

Southlands Through-Traffic Restriction Trial 2022/23

Residents Detailed End-point Survey Report

Bath & North East Somerset Council

November 2023

Quality information

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1. Executive Summary

In November 2022, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial on Southlands, for a minimum of six months and a maximum 18 months, using an Experimental Traffic Regulation Order (ETRO).

The purpose is to trial the impact of a through-traffic restriction to prevent motorists from using the road as an inappropriate shortcut, and to create a safer environment for those walking and cycling.

More information on the scheme is outlined below and a full summary of the trial scheme is available online at www.bathnes.gov.uk/SouthlandsETRO (and in print on request).

This detailed end-point survey was conducted with residents from 21 September to 19 October 2023 and is supplementary to the six-month ETRO consultation survey that ran from November 2022 to mid-June 2023. This report on the ETRO consultation is available at www.bathnes.gov.uk/SouthlandsETRO.

The results of both surveys will be considered before a decision is made to either remove the trial or make it permanent.

There were 132 responses to the Residents' Detailed End-Point Survey on the through-traffic restriction trial on Southlands. The level of support was as follows:

- 52 respondents support the trial scheme;
- 75 respondents oppose the trial scheme;
- 4 respondents were undecided; and
- 1 respondent did not give their opinion.

The main reasons respondents gave for supporting the trial scheme were the perceived improvements to safety for cyclists and pedestrians and the positive impact the scheme has had on the area. The main reason for opposition was the perception that the trial had increased traffic on neighbouring roads.

2. Introduction

On 11 November 2022, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial in Southlands (Weston), for a minimum of six months and a maximum of 18 months, using an Experimental Traffic Restriction Order (ETRO).

The trial allowed people to experience the proposed restriction in-situ and give their feedback via an online questionnaire during a six-month public consultation.

Residents were also given a detailed end-point survey to complete in September and October 2023 before a decision is made on whether to make the trial permanent or not. The results of this survey are presented in this report.

2.1 Aims of the scheme

The aim of the scheme is to trial the impact of a vehicle restriction that prevents motorists from using Southlands as an inappropriate shortcut and to ensure this narrow, residential street offers a safer, healthier environment for those walking and cycling through the area. Vehicle access to homes and businesses is retained, although it does require some drivers to use alternative routes.

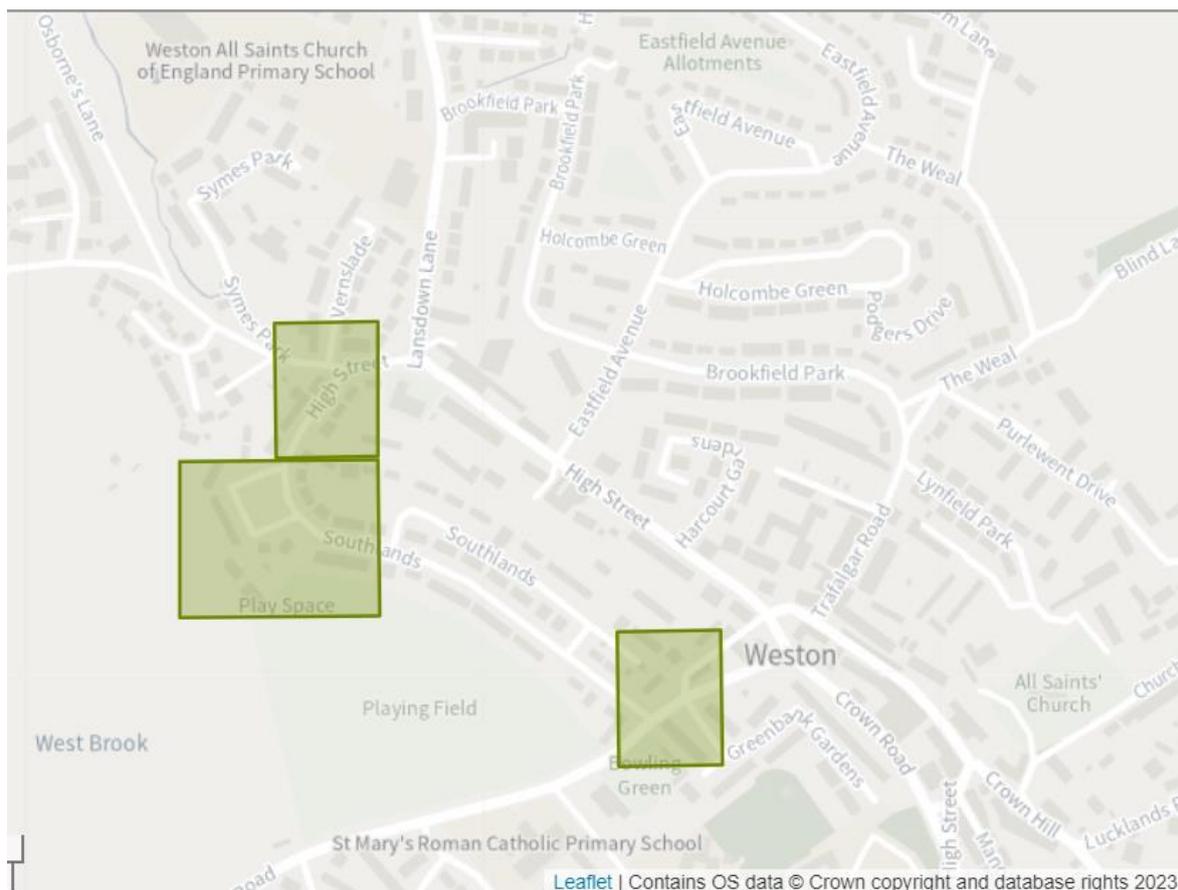
Background and additional reports are available at www.bathnes.gov.uk/SouthlandsETRO

