work experience with Turners and participate in challenges based on real life problems. This has special impact on these students as many of

them respond better to an outsider than to a teacher telling them to think about their futures.

Apprenticeship Fair – Students and parents find out more about apprenticeships. This year's year 11 has been a record year for students leaving to go onto apprenticeships. We haven't had all destinations reported yet, however I believe 5% of our students went on to apprenticeships.

Post 16 Evening – Almost all year 11 students, and many parents (From Head of Year 11: Yr 11 Post 16 evening - 55% attendance– This was well attended with very little standing room available for Presentation in BH (many parents maybe didn't sign in) and Post 16 in the PAC was also busy) attend. For many this is the first time they consider apprenticeships as they see the employers in amongst the well-known college options. Probably another factor in the excellent 5% of year 11 progressing to apprenticeships in the class of 2016.

East Cambridgeshire Careers & Skills Event – A huge majority of students fed back that they did have useful conversations, the only request was for more companies to be there. This is another opportunity for students to have conversations with employers.

Sometimes it seems as if they have grown in the schools they are supporting and not grown enough in the resources they have in terms of people and funding. To support the wide area they are supporting perhaps they need better funding.

Perhaps there could be better online databases for helping employers and schools share the information. I think this is what

the website step up was for, but it doesn't seem to have taken off quite yet.

**Mrs Hilary Burr, School Librarian/Careers Coordinator
SAWSTON VILLAGE COLLEGE**

We have found the employer input organised by Form The Future invaluable for our IAG programme at events such as the Post 16 evening and Careers Fair to support year 11 in their transition to FE.

Andrew Goodwin, Head of Progression, Long Road Sixth Form College

Goal: deliver a broad range of activities to introduce students to employers – last year, we set up a mentoring programme with ftf, and we have now set up a range of careers events for this year, and thus achieved our goal.

Last year, we wanted to provide a mentoring service to a range of our students – FtF helped us to do this, working in partnership with the Police, other schools and a range of mentors. Visiting mentors seemed to enjoy the interaction they had with our students and commented favourably on their experience in the college.

The mentoring activity was successful for a significant number of our students, with positive outcomes including gaining access to university and apprenticeships, (but also *softer* outcomes, including improved employability skills)

Future activities will certainly include continued interaction with employers, with new areas including a desire for more activities

that are available to more students, helping those who wish to access the workplace to get out there!

Dan Burgess, Assistant Principal, Sawston Village College

I think that the level of support that you provide to schools is excellent and I have serious concerns about whether we would be able to offer the level of Careers Information Advice and Guidance that we do if you were not there to act as an intermediary. The contacts you have with in business are an incredibly valuable asset to us, as is the support that you offer during the events that we jointly run. I strongly feel that direct contact with businesses is what really makes an impact on pupils' career choices and this is something that you deliver. From time to time other bodies offer the kind of services that you offer, but these always come at a relatively high cost and I think that this would lead to less direct business experience in schools as many would not be able to afford it. I think that this is a very strong reason to continue to fund you.

**A Tyrrell, Head of Faculty, Business/Computing
Cottenham Village College**

Students visited local enterprise and met an ex-pupil who is now an apprentice for an accounting firm. Our business faculty is small, so it is enormously valuable for teachers to have links with an organisation who can put us in touch with 'real' business people. The students value the opportunity to meet local entrepreneurs and ask questions.

The Year 10s at CVC participated in a series of interactive sessions at The Future Business Centre in Cambridge. We met 8 inspiring business people including: former CVC pupil, S Craddock, who is

now an apprentice at Watermill Accounting; J Willis, Founder and CEO Power2Inspire, which promotes inclusion through sport and A Burman, who has created Rhea m-Health, an online platform to offer advice to young mums. Students really enjoyed it!

The GCSE Business Studies students also visited Potter Logistics in December 2014. CVC students joined Ely College to play the logistics game, which allowed students to understand the complexity of delivering goods & merchandise. They then toured the 30-acre operation. Great to see a local business / operations.

Would love to continue with field trips. The students really enjoy it and it brings the learning into context. Unfortunately, it is not easy to coordinate a day out, due to costs of cover & transport & the time it takes to fill out paperwork. It would be nice if visitors could come to a business lesson instead. Maybe coordinate a 1-hour workshop with an 'expert' (like "how to improve your interview & presentation skills, or money management, or how does pension work?), anything which could fit nicely during a lesson and could enrich students learning.

Jacqueline Billing, Parkside Federation

Excellent support with work experience, assembly before the students got their placements and small support groups for those who were struggling to find placements. Very efficient with the H&S checked.

It is extremely important that funding continues as help is needed now that schools no longer have Connexions support for work experience.

We would like to have more opportunities for business to come

into school to work with students e.g. CV writing, personal statements, expectations for work experience etc.

Nigel Carrick, Assistant Principal, Comberton Village College

The support we have received from Form the Future has been excellent and simply the best help in providing quality IAG I have experience of.

With work experience Form the Future has been very supportive; providing a quick and accurate service. Increasing numbers of Careers Carousals are providing students with the opportunity to meet employers for a variety of industries and this is proving very useful. Plans for mentoring in the future are fully established and very exciting.

We would like to do an increasing numbers of careers carousels and mentoring opportunities.

Daniel Carlson, Assistant Principal, Netherhall School

Apprenticeship workshops on 29th Sept were incredibly helpful. The amount of students whose attitudes towards apprenticeships had changed by the end of the workshop was astonishing.

Finding and sending the employers/apprenticeship providers for our post-16 evening was very useful.

We are looking forward to the careers carousel in November. If it is anything like the event I attended today at NCA, it will be extremely beneficial to our students, opening their eyes to the range of opportunities out there for them.

Other events are all in the future (Yr 12 work experience, Yr 7 Enterprise Day). However, from what we have seen so far, we are confident they will be well organised and well received.

Appendix 6: Employer feedback

Simon Humphrey, CSR Manager, ARM

ARM has worked with FTF on a number of occasions and the experience has always been positive. They are delivering a critical service for the young people of Cambridgeshire in a way that is collaborative and inclusive of other initiatives being driven by businesses and schools. For example, the support and cross-working with the Career Ready programme and the contribution that FTF make to the Cambridge Ahead group's education and skills objectives. It is extremely important that the delivery of skills and career related information, advice and support is coordinated in a way that avoids overlap, duplication and unnecessary administrative burden. FTF ensure that this happens and it is appreciated by ARM, as it makes the most of our time and makes it easier for us to get involved and know that our efforts are being channeled into areas of greatest need.

Impact is difficult to measure in relation to a lot of the work that FTF carry out and coordinate. Outputs and outcomes might be usefully measured, but the actual impact measurement requires a longitudinal approach to reliably assess whether their interventions actually create change. ARM's approach to impact measurement in respect of educational and careers related outreach is to assess the quality of the interactions and reach, in terms of who we reach and their relative needs. Taking that approach and applying it to the work of FTF, means we have confidence that they will have the intended impact over time.

ARM is comfortable with the work that FTF have been delivering in the relatively short time that they have operating. We would be very pleased to see them continue their work in the same way on an ongoing basis. As above, impact in their area of educational and career related outreach is difficult to measure in the short term as single interventions are rarely of

a significant 'impact' in nature, and a programme based approach, with multiple interventions over time is more likely to make real impact and create change. FTF are well positioned to deliver on this if they continue their work in the same ways as they do currently.

Gill Pragnell, Policy Advisor, Cambridgeshire Chambers of Commerce

The team at Form the Future offer a wide range of activities to a large number of schools across Cambridge and South Cambridgeshire and Cambridgeshire Chambers of Commerce has been delighted to work in partnership with them on a number of events. Many of our members have supported careers fairs, mock interviews and CV writing events as well as other activities to help raise the aspirations of young people. FTF are excellent at making the interaction between schools and businesses as easy and straightforward as possible, genuinely helping to bridge the gap between business and education. Whilst most businesses want to ensure a pipeline of talent for the future very few businesses employ individuals dedicated to building sustainable relationships with schools. FTF actively works in partnership with local businesses and schools to build sustainable relationships and ensure the best possible outcomes for young people and making it possible for, even very small, businesses to get involved.

Heidi Mulvey, Head of Community Engagement, Cambridge University Press

At Cambridge University Press, we have found it extremely useful to have access to the work being done with schools via Form the Future. Without their capacity to liaise with such a wide range of organisations, we would find it difficult to enable our colleagues to do schools volunteering. Recently our people have supported with mock interviews and career carousels, and in the near future, a group of our Leadership Development team will be involved in mentoring students from the UTC. We are

looking forward to working with them more in the coming year.

Cambridge University Press is an educational publisher, with staff that are interested in being involved in local community outreach opportunities, so we really value an organisation like Form the Future being at the heart of our interactions with schools. The relationships they develop and their understanding of student needs across the region are beneficial for a broad range of employers, ourselves included, and schools benefit also from having such reliable access to local employers. It makes sense having an organisation like Form the Future, which is able to see the bigger picture of local needs, and match schools and employers appropriately.

Jane Paterson-Todd, CEO, Cambridge Ahead

We have worked with Form the Future since its inception in 2015 through our Skills agenda. Our members constantly tell us that recruiting local people with the right level of skills is one of the biggest challenges they face. We know that some of this relates to the lack of understanding in schools about the world of work and inadequate attention given towards career development.

