

Church Street, Cambridge	
Summary of Objections	CCC Officer Response
Church St/High Street junction is already congested and now it is even more difficult to get out onto the High St	The restriction means fewer vehicles are driving along Chapel St and the narrower section of Church St causing safety issues for cyclists. If drivers experience a slight increase in time spent exiting from Church St West onto the High Street at peak times, this has to be balanced against improved road safety for vulnerable users
No rat running before, all traffic is local	A number of those objecting to the modal filter did so on the basis that it stopped them from using Church St as an alternative route when the High St was congested. The bulk of the traffic may be local to Chesterton but may still divert along Church St to save time
Existing car journeys have just been displaced – it does not remove the need for motorists to make their journeys	Many of those supporting the modal filter have mentioned the safer road conditions which in turn encourage more walking and cycling
More pollution from stationary traffic	The aim of the modal filter is to replace car journeys, and associated air and noise pollution, with more walking and cycling trips
Safety – there has been an accident at Church St/High St but not Chapel St/High St	Cyclists may now choose to divert to Chapel Street for their onward journeys due to the reduced traffic at the Chapel St/High St junction;
Residents of Chapel St and the eastern end of Church St benefit whilst those west of the modal filter are penalised	Union Lane – Chapel St – Church St – Equiano (Riverside) bridge is heavily used by cyclists travelling to school, to shops/amenities and to work from north Cambridge and necklace villages such as Histon – the modal filter supports this well used route
The bollard should be placed just east of the junction of Church St/Chapel St so there is another access to the area. Or introduce a one-way system	Neither of these proposals would support the traffic calming benefits in the same way as the current location of the modal filter
Limits access especially for emergency vehicles	All properties remain accessible to all traffic; the emergency services are informed of changes to the road network and have keys to the removable bollards.

Monitoring before and after the modal filter – where is the evidence and the impact data?	Pre- and post-implementation monitoring has been undertaken
Longer journeys – handy to use Church St if the High Street is blocked	The modal filter can be opened if an emergency occurs on the High Street.
No issues for cyclists and pedestrians before; doesn't improve safety for them; in fact it puts cyclists in danger from vehicles performing U-turns	U-turns by drivers was an issue in the early days of the scheme, but improved signage and increasing awareness of the modal filter has reduced the frequency of U-turns etc near the modal filter
Weddings & funerals at St Andrew's make the west section of Church St very busy (parking on double yellows etc)	The entrance to St Andrew's is quite a distance from the High Street; the reduced turning movements from Church St East to Church St West should improve road safety near St Andrew's
Has increased 'furious cycling'; it is 'a rather wet, woke vanity project'	Noted

Support	Officer's Responses
Safer, more pleasant environment for walking and cycling and enhances quality of life – "I can imagine a safe place for children and families to play in the summer"	One of the main aims of the scheme is to promote sustainable travel by increasing road safety
Don't have to squeeze past cars on the narrower sections – no longer see cyclists waiting for cars to pass before carrying on	The reduced volume & speed of motor traffic has many safety benefits for vulnerable users
"No issue of not being able to drive out westward" – "diversion for motor traffic is minimal"	The safety benefits for those walking and cycling outweighs the minor inconvenience for drivers of sometimes having to wait longer at peak times to exit Church St W onto the High St
Reduced vehicle speeds – previously cars would speed in the wider sections and then wouldn't slow down sufficiently in the narrow sections – near misses between cars and cyclists were frequent (also seems to have reduced late night 'joy' riding)	The modal filter does help reduce vehicle speeds and flows

Safer road conditions have encouraged cycling to school; cyclists are actively diverting to use this safer route; crossing the road is easier for those on foot too	Noted
Reduced traffic including rat running, noise and air pollution; benefits for cycling & walking “far outweigh the disadvantages” for motorists	This is one of the aims of the scheme
Safer cycle route between the river and High St is “very valuable”	Noted
Has reduced car journeys “I’ve not been using my car much since before it was put in place”	Modal shift is one of the aims of the scheme
The problem of vehicles doing U turns in the early days of the scheme has gone away	Noted
Support for the scheme but please make sure the filter can be opened up if there are emergency works on the High Street	Noted

Neutral	Officer’s Responses
Should have waited to trial modal filter till after the Milton Rd works have finished	Funding for the modal filter was time-limited so the scheme had to be trialled in 2022/23
Wish there was a way to enable residents to exit onto the High St when heading to Green End Rd without removing the modal filter	This would have diluted the effectiveness of the modal filter
Concern about access to the bollard key for emergency services (the latter need to be better informed about the location of modal filters)	We do communicate with the emergency services on a regular basis and update them on new modal filters and other changes to the road network
Prefer to see traffic calming such as a chicane to slow vehicles	Noted