2.2 Scheme details

The trial introduced a modal filter, in this case a set of temporary, wooden planters, on the road outside nos. 126 and 128 Southlands (near the cul-de-sac). See Figure 2.1. This filter is designed to allow pedestrians, cyclists, people with pushchairs and those driving mobility scooters to pass through, but not unauthorised vehicles.

- Residents and visitors to homes northwest of the modal filter can drive into Southlands via Lansdown Lane/the High Street. Those living in or visiting homes southeast of the filter can enter via Penn Hill Road.
- The emergency services and other key services were made aware of the access and exit routes.
- Turning space for vehicles allows vehicles to exit Southlands using the same route they used to enter.
- Advance-warning signs alert motorists that they cannot use Southlands as a through route.

Figure 2.1 Location of Southlands advance signage and modal filter



Source: Southlands through-traffic restriction trial (ETRO consultation) / Bath & North East Somerset Council (<https://beta.bathnes.gov.uk/southlands-through-traffic-restriction-trial-etro-consultation>)

3. Methodology

This section explains the methodology of the residents' survey, from questionnaire design to analysis and reporting of the responses.

3.1 Questionnaire

Bath & North East Somerset Council (B&NES) and AECOM designed the questionnaire which was hosted privately on the B&NES Council portal for local residents to have their say. The questionnaire enabled residents to state their level of support for the trial scheme, looking at which factors had or had not improved since its introduction. The questionnaire also gave residents the opportunity to explain any reasons they had for not fully supporting the proposals. The questionnaire is shown in **Appendix A**.

3.2 Receiving responses

The resident's survey was hosted privately on the council's website for the use of residents living on Southlands and the High Street. To ensure inclusivity, Bath & North East Somerset Council accepted responses via email, a hard copy questionnaire and an online survey.

A letter with a link to the questionnaire was posted to 320 households, 132 responses were received which equates to 41% of households invited to participate, assuming no more than one person per household responded.

3.3 Analysis and reporting

The survey was open to everyone receiving the invitation, and respondents chose whether to complete the survey. This, and the low number of responses (n=132) means the results should be viewed as indicative of the wider population and any identified sub-groups rather than representative.

3.4 Thematic coding

All free-text responses were grouped into themes to allow meaningful analysis.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

4. Respondent Profile

This section shows the profile of the residents who responded to the detailed survey regarding the trial scheme on Southlands. In total, there were 132 responses. One response was made on behalf of an organisation.