Form the Future are bridging this gap, running over 100 career related events in schools with local businesses who provide the necessary insight and inspiration into a career within their sectors. Further to this Form the Future have facilitated work experience for 10 schools to give students first-hand experience within a work environment. Form the Future are developing the brand recognition of STEP-UP a co-sponsored website between the GCGP LEP and Cambridge Ahead which brings together businesses and schools and the opportunities there through an accessible online platform.

Having a local and well respected organisation such as Form the Future is integral to the continued development of the Cambridge skills agenda. We believe Form the Future are making the necessary and impressive

strides forward. Ensuring the next generation are better informed and properly equipped with the skills and qualifications required for which ever field of work they choose and businesses have greater access to a wider pool of locally skilled workers.

Charlotte Steggall, Apprentice Intake (Cambridge), 3AAA

I have found Form the Future's work to be invaluable for 3aaa. With apprenticeships being a new and booming field, schools are wary of providers like us coming into their schools to convince their students to take non-traditional routes, away from 6th form and uni. They are also confused about this new educational option and don't know enough to be able to give their students the correct advice and guidance.

When I started this role at 3aaa I found it very challenging to get responses from schools I contacted because they saw us as a threat; they didn't understand what we were about and they weren't happy for me to speak with their students. Form the Future, being a group aiming to bring employers and schools together without bias towards particular routes or fields, has helped me form relationships with schools and present apprenticeship information to students without appearing to be threatening. There have even been a few schools who flat out refused to have anything to do with apprenticeships, who I have been able to visit and help through the work of Form the Future. This has enabled me to help many more students onto apprenticeships than I would have done working by myself.

From the student side, I think it is hugely important for them to know their options and also understand the reality of the job-hunting world. It is not enough for students to have good grades anymore; they need to be equipped with knowledge about different sectors, and with skills to help them find employment after education. Through the work of Form the Future the students in the Cambridgeshire area have been given so much more help and guidance than I was ever given when I was a student;

whether it's the opportunity to sit and speak with employers from various fields, learning employability skills, receiving advice on different routes or even having a little push towards STEM careers. Students have a greater understanding of the skills they need to get ahead, and I believe are a lot more focused on their aims and goals thanks to the work of Form the Future.

Without Form the Future, the bridge between companies and schools simply would not exist and I believe the students in the local area would be a lot worse off. We have a great skills shortage in Cambridge, despite it being a tech hub, and I hope that with your backing and help, Form the Future will be able to guide young people towards fantastic careers, boosting Cambridge's economy.

Tom Kerchiss, Managing Director, RK PrintCoat Instruments Ltd, UK

We whole heartedly support Form the Future with all the various projects that you have started.

Over the last 6 years we had contacted Bassingbourn Village College advising that we could offer work experience & apprenticeships on 10 or more occasions. We never received a reply!! So we are extremely pleased to now be actively engaging with our local schools thanks to Form the Future.

Madeleine Reynolds, Ion Science

I think it is highly valuable, being a one-person department (HR) it is very useful to have been informed of several events in the area from one point of contact. I feel your work adds value to the local area, the knowledge of students about what careers and businesses are local to them and to employers hoping to gain better brand recognition locally. Without continuing the work you do momentum will be lost and the working together with schools will be much less effective.

I have met many different schools, students and other businesses locally.

I feel we have managed to already achieve more of a local understanding of who we are and what we do and the type of people we are seeking to employ in the future. I have in fact gained applications on the back of events with college students.

Andrea Kokonas, Farrans Construction

It's nice to have time to speak to a young person who may not have anyone else to speak to who is their teacher or family member. I enjoyed telling my young person that even when life doesn't go to plan, there is always ways of making things better – it's not the end of the world. It's also nice to open their eyes slightly that school life/living with family isn't what life is like as an adult – the world is your oyster.

Chani Walter, Cambridgeshire Police

It has the potential to help children who have lots of ideas and motivation to do well in the future, but who don't have the knowledge or support to get there. It can also help to direct children who don't have any idea what they want to do in the future, or any ideas about what is out there as an option. Finally it can help children with a very specific plan for their futures to get to where they want to be by speaking with someone who is in that industry.

John Hicks, Spectacles Coaching

It shows young people that there are adults outside of their current social circles that care about their development and the development of their careers. Working together should help to build self-esteem, engagement and a vision for the future.

Simon Payne, Cambridge Tech Group

It is extremely hard to break down the barrier between education and the commercial world but this is good start.

Pedro Nunes, Frontier

It is a chance for the students to get out of their bubble and have some contact with someone working in a different field. This allows them to consider different perspectives and evaluate their desires and how to get what they want in life.

Elisabeth Goodman, RiverRhee Consulting

Form the Future's model for providing careers support to schools is unique in so many ways: an impressive breadth and depth of engagement with employers and schools; a creative and effective programme of events; and a hearts and minds commitment of all those involved - employers and individual professionals, school staff and the students involved.

The programme benefits the students, the schools and ultimately the employers and the economy of Cambridgeshire. No private individual or organisation would have such a wide remit.

It's a real pleasure to contribute to such a programme, and very rewarding to witness the immediate impact that I and my colleagues at the events have on the individual students that we interact with.

Sharon Livermore, Polkadotfrog

The current skills shortage and competitive job market means it has never been more important for businesses to focus their efforts on developing and attracting new talent. Our team at polkadotfrog recruitment believe that by investing in the education of young people, particularly when it comes to preparing students for the workplace, we play a small but vital part in developing our future workforce.

The work of Form the Future is extremely important in helping businesses like us develop links with local schools and it gives young people an opportunity to prepare themselves for the working environment.

Our team have attended a number of events organised by Form the Future and have been able to offer CV advice and conduct mock interviews with students, it has been very rewarding for our team and

they have enjoyed being able to pass on their knowledge to our future workforce.

Adrian Shephard, RealTimeUK

The entrepreneurs' workshops & fairs in which I've participated are excellent. They are well run & you have adapted them to incorporate feedback from earlier sessions.

These days provide a unique alternative to conventional employment by promoting new business ideas & inventiveness. Students of this age have some great ideas & exploring them will inspire future use of team work. I learn from every experience. Basingbourn's day reminded me that sometimes style of presentation is stronger than content. The winner of the Cambourne fair suggested a great Ap to deal with bullying, that was free to download

Keep up the good work.

Appendix 7: List of Companies involved in events

Company	Sector
3aaa	IT
Abcam	Science & Research
Academy of Magic & Science	Arts & Entertainment
Accio Consult & Construct	Construction
AECOM	Engineering
AIM Altitude	Engineering
AIM Apprenticeships	Education & Training
All4Sports	Sport
Alligned	Technology
Amazon	Technology
Analytik Ltd.	Science & Research
Anglia Ruskin University	Education & Training
Anne Clarke Ltd	Education & Training
Appetite 4 Success	HR
Arcus Global	Software
ARM	Technology
Army	Uniformed Services
Ashton KCJ	Law
Atrium Club	Sport
Aveva	Technology
Babraham Institute	Science & Research
Balfour Beatty	Construction
BAM	Construction
Bango	Software
Barclays	Banking
BBC	Media
BCS Accounting	Financial Services

BioInformatics	Science & Research
Blacktrace	Engineering
Bouygues	Construction
Bright Sparks Coaching	HR
British Humanist Association	Health & Social Care
British Sugar	Manufacturing
Callan Method Organisation	Education & Training
CAM Ltd.	HR
Cambridge Arts Theatre	Arts & Entertainment
Cambridge Carbon Capture	Science & Research
Cambridge City Council	Government
Cambridge Commodities Ltd.	Sales
Cambridge e-Learning Institute	Education & Training
Cambridge Institute for Medical Research	Science & Research
Cambridge Neuroscience	Science & Research
Cambridge News	Media
Cambridge Online Systems	Software
Cambridge Sword	Sport
Cambridge Tech Group	Technology
Cambridge United	Sport
Cambridge University Hospitals	Health & Social Care
Cambridge University Press	Publishing
Cambridge Veterinary Group	Animal Welfare
Cambridge Volunteer Centre	Charity
Cambridgeshire Community Services	Health & Social Care
Cambridgeshire County Council	Government
Cambridgeshire Police	Uniformed Services
CamOuse Financial Management Limited	Financial Services
Cancer Research UK	Science & Research
Carl Zeiss	Engineering

Chic Face & Body Clinic	Hair & Beauty
CITB	Construction
Clip N' Climb Cambridge	Leisure
Cloud Amber	Software
CRC	Education & Training
CSR Group	Science & Technology
Daniel Connal Partnership	Property
Deloitte	Financial Services
Delta2020	HR
Department of Engineering, University of Cambridge	Engineering
Department of Materials Science & Metallurgy, University of Cambridge	Science & Research
Department of Physiology, Development & Neuroscience, University of Cambridge	Science & Research
Department of Psychiatry, University of Cambridge	Science & Research
Department of Psychology, University of Cambridge	Science & Research
Department of Zoology, University of Cambridge	Science & Research
Doubletree	Hospitality & Catering
Duxford Museum	Education
East Cambridgeshire District Council	Government
Eazipay Ltd.	Financial Services
EDGE	Agriculture
EJW Solutions	HR
Elaje	Hair & Beauty
Ely Cathedral	Education
Elysium Beauty	Hair & Beauty

Emerald Frog Marketing	Marketing
Encocam	Engineering
Ensors	Financial Services
Epicam	Engineering
Epoch Wires	Manufacturing
ERBA Mannheim Molecular	Science & Research
Etyres	Sales
Euromedica	Science & Research
EY	Financial Services
face2faceHR	HR
Farrans Construction	Construction
Founders4Schools	Education
Frontier	Gaming
G's Fresh	Agriculture
Girton College	Education & Training
Go4Venture	HR
Green Energy Options	Manufacturing
Hardcastle Burton LLP	Financial Services
Health Education East of England	Health & Social Care
Hilton	Hospitality & Catering
HIT Training	Hospitality & Catering
Huxley Bertram Engineering	Engineering
IET	Engineering
Interserve	Construction
Ion Science	Engineering
Ivor Searle	Engineering
JDR Cable Systems Ltd,	Energy & Utilities
JTL Training	Construction
Kier	Construction
LGC Group	Science & Research

Little Dragon Films	Media
Lloyds	Banking
Lucinda Price Photography	Photography
Madingley Hall	Hospitality & Catering
Managing Change	HR
Marshalls	Engineering
MathWorks	Software
McDonalds	Hospitality & Catering
MediaTek	Software
MetroBank	Banking
Metropolitan Police	Uniformed Services
Michell Instruments	Engineering
MIHomeCare	Health & Social Care
Money Wise	Financial Services
Morgan Sindall	Construction
Morley Associated	HR
Moses Cameron Williams	Architecture
MRC Laboratory of Molecular Biology	Science & Research
MRC Metabolic Disease Unit	Science & Research
MRC Mitochondrial Biology Unit	Science & Research
Multitech Site Services Ltd.	Energy & Utilities
Mundipharma IT Services	IT
Napp Pharmaceuticals	Science & Research
National Stud	Sport
Natwest	Banking
Network Rail	Transport & Logistics
Next Level Innovation	HR
NHS	Health & Social Care
NIE Theatre	Arts & Entertainment
NW Cambridge Development	Construction

Old Tiger Stables	Sport
Omobono	HR
Onslow Trust	Education & Training
Operational Research Society	Mathematics
PA Consulting	Engineering
Papworth Hospital	Health & Social Care
Playfords	Energy & Utilities
PlayFusion	Gaming
Polkadotfrog	Recruitment
Potter Logisitics	Transport & Logistics
Power2Inspire	Charity
Procam	Agriculture
Product Life Group	Science & Research
Prospect Research	Marketing
Purcell	Architecture
Pure Resourcing	Recruitment
PWC	Financial Services
QA	IT
Quartix	Software
Ramboll	Engineering
RBS	Banking
RE-Photography	Photography
Red Gate	Software
Retail Motor Industry Federation	Transport & Logistics
RG Carter	Construction
Ridgeons	Sales
RiverRhee Consulting	HR
RK Printcoat Instruments	Manufacturing
Routes into Languages	Languages
Royal Navy	Uniformed Services

S M West Yates	Languages
Schlumberger	Energy & Utilities
School of Clinical Medicine	Science & Research
Scientific Literacy Tool	Science & Research
Shearline	Engineering
Softwerx	Technology
South Cambridgeshire District Council	Government
Spectatcles Training	HR
St Catherine's College	Education & Training
Stansted Airport	Transport & Logistics
STEM Team East	Science & Research
Stone King LLP	Law
Strem Chemicals	Science & Research
Takeda	Science & Research
Tate	Recruitment
Taylor Vinters	Law
The Book Analyst	Publishing
The Employability Partnership	Education & Training
The Junction	Arts & Entertainment
The Pathology Partnership	Health & Social Care
The Sainsbury Laboratory, University of Cambridge	Science & Research
The Tech Partnership	Technology
Thorlabs	Engineering
Thurlow Nunn Standen	Agriculture
TrAC	Construction
Tribus-d	Engineering
Turners	Transport & Logistics
TWI	Engineering
Undo Software	Software

University of Cambridge Museums	Education
University of East Anglia	Education & Training
Urban Futures	HR
Volker Fitzpatrick	Construction
Volvo	Transport & Logistics
Wates	Construction
Whiting & Partners	Financial Services
Willmott Dixon	Construction
Wood Green Animal Shelter	Animal Welfare
WSP Parson Brinckerhoff	Construction
Young World Holdings	Leisure
Zinwave	Technology

Companies engaged outside of events

Cambridge Cognitics	Information Technology
Citrix	Information Technology
Cognima	Information Technology
Ellexus	Information Technology
Jagex	Information Technology
Onespacemedia	Information Technology
Sepura	Information Technology
Xaar	Information Technology
THP Systems	Information Technology
TBM Ltd.	Information Technology
Babylon IT Solutions	Information Technology
Cambridge Network Solutions	Information Technology
Aquarium Technology Limited	Information Technology
Cambridge Communications Systems	Information Technology
GraphicArt Cambridge	Information Technology

C4 Carbides	Information Technology
The Device	Information Technology
Ardencaple Consultants	Information Technology
University of East Anglia, IT Department	Information Technology
University of Cambridge, Computer Laboratory	Information Technology
Nokia	Information Technology
Amgen	Life Sciences, Biotech & Human Health
AstraZeneca	Life Sciences, Biotech & Human Health
EAHSN	Life Sciences, Biotech & Human Health
CUHP	Life Sciences, Biotech & Human Health
Hexcel	Life Sciences, Biotech & Human Health
Horizon Discovery	Life Sciences, Biotech & Human Health
Johnson Matthey	Life Sciences, Biotech & Human Health
Medimmune	Life Sciences, Biotech & Human Health
MRC Cancer Unit	Life Sciences, Biotech & Human Health
MRC Biostatistics Unit	Life Sciences, Biotech & Human Health
MRC Epidemiology Unit	Life Sciences, Biotech & Human Health
One Nucleus	Life Sciences, Biotech & Human Health
Phanorth	Life Sciences, Biotech & Human Health

Praxis Unico	Life Sciences, Biotech & Human Health
Rand Europe	Life Sciences, Biotech & Human Health
Cambridge Crystallographic Data Centre	Life Sciences, Biotech & Human Health
Wellcome Trust MRC - Stem Cell Unit	Life Sciences, Biotech & Human Health
Wellcome Trust Sanger Trust	Life Sciences, Biotech & Human Health
Hollyoak Veterinary Surgery	Life Sciences, Biotech & Human Health
Isle Vet Group	Life Sciences, Biotech & Human Health
Cambridge Cat Clinic	Life Sciences, Biotech & Human Health
Aquarius Vets	Life Sciences, Biotech & Human Health
Church House Veterinary Clinic	Life Sciences, Biotech & Human Health
Animal Health Trust	Life Sciences, Biotech & Human Health
Swayne and Partners	Life Sciences, Biotech & Human Health
Bottisham Dental	Life Sciences, Biotech & Human Health
Equine Veterinary Hospital	Life Sciences, Biotech & Human Health
East of England Ambulance Service	Life Sciences, Biotech & Human Health
University of Cambridge, Department of Zoology	Life Sciences, Biotech & Human Health
Paradise Wildlife Park	Life Sciences, Biotech & Human Health

Staploe Medical Centre	Life Sciences, Biotech & Human Health
Cambridge Veterinary Group	Life Sciences, Biotech & Human Health
Nuffield Health	Life Sciences, Biotech & Human Health
Raptor Foundation	Life Sciences, Biotech & Human Health
Clarendon Street Veterinary Surgery	Life Sciences, Biotech & Human Health
Antartic British Survey	Life Sciences, Biotech & Human Health
TTP Labtech Ltd.	Life Sciences, Biotech & Human Health
Whipple Museum of the History of Science	Life Sciences, Biotech & Human Health
Stratech Scientific	Life Sciences, Biotech & Human Health
TAP Biosystems	Life Sciences, Biotech & Human Health
Lonza Biologics	Life Sciences, Biotech & Human Health
Department of Chemistry, University of Cambridge	Life Sciences, Biotech & Human Health
Springboard Pro Ltd.	Life Sciences, Biotech & Human Health
Medical Research Council	Life Sciences, Biotech & Human Health
Delta-T Devices	Life Sciences, Biotech & Human Health
Cambridge CleanTech	CleanTech
Origami Energy	CleanTech
Harrods Aviation	Engineering
MLM Consulting Engineers	Engineering

Anglian Group	Engineering
TALIS Education	Engineering
Lintbells Ltd	Engineering
Anaero Technology	Engineering
Qualcomm Technologies	Engineering
Amtrac	Engineering
Borley Brothers	Engineering
Grant Instruments	Engineering
Transport Engineering Consultants	Engineering
Alpha CRC Ltd.	Engineering
Dassault Systems Biovia	Engineering
Carillow Industrial Services	Engineering
Domino	Engineering
Mott McDonald	Engineering
CC Engineer Ltd.	Engineering

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Agenda Item 11



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board 10 November 2016

Lead Officer: Alex Colyer, Acting Chief Executive (South Cambridgeshire District Council)

Greater Cambridge Housing Development Agency – Six Month Update

1. To provide an update on the work of the Housing Development Agency (H DA).

Recommendations

2. It is recommended that the Board note the report.

Reasons for Recommendations

3. The report is for information.

Executive Summary

4. Approval was given in July 2015 to set up the H DA. A report was presented to the Board in July 2016 covering the set up period. This report is the first intended to be submitted on a six monthly basis on the operational development of the H DA and progress in relation to its objectives.
5. This report provides;
 - An update on the 2016.17 Business Plan Action Plan
 - Progress report on committed schemes.
 - Progress report on future opportunities
6. The main activities during the six months April to September 2016 have been;
 - Establishing the governance arrangements
 - Approving the 2016.17 Business Plan
 - Recruiting to the staff team
 - Delivering the committed programme of schemes
 - Working directly on the process to secure housing grant under the Devolution Agreement – this will be significant in terms of meeting the H DAs objectives
 - Securing approval for and working to set up an Investment Partnership for the City Council – this will be significant to achieve the aim of the H DA to drive the pace and certainty of new housing delivery.