4.1.1 Respondent type

Just over half of respondents lived on Southlands (57%), a third lived on a neighbouring street (33%) and under one-tenth were regular visitors to the trial street (9%).

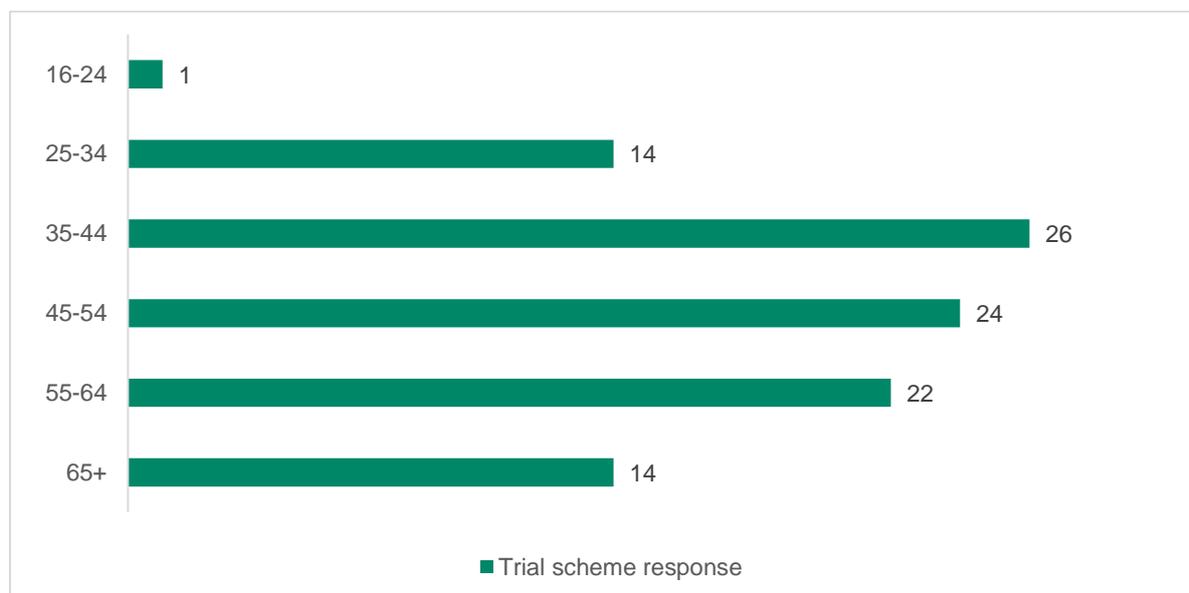
Table 4.1 Respondent Type

	Number	Percent
Resident on the trial street	75	57
Resident on a neighbouring street	44	33
Regular visitor to the trial street	12	9
Business	0	0
Organisation	1	1
Base (number of respondents)	132	100

4.1.2 Age

Most respondents (85%) were aged 35 and over, with 15% of respondents aged 34-years-old or younger as shown in Figure 4.1.

Figure 4.1 Age of respondents (%)



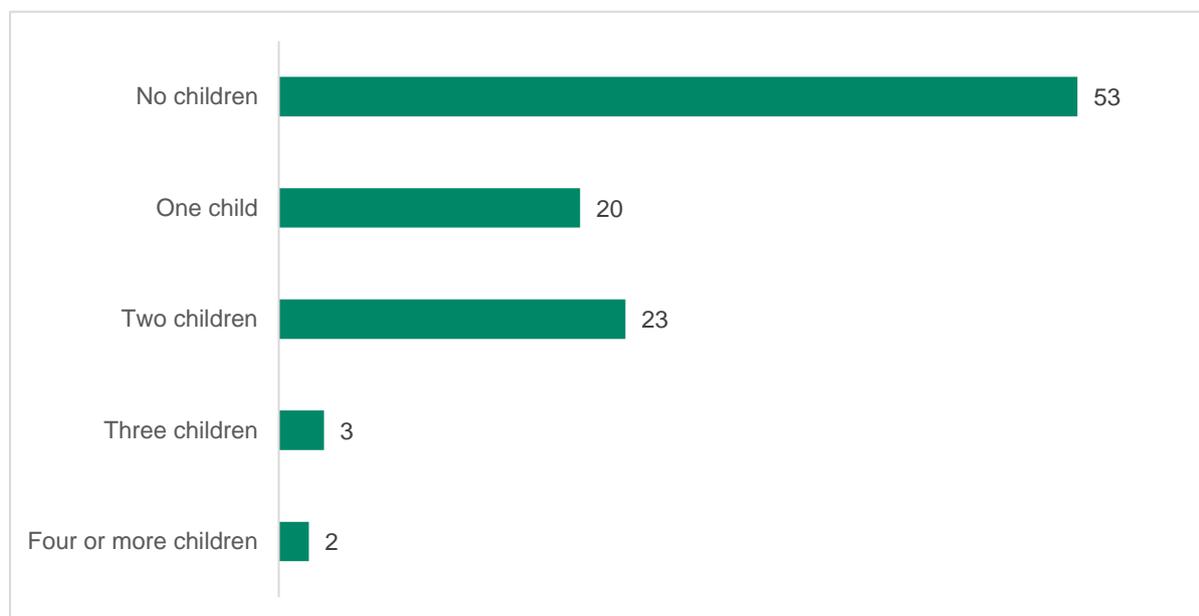
Base: (n=123) all respondents who provided their age