Background

7. The H DA has been operating since April 2016 when the Managing Director was appointed. During this period, the H DA has been functioning as an informal shared service while consideration is given to the advantages and disadvantages of moving forward as a local authority owned company as opposed to a formal shared service.

Considerations

8. **Six Month Up-date**

Progress with the 2016.17 Business Plan Action Plan

9. Appendix 1 summarises progress against the Action Plan. Key points to note are:
10. **Governance** – The H DAs shadow Management Board established in 2015 has dropped its ‘shadow’ label and meets quarterly as the H DAs Management Board. It is made up of Alex Colyer (Executive Director - Corporate Services, SCDC); Stephen Hills (Director of Housing, SCDC); Chris Malyon (Section 151 Officer, Cambridgeshire County Council); Ray Ward (Strategic Director, Cambridge City). Tanya Sheridan (Director, City Deal) attends as an observer. A Member Reference Group met for the first time in May 2016 and also meets quarterly. Its Members are Cllr Kevin Price (Cambridge City) (Chair); Cllr Paul Walsh (Cambridgeshire County Council); and Cllr Christopher Cross (SCDC).
11. **H DA Business Plan 2016.17** – This was approved by the Management Board and Member Reference Group in May 2016.
12. **H DA as a shared service or as a company** – Legal advice is being provided by Walker Morris. A Workshop was held on 10 October involving the Management Board and Member Reference Group. The next step is for the Managing Director to submit a proposal to the Management Board for their consideration and recommendation to the Member Reference Group. If the H DA is to become a company, a formal decision by each Council partner will be required. The target date to become a company if agreed is April 2017.
13. **Branding and Marketing** – Work has begun with a target of having a logo and basic communication material in place by January 2017 in preparation for the potential launch of the company from April 2017. The intention is to establish a clear and separate identity for the H DA but one that is aligned with the City Deal branding. The City Deal team are assisting with this process.
14. **People** – Stage 1 of the recruitment plan for 2016.17 has been completed. Sabrina Walston was confirmed as the Assistant Managing Director in June 2016. Gill Anderton and Nicola Hillier have been confirmed in their positions as Housing Development Managers taking a lead role for schemes in South Cambs and the city respectively. Babette Lind joined the H DA as Business and Systems Support Officer in July 2016. Stage 2 of the recruitment plan is under way and an advert is out for a Construction and Technical Lead.
15. In August 2016, the Management Board and Member Reference Group approved that South Cambs District Council’s Self/Custom Build Service should become part of the H DA. The Self Build service finds sites and facilitates planning approval for people who wish to build or project manage their own home. Gill Anderton has been

instrumental in developing this service and it was agreed that it sensible for Gill to continue to be line manager, as well as recognising that there are significant synergies with the work of the H DA in terms of finding new sites for housing and taking the sites through the planning process.

16. The H DA has embarked on an organisational development programme. Business and management consultants, Magela, has been commissioned to assist with this process. Magela is providing initial input in respect of individual and team competencies; individual and team skills and development plans; and team building.
17. **Office and Business Support** – A new project appraisal and management system has been bought, called Proval. This will significantly aid the productivity and efficiency of team and is already proving very useful in the appraisal of new opportunities. The different IT systems operating across South Cambs and the City Council is proving a challenge as the H DA moves towards a single shared information system for the team.

Progress Report on Committed Schemes

18. Appendix 2 provides an up-date on the committed schemes that the H DA is currently working on.
19. The following table summarises the current position of schemes;

Stage of Development	Schemes	New Homes
Complete first six months 16.17	3	63
On site and expected to complete 16.17	6	157
On-site and expected to complete 17.18	1	208
Start on site expected 16.17	1	22
Planning approval achieved 16.17	1	8
Pre-planning stage	11	373

Note – The above does not include a refurbishment project that the H DA is undertaking on behalf of the City Council. This is due to start on site in December.

20. The H DA has secured two additional projects that were not on the 'committed scheme' list at the start of the year as follows;
 - Initial project management work on the City Council's land at Cambridge Fringe North East.
 - Initial appraisal work for the Cambridge and Peterborough Foundation Trust on their Ida Darwin site in Fulbourn.

Pipeline Schemes

21. The H DAs target is to work on schemes that deliver 250 home a year. The current committed programme will sustain the H DA team at its current capacity until 2018.19. The operational target thereafter is to secure schemes that will deliver 250 starts on site a year thereafter.

22. The following table the current position with pipeline schemes.

Target Group	Estimated Homes by Starting on Site		
	18.19	19.20	20.21
County Schemes	0	0	0
City and SCDC Housing Revenue Account (HRA)	103	6	48
City General Fund	30	0	0
City and SCDC Housing Companies	0	0	0
Partner Schemes	0	0	0
Totals	133	6	48

23. The above is a cautious estimate.

24. Should it be agreed, Devolution Housing Grant provides the opportunity to drive more starts for the City Council's HRA in 2019.20 onwards. The H DA has been instrumental in the negotiation to establish the housing element of the Devolution Agreement. The £70m grant proposed for the city will allow starts on 500 new homes over a five year period. Not all prospective schemes have yet been finalised or profiled in terms of start on site. A number of opportunities exist on City Council General Fund too. These are not all shown in the table above as it is too soon to add with any certainty.

25. The H DA has been working for the City Council to establish and Investment Partnership with house-builder, Hill. This is a joint venture that will allow the City Council to capture more of the up-lift in value from a development on its land, sharing in risk and also reward and benefitting from the capacity and expertise working with one of the local leading house-builders. It is possible that Hill will also bring some of its own land opportunities to the Investment Partnership. This will be a key partnership facilitated by the H DA that will drive the pace and delivery of new housing in the city.

26. A number of potential schemes provide the opportunity for investment by SCDC and the City Councils' Housing Companies. These too have not been included in the table. The H DA has completed an appraisal for a 39 unit scheme for the SCDC company. This is currently being considered by its senior staff. The H DA is also currently exploring a 15 unit opportunity for the City Council's company.

27. The County has recently withdrawn four of its eight schemes that it had originally asked the H DA to project manage leaving it with three schemes to progress. One scheme was withdrawn early in 2016. The H DA recommended a course of action for this scheme and County colleagues chose to take this forward themselves. The latest three schemes to be withdrawn were given a lower priority for the H DA to progress. County colleagues are now choosing to take these schemes forward through their own development company. No new County schemes are therefore shown for start on site from 2018.19 and beyond.

28. The Board will be well aware of the issues of the five year land supply for SCDC. This in turn has constrained the H DA in progressing any significant work on Rural Exception sites. Once the Devolution Agreement has been settled and the Investment Partnership has been set up, the H DA will turn its attention to how it may work positively to secure Rural Exception sites once the Local Plan review has been concluded.
29. Finally, although no numbers are shown against the Partner Scheme line in the table above, around 30 potential schemes have been identified for the H DA to continue to work through and assess the probability of their deliverability.

Implications

30. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Financial and other resources

31. The Board is reminded that it has agreed to provide £400,000 revenue funding for the H DA. £200,000 of this is budgeted to be spent in 2016.17 and the balance in 2017.18.

Consultation responses and Communication

32. Not applicable

Background Papers

H DA Business Plan 2016/17

Report Author: Alan Carter – Managing Director
Telephone: 07891 561166

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Appendix 1 - H DA Action Plan 2016.17

Business Area	Task	RAG	Performance Target	Progress 12 October 2016
Governance	Establish Member Reference Group	Green	Terms of Reference and pattern and frequency of meetings agreed and take place	
	Process for covering 'exit' costs agreed	Green	Conclude April 16	
	Conclude on whether to establish H DA as company	Yellow	Conclude by Dec 16	Walker Morris has provided legal advice note. Management Board and Member Reference Group Workshop held 10 October. Next step - Alan Carter to draft proposal to move to company model for Management Board to consider.
Markets and Services	Establish relationship management database	Yellow	Team using single data base (subject to access to one IT system)	Originally considered an early task for new Business and System Support Officer. Now more of a medium term task to seek software applications that may suit the H DAs purposes.
	Brand and marketing material produced	Yellow	Launch of company or formal shared service (revised from original target of September 16).	Workstream for new Business and System Support Officer. City Deal marketing and comms resource assisting development of comms strategy. Initial priorities are, internal comms; initial H DA visual identity (logo) and stationery templates. 6 month action plan developed.
	Draft communications protocol mapping out respective responsibilities of HDA and local authority partners for engagement with Members	Red	Target by June 16	Not started.
	Develop scope of services	Yellow	Revised target to finalise early 2017 to be available for launch of company or shared service (revised from September 16)	No new progress. Full draft of scope of services has been produced. Needs further refinement with final document now reprogrammed for early 2017.
	Work with Planning and Strategic Housing colleagues to inform production of Affordable Housing SPD	Yellow	New AHSPD reflect needs particularly of fit of Intermediate Housing alongside social rent	Links clearly established with strategic housing functions of district authorities and current research on housing needs particularly intermediate market. Initial contact made with planning colleagues. New Director of Planning briefed and engaged.
	Work with Planning and Strategic Housing colleagues to inform financial viability of new models of housing delivery	Yellow	New models of housing delivery are robust and realistic in terms of size, standard, cost, funding options and income streams	A key current workstream. Has informed the process to secure Devolution Housing Grant and commission from CPFT. A new financial appraisal and project management software system has been acquired from Proval. Staff training is complete and this will improve the efficiency of the team in carry out appraisals and project managing schemes with consistency.
Operations and Systems	Evolve Partner Development Briefs to monitor scheme progress.	Green	Conclude for first report to Board in 16/17	Scheme progress reports delivered to Management Board and Member Reference Group. New IT system (Proval) will generate consistent reports.
	Develop 'probability assessment' to manage prioritisation of schemes.	Red	Board approval by end September 16	Not started. 6 month in to the work of the H DA this seems less of an immediate priority to conclude. The requirement to spend the Devolution Housing Grant within 5 years and the need to deliver the 1000 homes on rural exception sites will bring a focus over the next six months.
	Establish programme of work and leads to evolve construction specification and design brief	Green	Programme of work established June 16.	Two team members leading on this workstream. Working with City Council sustainability officer who is draft Design and Development Brief that embraces best practice in relation to the former Code for Sustainable Homes. H DA detailed construction specification in place and will be the document through which the principles of the Design and Development Brief will be implemented.
Finance and Resources	Establish SLA with employing authority	Grey	Complete by end March 2017	Target revised as SLA not needed until legal entity of H DA established.
	Monitor performance against Business Plan 2016.17	Green	Regular reports to Board and Member Reference	This report
	Secure new schemes for completion 2018.19 and beyond	Green		Strategic approach developed as part of Business Plan. Progress to be reported to Management Board and Member Reference Group.
People	Complete recruitment plan for 2016.17 in line with Business Plan	Yellow	Complete by end March 17	Recruitment Business and Systems Support Officer. Assistant MD post filled. Advertising for Construction and Technical Lead now. Holding off on decision to recruit further project management capacity dependent on outcome of Devolution Agreement and Cambridge Investment Partnership.
	Initiate Organisational Development programme (formerly labelled 'undertake a skills audit and establish training matrices')	Yellow	Target Dec 16 (formerly end June 16)	Different approach adopted. Training organisation commissioned to help establish the H DAs organisational development needs and the programme of team and individual inputs. Magela commissioned and mid way through an action plan of one-to-one meetings with staff; skills audit; operational competency framework; and facilitated away-day.
Office and Business Support	Conclude on IT system and hardware to support 'remote' working	Green	Subject to shared IT services programme of work	New IT to facilitate remote working trialled and purchased.
		Key	Complete	
			Started and not passed target deadline	
			Not started and/or behind target deadline	
			Not started but well within target deadline	

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Agenda Item 12



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board **Date:** 10 November 2016

Lead Officer: Chris Malyon, Cambridgeshire County Council

City Deal Financial Strategy - 2016/2020

Purpose

1. The Board is asked to agree the financial strategy of the City Deal Partnership

Recommendations

2. The Board is asked to agree that the following proposals form the foundation to the financial strategy of the City Deal Partnership.
 - The City Deal Partnership will continue with operational and programme proposals.
 - The operational budget will be funded through NHB and interest on balances.
 - The Programme will be funded through City Deal Grant, Section 106 and any other funding sources directly attributable to projects within the Programme.
 - Use of NHB to fund transport infrastructure investments within the programme will need specific approval of the Board.
 - The costs of providing the following support services will be resourced from the operational budget:
 - Finance
 - Democratic Services
 - Any legal costs incurred at the Programme level, for example legal advice on governance structures
 - The local councils will retain all NHB funds until they are required.
 - The Accountable Body will allocate interest on net cash balances to the operational budget.
 - Any proposals for new investment will be supported with a robust business case proportionate to the size of investment required and setting out how the proposal achieves the agreed aims of the GC City Deal.

Reasons for recommendations

3. This is the first financial strategy of the City Deal Programme. It is intended to provide a structured framework within which the Board is able to identify the potential resources at its disposal, propose a financial governance framework to ensure that resources are used effectively to achieve the Programme outcomes and raises a number of proposals for the Board to consider.

Background

4. The financial strategy of an organisation or entity should identify the expected level of resources that will be available to that organisation in the medium term and how these can be used in the most effective manner in order to deliver its stated aims. The financial strategy is therefore a means to an end, rather than the end itself. The financial strategy should be reviewed on an annual basis in order to reflect any changes to the projected resource availability and changes to the priorities of the organisation.
5. The financial strategy is different from the budget albeit the two are intrinsically linked. The budget sets out in detail the expenditure plans for the forthcoming financial year and will often contain outline plans for the rest of the period of the financial strategy. The financial strategy should therefore establish the context and framework within which the budget is developed and some organisations do combine the two into a single process/document.
6. Whilst the City Deal is not an organisation, the principles and purpose of its financial strategy remain the same. The City Deal Partnership is about joining forces to achieve economic growth, developing and delivering a large and complex programme that will support the successful delivery and further development of growth in the Greater Cambridge area. It is therefore essential that appropriate resources are allocated to both the programme itself and the activities that are required to support its successful delivery.

City Deal Key Strategic Objectives

7. The GC City Deal agreement states that we will prioritise projects that will deliver against four key strategic objectives:
 - to nurture the conditions necessary to enable Greater Cambridge to create and retain international high-tech businesses of the future;
 - to better target investment to the needs of the Greater Cambridge economy by ensuring those decisions are informed by the needs of businesses and other key stakeholders such as the universities;
 - to markedly improve connectivity and networks between clusters and labour markets so that the right conditions are in place to drive further growth;
 - to attract and retain more skilled people by investing in transport and housing whilst maintaining a good quality of life, in turn allowing a long-term increase in jobs emerging from the internationally competitive clusters and more university spin-outs.

City Deal Programme

8. The Executive Board of 28 January 2015 agreed a prioritised programme of transport-related schemes for the first five years of the Greater Cambridge City Deal Partnership. The programme agreed was significantly in excess of the grant that was available at that point. This was a conscious decision which reflected that the grant resources would be supplemented by additional funding from other funding streams, and the possibility that some of the projects would not progress either to the level outlined or within the originally anticipated timeline.

9. Given the nature of the programme and the associated time lag from project conception to actual spend this is not an issue in cash terms until 2019. However over the coming two financial years, if it is not possible to confirm additional funding, the Board will need to consider whether to re-balance the phasing between tranche 1 and tranche 2, to seek contributions from other sources, or to reduce the overall programme.
10. At this stage the level of expected expenditure for 2017-18 can be predicted with a reasonable level of confidence. As the timeline extends beyond the next financial year the projections are subject to numerous issues that could affect the projected profile and therefore are more subjective, as would be expected with major capital projects of this nature. The projected profile will therefore be reviewed and refined within the annual budget process. Should it be necessary, requests for variations to the budget will be brought to the Board for their approval within the year.
11. The 2017/18 annual budget will cover the middle year of Phase 1 of City Deal, which is an opportune time to consider the overall resources available and how they can most effectively be used to deliver the required outcomes in order to secure the allocation of future City Deal funding tranches.
12. The in-year financial monitoring position is contained within a separate report on this agenda. The layout and presentation of this report has been reviewed to assist the reader to differentiate between over- and under-spends and slippage within and between years.

City Deal Grant

13. The City Deal Partnership has been allocated £500m of grant to be paid in 3 tranches. The Deal includes delivering the acceleration of 33,500 homes under the Local Plan and building an additional 1,000 homes on rural exception sites, by 2031. The Government assumes the Gain Share deal will last for 20 years but this could be reduced to 15 years on the basis of demonstrable capacity to invest without slippage. This will be decided in 2024.
14. Tranche 1 of £100m is received at £20m per year from 2015/16 to 2019/20. The Gain Share deal is a payment by results mechanism so any projects planned to continue beyond 2019/20 must be designed so as not to be reliant on continued government funding.
15. The government has committed up to £400m from 2020/21 over the following 10 to 15 years, subject to Gateway Review assessments in 2019 and 2024. The overall amount for this period and the profile of funding in each of the years will be set out by the government by end of 2019. For planning purposes, we are assuming an allocation of £200m between 2020/21 to 2024/25 (Tranche 2) and a further £200m from 2025 (Tranche 3). The discussion with government when the Deal was negotiated included an understanding that the grant was for transport infrastructure investment, which is reflected in the drafting of the Deal document. However, the funding agreement did not specifically exclude other investments in economic growth.
16. The grant to be received is not index-linked and therefore its purchasing power will be eroded by inflation. Although general inflation is currently running at very low levels construction inflation generally outstrips both Retail Price Index (RPI) and Consumer Price

Index (CPI). This position could be exacerbated over the coming years by Brexit but this cannot be quantified at this point. As a result the value of the grant received will significantly reduce as a result of inflation throughout the period of the City Deal Partnership.

17. The current approved operational budget (funded from New Homes Bonus) and the infrastructure programme budget (funded from all sources of funding) are detailed in Appendix A to this report.

Current City Deal Funding Sources

18. City Deal funding is currently derived from a number of sources:-
 - City Deal Grant
 - New Homes Bonus (NHB)
 - S106 receipts (for transport projects/schemes)
 - Staff resources from the three Councils, the LEP and University
19. Further information on the New Homes Bonus (including an update on the consultation process), Section 106 receipts, and the staff resources are contained within Appendix B.
20. The City Deal offer was not explicit on whether the grant allocated was revenue or capital, although the GC City Deal agreement does state that the Government investment is to ensure the transport network supports the economy and acts as a catalyst for sustainable growth and that it is to form part of an infrastructure investment fund. It is generally accepted that in order to deliver the vision in the Cambridge and South Cambridgeshire Local Plans and transport strategy and achieve the other GC City Deal objectives, the vast majority of resources would be expended on the capital investment required to support the delivery of housing and jobs growth. The discussions with Government during the negotiation of the Deal were very much around transport infrastructure investment, due to the barriers to private sector investment. However revenue investments will also be required to support the delivery of the broader economic growth outcomes of the GC City Deal, for example skills.
21. As previously discussed, the total programme that was established for Phase 1 is in excess of the overall resource envelope. This approach was reasonable as long as either sufficient match funding is available and/or the triggers required at the end of Phase 1 could be achieved and therefore Phase 2 funding would be forthcoming.
22. There is however a degree of risk in adopting this type of approach as any contractual commitments would have to be fulfilled once entered into. If this investment was predicated on the fact that Phase 2 funding being available, and this did not materialise, any costs in excess of the resource envelope would have to be met by the local authority partners. It will therefore be important to take stock ahead of major contractual commitments.
23. A small amount of the grant funding has been allocated to project pipeline development, so that as and when funding is available, future infrastructure needs can be delivered.

Single Investment Pot

24. To date the investments made by the Board have attempted to separate transport infrastructure (programme) from other types of investment (operational). The funding of these has also been separated, with the transport infrastructure programme projects being funded through the City Deal grant and, in some cases, Section 106 funding, while the operational programme has been funded from New Homes Bonus.
25. This approach was logical as it enabled the alignment of priorities and associated funding streams. With a maturing partnership, and improving clarity on the programme, it would seem appropriate at this point for the Board to consider whether it wishes this approach to continue for the remainder of Phase 1 of the City Deal agreement.
26. The Board may wish to consider creating a single investment pot where all resources would be collected. Any investments would then be considered within the agreed governance framework by the Board irrespective of whether the investment was infrastructure based or not and with a clear focus on investment needed for economic growth. It is important to note that Section 106 contributions would need to be used and capable of being shown to be used for the specific purposes they were agreed, generally as contributions to schemes that mitigate the impact of the development providing those contributions. There are a number of advantages and disadvantages of this approach and the key issues are set out below:-
27. The key benefits of a single investment pot are that it would create:-
 - Greater flexibility on the allocation of resources to economic growth priorities
 - An opportunity to re-balance investments from transport infrastructure related investments
28. The key disadvantages of a single investment pot are that it would create:-
 - A reduction in the flexibility afforded to the local authorities to withdraw funding should their own council's financial position require this to be considered
 - Further confusion and greater uncertainty regarding the future funding position of the Programme given the lack of clarity of the future of the New Homes Bonus
29. Given these issues the position is relatively well balanced and it is therefore proposed to suggest a third option which is a hybrid of the two approaches. In this proposal there would be no single investment pot but the Board would accept that the NHB could be used to support the infrastructure programme if necessary and that any such investment would require a specific approval of the Board. The NHB pot could also be used for non-infrastructure transport investments as a temporary measure ahead of a more permanent funding stream. This would fulfil the commitment in the GC City Deal agreement to bring together local and national funding sources into a single infrastructure investment fund, provide the ability for the Board to use the resource in a more flexible manner but would retain the current level of governance. Therefore any use of NHB to support the delivery of the transport infrastructure programme would be transparent and formalised.

Governance

30. It is important to balance the need for additional rigor while avoiding a disproportionate bureaucracy around the approval of new investment decisions. It is therefore proposed that any new investment proposals should be considered through must complete a business case in a consistent manner and unless there are exceptional reasons, should form part of the annual budget setting. This would enable potential investments to be measured against a set of pre-determined outcome criteria thereby setting the relative priority of that investment proposal. The level of detail in the business case should be proportionate to the size of investment, but having a standard business case will ensure that a degree of continuity, conformity and prioritisation is brought to the process.
31. Using the budget-setting as a “bidding” process will provide the mechanism for the determination of the City Deal Investment Programme. The aim of introducing this approach will be to ensure the most effective utilisation of the resources available to the City Deal Board in realising the agreed strategic objectives of the programme.
32. The mechanism for appraisal of bids has to be robust, but proportionate, in order to allow the evaluation and comparison of proposals which may differ significantly from each other in terms of scope and the impact on the objectives set out in the GC City Deal agreement. The Payment by results mechanism in the GC City Deal document includes an agreement to prioritise the projects that will have the best economic growth outcomes and will demonstrate additionality (i.e. investments happening/ being brought forward that would not have happened without the GC City Deal intervention.) A business case approach for all investment decisions should give the robustness required to evaluate investments critically given that significant commitments have already been agreed and allow for continuous improvement of investment decisions in pursuit of sustainable growth. If the Cambridgeshire and Peterborough Combined Authority is agreed, we would propose to explore the extent to which approaches to investment and investment criteria may be aligned and the scope for a shared evidence base, given that both the Devolution Deal and GC City Deal aim for sustainable economic growth and there may be co-investment opportunities. A template has been designed that can be applied to all proposals and can be flexed to account for the size and complexity of the investment under consideration.
33. A copy of the business case template is attached at Appendix C for the Board’s consideration.

Other Financial Issues

34. Resources, including financial management resources, required to directly manage the programme are already reflected within the costs of individual projects. However there are a number of costs associated with managing the overall cost of the programme that are not. These are therefore effectively in-kind contributions, or additional resources, contributed by the Partner organisations. Whilst there are contributions of this type from all Partners, they disproportionately fall upon the three local authorities who are also the only “cash” contributors to the Partnership.

35. Given the financial constraints on all public organisations, but particularly local authorities, it is important that such contributions are as a minimum recognised within the Partnership. The Board may also think it appropriate to regularise the funding of such activity by funding these activities from the funds at the Board's disposal. This should ensure that the resources required to manage the programme in its entirety are identified and reflected within the financial envelope of the City Deal Partnership.
36. Although NHB is retained within the three councils until required, as the Accountable Body County Council currently holds the grant funding. Any investments reduce this cash balance but given the time lag the balance can be significant. Although the interest on short term cash holdings is not significant it is proposed to reflect this interest income in the funding available to the Partnership.
37. For modelling purposes it is proposed to update the financial model to assume that NHB will continue but will be reduced to 50% of the current level for the remainder of the Tranche 1 period. The 50% figure is not based on any published information but is simply a modelling assumption midway between zero and current levels, given there is no Government response to the consultation at this point. It is likely that this matter will not be clarified until the Autumn Statement which is due to be published on 23 November 2016.
38. The updated Financial Model which looks at all funding sources together is attached at Appendix D.

Risk Based Borrowing

39. At this stage there is no identified need for risk-based borrowing. However, this section sets out recommended key principles lest they are needed for future reference. Should the Board wish to consider developing a risk based approach to creating additional investment funds it could do so by borrowing against future funding streams. Any borrowing obviously needs to be repaid and therefore the three local authorities would need to effectively underwrite the debt if this approach was adopted. The principle that supports such an approach would be predicated on the investments leading to an increase in the local tax take, comprised of council tax and/or business rates. If this is an approach the Board wish to consider in more detail it should be considered how the approach might fit with any potential devolution or combined authority finance proposal, this is highlighted below.
40. Any financial model would need to be underpinned by a number of principles that will inform the initial set up and ongoing development. These principles are to key to creating a system change in how infrastructure is funded and delivered:
 - Each project would need to be able to demonstrate a return on investment.
 - The investments must lead to sufficient additional revenue that covers the borrowing costs.
 - The investments should be able to lever in additional funding sources.
 - The investment fund could lever private sector investment and management experience.
 - A single framework for assessing proposals robustly will be followed.

- The governance process will include an assurance framework and gateway review process.
41. Whilst a vehicle could be developed it would need to be done so in order to deliver a specific outcome. It is therefore important to identify a funding requirement then determine a funding source, rather than create a funding source then determine what it could fund. This reiterates the fundamental point that the strategy is a means to an end, not the means itself.
42. When considering whether to further evaluate borrowing against future tax take, the Board should also be cognisant of the potential impact of devolution. At this point no decision has been made on devolution but were a Combined Authority to be established it would undoubtedly wish to consider how the City Deal Programme aligned with its responsibilities and how the use of tax growth could be used to fund infrastructure investment.

2017/18 Budget Setting

- The starting point assumes the 2016/17 budget is rolled forward
- The budget is currently fully committed but will change as options are firmed up.
- There will be an opportunity for re-prioritisation of existing resources and new bids
- New proposals will require a clear business case showing how they contribute to strategic objectives, economic growth and strategic objectives,

Summary

43. The financial strategy is intended to provide a structured framework within which the Board is able to identify the potential resources at its disposal, propose a financial governance framework to ensure that resources are used effectively

Implications

44. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, there are no other significant implications.

Background papers

No background papers were relied upon in the writing of this report.

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Section 106

These funds are negotiated with developers in order to mitigate the impact of particular development. As these negotiations often link the payment to specific conditions it might be necessary to ensure that there are clear links to individual projects to ensure that these conditions are satisfied. The timing of such payments often involves significant time lag between the point at which the investment in infrastructure is made and the sums become payable. This is because the payments are linked to various trigger points on the project development. This could result in cash flow issues at points when significant investments have been made but these sums have not yet become payable. This will not be for some time in the future but the Board will need to be mindful that this cash flow will need to be covered which could result in the need to undertake some capital borrowing.

Existing contributions

Currently the County Council is in receipt of £4m worth of S106 contributions which have been paid for transport related schemes and are held within transport allocations in the City Council area and have yet to be allocated to specific work. Work is still going on to identify any additional funding that has been allocated to schemes in the City Council area which are likely to be overtaken by larger City Deal schemes.

Future contributions

It is hard to judge exactly when new S106 contributions for specific transport projects will be available as this depends on planning applications coming forward and the demand for new housing. Assumptions have been made that £20m worth of contributions for transport projects could be paid over the first tranche period based on new developments at Cambourne West and Bourn Airfield. It is important that partners continue to seek transport contributions to mitigate the transport impacts of new developments via City Deal schemes, to ensure that developers contribute fully to mitigate transport impacts.

Going into the second tranche period (2020-24) there could potentially be another £20.5m worth of contributions for specific transport projects but again this would greatly depend on planning applications coming forward and the demand for new housing.

New Homes Bonus (NHB)

The three local authorities agreed to pool a proportion of the NHB appertaining to the Greater Cambridge City Deal area. For 2015/16 this was 40% of the NHB received and for 2016/17 this increased to 50%. The Board will also recall that the Government launched a consultation process on the future of NHB towards the end of 2015 which closed in March of this year.

To date no further announcements have been made on the back of this consultation. It is therefore difficult to make any long term financial planning decisions that are predicated on this funding source but for the purposes of this strategy it has been assumed that 50% of the existing levels will continue to be received and that local authorities will scale their contributions proportionately. The

basis of this assumption is that it is unlikely that NHB will be removed completely but there will be some scaling back of the sums received by local authorities.

Sums pooled to date are:

Council	2015/16 £m	2016/17 £m
Cambridge City	1.986	3.162
South Cambridgeshire District	1.683	2.630
Cambridgeshire County Council	0.917	1.448
Total	4.586	7.240

The projected surplus remaining on the agreed pooled NHB resource as at 31st March 2017 is as follows:-

Authority	NHB funding £'000	% split	Charge to each authority £'000	Projected surplus at 31st March 2017 £'000
Cambridge City Council	5,148	43.5	689.21	4,458.79
South Cambridgeshire District Council	4,313	36.5	578.31	3,734.69
Cambridgeshire County Council	2,365	20.0	316.88	2,048.12
Total	11,826	100.0	1,584.4	10,171.60

Each local authority currently retains their respective NHB and at the end of the financial year Cambridgeshire County Council invoices South Cambridgeshire District Council and Cambridge City Council for their contribution to costs incurred on the basis of a proportion of the NHB contribution. Each Council retains the unused NHB for future contribution to the City Deal.

A consultation paper was issued by the Government in December 2015 regarding options for changes to NHB to better reflect authorities' provision of new houses. In his statement Mr Clark said the New Homes Bonus would be retained "indefinitely, but with some changes, on which I am consulting". The consultation closed on 10th March 2016 but there has still been no information on what the Government intentions are in respect of this funding stream. It is likely that some refinements will be made to mainstream some of the funding allocated via NHB but there is no indication at this point to what extent this will occur and the possible financial impact.

City Deal is currently reliant on NHB as a funding source and it will continue to be necessary to fund some programme management costs which are not attributable to individual projects, therefore this remains a risk. Given the financial challenges facing all the local authority partners, this level of risk understated.

In the absence of published information about the future of NHB, for modelling purposes it is proposed to update the financial model to assume that NHB will continue but will be reduced to 50% of the current level for the remainder of the Tranche 1 period.

“In-kind” costs incurred by the local authorities

All the partner organisations contribute in kind staff resources to ensure the success of the City Deal Partnership. Although some provisional costs have been identified as part of this process it is recommended that these continue to be absorbed by the respective organisations and these are not reflected in the finance model.

The two exceptions to this are the provision of financial and democratic services and legal costs as it was felt that the demands on these areas place direct pressure on the services provided to those councils and have a significant role to play in programme delivery. The costs of these service areas will be confirmed.

The Board is therefore asked to agree that these costs should be funded within the operational budget for 2017/18 and beyond.

Current Funding Model

Operational Budget

To date we have used NHB funds to support the cost of managing the City Deal programme and other City Deal supported revenue expenditures but it may also be needed in the future for other investments to deliver economic growth. Actual costs incurred in 2015/16 and budget for 2016/17 for the use of NHB are set out below:-

Activity	2015/16 Actual	2016/17 Budget
	£'000	£'000
Programme Central Co-Ordination Function	100.6	268.5
Strategic Communications	10.1	137.7
Skills	47.5	190.0
Economic Assessment	0	10.0
Smart Cambridge	0	200.0
Cambridge Promotions Agency	60.0	90.0
Housing	0	220.0
Affordable Housing	0	50.0
Intelligent Mobility	0	200.0
Total	218.2	1,366.2

Infrastructure Programme Budget

Whilst the Executive Board approve a budget for in February/ March of each year the focus of this is setting out a financial plan for that financial year. It does include outline projections for the remainder of Phase 1 of the Programme but there is little strategic consideration of the long term financial position in that process.

Coupled with this the Board agreed a provisional programme for Phase 1 that was in excess of the resources the Government grant that had been provided as part of the City Deal. Whilst not of immediate concern at the time as the Board was aware that the Programme would be subject to a number of iterations and refinements. As the next budget will be cover the middle year of Phase 1, and the Programme and anticipated non City Deal grant should be more easily identifiable it would seem sensible to produce a financial strategy for the Board to consider how the resources at its disposal can be most effectively used to deliver the outcomes that it is seeking from Phase 1 and to ensure the successful award of Phase 2 funding.

The Greater Cambridge City Deal Partnership will be incurring significant costs in the delivery of a number of major transport improvement schemes for the area. Individual projects will be supported through grant but the programme requires additional funding from locally derived sources as the level of grant is insufficient to cover the costs of the agreed programme of infrastructure investments.

City Deal – Business Case

Title of Project / Scheme:

City Deal Partner

Service Area:

Responsible Officer

FINANCE

		£'000				
		Year 1	Year 2	Year 3	Year 4	Year 5
Investment	Staff	0	0	0	0	0
	Non-staff	0	0	0	0	0
	<i>Infrastructure</i>					
	<i>Contracts</i>					
	<i>Direct provision</i>					
	<i>Other</i>					
	TOTAL	0	0	0	0	0
Saving / income total		0	0	0	0	0
Net saving / income		0	0	0	0	0
Please phase Year 1 gross savings/ revenues: <i>(negative figures in round thousands)</i>		Q1	Q2	Q3	Q4	
		0	0	0	0	OK

Benefits / Improved Performance / outputs

Set out how the strategic objectives of the GC City deal agreement will be furthered, number of homes and/or jobs brought forward and other economic benefits/ return on investment, if possible using Gross Value Added.

Options Considered

Set out what other funding streams have been considered, which other investment strategies eg. borrowing and why the investment would be additional i.e. would not happen without GC City Deal investment. Also, any match funding from public or private sources.

Scope

Approach (including corporate requirements) & timescales

Key milestones

1	
2	
3	
4	

Link to detailed action/delivery plan (if applicable)

<link>

Links & dependencies

Assumptions & risks

Proposal appraisal - how likely is it to work?

Consultation (including timescales)

Link to CIA

<link>

Prioritised City Deal programme - Forecast Spend 2015/2020							
Infrastructure Programme Investment Budget	Total Cost	Actual Spend 2015/16	Forecast Spend 2016/17	Forecast Spend 2017/18	Forecast Spend 2018/19	Forecast Spend 2019/20	Later Years
	£000	£000	£000	£000	£000	£000	£000
Milton Road bus priority	23,040	188	297	3,015	7,540	12,000	
Histon Road bus priority	4,280	199	280	939	2,516	346	
A428 Madingley Mulch to Grange Road segregated bus route including P&R bus priority - Tranche 1 development/delivery	55,640	268	500	432	5,000	8,000	41,440
A428 Cambourne to Madingley Mulch segregated bus priority - Tranche 2 development	3,400			400	1,000	2,000	
Cross-city cycle improvements	8,000	257	900	4,537	2,206	100	
City centre capacity improvements	3,000	255	300	639	856	950	
A1307 corridor to include bus priority / A1307 additional Park & Ride	39,000	157	800	2,105	1,000	10,000	24,938
Chisholm Trail cycle links	8,400	235	840	2,625	4,100	600	
Programme management and early scheme development	10,450	355	1,940	1,905	3,000	3,250	
Western Orbital	5,900	240	600	560	2500	2000	
A10 North study	2,600	67	500	533	500	1,000	
A10 Cycle route - Frog End Melbourn	550		550				
Total	164,260	2,221	7,507	17,690	30,218	40,246	66,378
Funding							
City Deal grant	100,000	2,221	2,507	15,190	25,218	54,864	
S106 contributions already received	4,000					4,000	
Possible S106 contributions	40,500		5,000	2,500	5,000	7,500	20,500
Total funding	144,500	2,221	7,507	17,690	30,218	66,364	20,500
Balance	-19,760	0	0	0	0	26,118	-45,878

Operational Investment Budget							
Programme Central Co-ordination (including strategic communications)	1,687	111	341	410	412	413	
Skills	630	47	187	134	131	131	
Economic Assessment	40		10	10	10	10	
Smarter Cambridge	300		220	80			
Cambridge Promotions Agency	180	60	90	10	10	10	
Housing Delivery Agency	400		200	200			
Affordable Housing	50		50				
Intelligent Mobility	330		200	130			
Democratic Service / finance / Legal	333			111	111	111	
Total	3,950	218	1,298	1,085	674	675	0
Funding							
New Homes Bonus	23,818	4,586	7,240	3,778	4,107	4,107	0
Interest accrued on grant funding	268		89	101	78		
Total funding	24,086	4,586	7,329	3,879	4,185	4,107	0
Balance	20,136	4,368	6,031	2,794	3,511	3,432	0

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Agenda Item 13



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report To: Greater Cambridge City Deal Executive Board 10 November 2016

Lead Officer: Chris Malyon, Chief Finance Officer Cambridgeshire County Council

Greater Cambridge City Deal Financial Monitoring

1. Purpose

- 1.1 The purpose of this report is to provide the Joint Assembly/Executive Board with the financial monitoring position for the period ending 30 September 2016.

2. Recommendations

- 2.1 It is recommended that the Joint Assembly/Executive Board note the financial position as at 30 September 2016.

3. Reasons for Recommendations

- 3.1 The Joint Assembly/Executive Board will be receiving regular financial monitoring reports throughout the financial year that set out expenditure against budget profiles.

4. Financial Position for the period ending 30 September 2016

4.1 Programme

- 4.1.1 Attached as an Appendix to this report are the programme costs incurred to the end of September 2016.

- 4.1.2 A summary of the expenditure as at the end of September against the profiled budget for the period is set out in the table below. The forecast variance relates to an in year underspend due to profiling and does not impact on the total cost of the scheme:-

Project Description	Total Budget £'000	2016-17 Budget £'000	Expenditure to date £'000	Forecast Spend - Outturn £'000	Forecast Variance - Outturn £'000
Histon Road Bus Priority	4,280	280	101.7	280	0
Milton Road Bus Priority	23,040	297	79.6	297	0
Chisholm Trail	8,400	1,040	233.0	840	-200
Cambourne to Cambridge / A428 Corridor	59,040	500	436.4	800	+300

Programme management & Early scheme development	10,450	1,940	36.7	1,940	0
City Centre Capacity Improvements	3,000	300	168.4	300	0
A1307 Bus Priority	39,000	500	60.8	500	0
Cross-City Cycle Improvements	8,000	900	255.3	900	0
Western Orbital	5,900	600	127.0	600	0
A10 North Study	2,600	500	22.7	500	0
A10 cycle route (Shepreth to Melbourn)	550	550	20.8	550	0
Total	164,260	7,407	1,542.4	7,507	+100

4.1.3 Chisholm Trail:

Although spend is currently ahead of profile, the projected out-turn for the year is only expected to be £840,000. Delivery of the southern section of The Chisholm Trail is dependent upon two development sites (Ridgeons, Cromwell Road and the City Council Depot) as well as land owned by Network Rail. There are still some uncertainties as to how the trail will be routed through the new developments and the developers' timescales, as well as Network Rail's specific requirements.

A phased approach to submitting planning and developing a detailed design for The Chisholm Trail has been adopted. Phase 1 from Cambridge North station to Coldhams Lane is due to be submitted for planning shortly. Detailed design and land negotiations are well progressed.

For Phase 2 it is not possible to submit planning and progress detailed design, and thus anticipated spend for 16/17 is a little lower than first planned.

4.1.4 Cambourne to Cambridge / A428 Corridor

The work done to date was targeted for 21st September (delayed from 1st Sept) and hence the upwards trend in the spend. This is in order to meet the City Deal Executive Board key decision of 13th October.

In addition there has been quite an increase in the scope of the work to be done by Atkins to meet stakeholder expectations of the information they require to understand the proposed scheme. This may well increase again after 13th October when it is anticipated that members will require a considerable increase in the information they want.

We will be able to provide further information on the likely outturn after we know what this is and what the estimated cost is.

4.1.5 Programme management & early scheme development

This budget will be allocated out to the existing schemes as programme management costs have been charged direct to each of those schemes.

4.1.6 A1307 Bus Priority

This scheme is behind profile as it is currently out to consultation on 'initial ideas' for the A1307 – this commenced on 16th June and runs to 1st September.

4.1.7 Cross-City Cycle Improvements

Detailed design is progressing on all five of these schemes.

Some further localised consultations and traffic regulation orders are required on some scheme elements, whereas other schemes are due to commence on site later this year.

Site investigation work such as trial holes has been taking place and some works to divert utilities will be commencing soon.

4.1.8 Western Orbital

The report for the Western Orbital scheme has been rescheduled to November. The consultancy expenditure will need to be re-profiled to reflect the changed timescales.

4.1.9 A10 cycle route (Shepreth to Melbourn)

On 9th June the City Deal Board approved expenditure of £550,000 for the A10 cycle route (Shepreth to Melbourn).

Detailed design and discussions with contractors are progressing with work due to commence in autumn 2016, with the expectation of completion by March 2017.

4.2 Operations

4.2.1 This report includes the carry forward of funding for Skills (£59k) and Smart Cambridge (£20k), from 2015/16 underspends.

4.2.2 Any underspend at year end will be considered as part of an outturn report in order to determine whether the resources not utilised during the period are required in 17/18.

4.2.3 The actual expenditure incurred as at the end of September is as follows:-

Activity	Budget £000	Budget to date £000	Actual to date £000	Forecast Out-turn £000	Forecast Variance £000
Programme Central Co-Ordination Function	268.5	134.2	97.4	231.6	-36.9
Strategic Communications	137.7	68.9	40.3	109.1	-28.6
Skills	190.0	95.0	92.5	187.5	-2.5
Economic Assessment	10.0	0.0	0.0	10.0	0.0
Smart Cambridge	220.0	0.0	0.0	220.0	0.0
Cambridge Promotions Agency	90.0	90.0	90.0	90.0	0.0
Housing	200.0	100.0	100.0	200.0	0.0
Affordable Housing	50.0	0.0	0.0	50.0	0.0
Intelligent Mobility	200.0	0.0	0.0	200.0	0.0
Total	1,366.2	488.1	420.2	1,298.2	-68.0

5. Implications

In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered:

Financial and other resources

- 5.1 The outcome of any delays in incurring expenditure for which budgetary provision has been made in 2016/17 will be dealt with as part of the outturn report.

6. Background Papers

- a) Capital Programme report at January Joint Assembly meeting
b) Partnership Budget report at March Joint Assembly meeting

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Cambridgeshire County Council
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Project Description	Works Budget	Expenditure (Cumulative)													
		Spend	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Out-turn
City Deal - Histon Road Bus Priority	280,000	Profile	7,000	29,000	54,000	75,000	100,000	125,000	150,000	175,000	200,000	225,000	250,000	280,000	280,000
		Actual	6,617	30,328	65,611	68,532	98,866	101,723							101,723
City Deal - Milton Road Bus Priority	297,000	Profile	7,000	12,000	48,000	70,000	100,000	130,000	160,000	190,000	210,000	235,000	260,000	297,000	297,000
		Actual	6,328	21,546	55,248	57,992	74,023	79,580							79,580
City Deal - Chisholm Trail	1,040,000	Profile	25,000	30,000	60,000	90,000	120,000	250,000	290,000	320,000	350,000	400,000	500,000	540,000	840,000
		Actual	47,812	98,874	115,395	160,127	209,860	233,027							233,027
City Deal - Cambourne to Cambridge / A428 Corridor	500,000	Profile	30,000	95,000	120,000	150,000	175,000	200,000	250,000	300,000	350,000	400,000	450,000	500,000	800,000
		Actual	42,043	104,442	79,517	169,719	200,176	436,439							436,439
Programme Management and Early Scheme	1,940,000	Profile	0	0	0	0	0	0	0	0	0	0	0	0	1,940,000
		Actual	4,654	9,215	-660	19,546	27,697	36,663							36,663
City Deal - City Centre Capacity	300,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	175,000	200,000	225,000	250,000	275,000	300,000	300,000
		Actual	662	59,073	86,463	138,202	145,422	168,383							168,383
City Deal - A1307 Bus Priority	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	265,000	325,000	385,000	445,000	500,000	500,000
		Actual	331	3,830	23,952	58,230	60,340	60,834							60,834
City Deal - Cross City Cycle Improvements	900,000	Profile	13,000	20,000	50,000	80,000	120,000	260,000	300,000	350,000	400,000	550,000	700,000	900,000	900,000
		Actual	32,702	70,081	115,347	153,286	230,176	255,308							255,308
City Deal - Western Orbital & M11 Jct 11 Bus Slip Rd	600,000	Profile	50,000	100,000	150,000	200,000	250,000	300,000	350,000	400,000	450,000	500,000	550,000	600,000	600,000
		Actual	18,965	42,341	32,916	67,150	75,736	126,962							126,962
A10 North Study (Tranche 2)	500,000	Profile	25,000	50,000	75,000	100,000	125,000	150,000	210,000	265,000	325,000	385,000	445,000	500,000	500,000
		Actual	0	0	12,000	17,168	22,668	22,668							22,668
A10 Frog End to Melbourn	550,000	Profile	0	0	5,000	10,000	20,000	30,000	40,000	160,000	280,000	400,000	530,000	550,000	550,000
		Actual	0	0	0	0	5,691	20,802							20,802
OVERALL TOTAL	7,407,000	Profile	207,000	436,000	712,000	975,000	1,260,000	1,745,000	2,135,000	2,625,000	3,115,000	3,730,000	4,405,000	4,967,000	7,507,000
		Actual	160,114	439,730	585,789	909,952	1,150,656	1,542,388	0	0	0	0	0	0	1,542,388

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