One respondent under 16 and eight respondents did not provide their age. These have been excluded from the chart

4.1.3 Children

Just under half of respondents had at least one child under 16 (47%), and half of respondents did not have any children aged under 16 (53%).

Figure 4.2 Number of children respondents have under 16 (%)



Base: (n=121) all respondents who chose to answer, 4 respondents answered 'Not applicable', 6 respondents answered 'Prefer not to say', and 1 did not provide an answer. These have been removed from this figure

4.1.4 Health

23% of respondents said that their day-to-day activities were limited because of a health problem or disability, whilst 69% said they were not, and 8% did not disclose this information.

4.1.5 Vehicle access

Nine-tenths of respondents had access to a motor vehicle (90%), and almost half had access to a usable bicycle or e-bike (45%). Four percent did not have access to either of these.

5. Findings

This section shows the findings of how respondents felt towards the trial scheme on Southlands; specifically, whether the residents felt the scheme improved the area; how the trial scheme affected residents’ travel behaviours, and the impact the scheme has had on them.

5.1 Impact on Southlands

Overall, over half of respondents felt that the through-traffic restriction on Southlands had not improved the area (55%). Looking at individual factors, greater improvement was felt on the trial street itself, compared to the neighbouring street.

Improvements to the amount of traffic and safety have been felt more than the improvements to parking. Nearly half of respondents felt that the amount of traffic and speed of traffic had improved (45% and 42%, respectively). Respondents felt that their ability and the ability of visitors to find a parking space had improved the least (just 10% felt it had improved)

Figure 5.1 Extent of agreement that the through-traffic restriction has improved the area in Southlands (%)



Base: (n=128-132) all respondents who answered each question

Of the 75 residents who lived on the trial street, 32 of them (43%*) felt the area had improved overall, compared to 22 of the 56 residents who lived elsewhere (39%*).

*Percentages are indicative due to a low sample size

Table 5.1 Improvements to the area for respondents who lived on the trial street and elsewhere (Number)

		Lived on the trial street	Lived elsewhere
On the street	Overall improved the area	28	22
	Road safety for pedestrians has improved on the trial street	30	26
	Amount of traffic on the trial street	33	25
	Speed of traffic on the trial street	31	22
	Amount of street noise has improved on the trial street	28	23
	Road safety for cyclists has improved on the trial street	27	21
	Street cleanliness	14	17
Neighbouring streets	Road safety for cyclists on neighbouring streets has improved	10	12
	Road safety for pedestrians on neighbouring streets has improved	12	12
	Amount of traffic on neighbouring streets	11	11
Parking	Ability to park as a resident has improved on the trial street	10	3
	Ability to park as a visitor has improved on the trial street	9	4
	Ability to park on neighbouring streets	5	2
	Ability for emergency vehicles to access the trial street	11	7
Base	(number of respondents)	75	56

Residents who lived on the trial street were more likely to say that road safety for pedestrians, cyclists and horses had improved on the trial street compared with residents who lived elsewhere.

Little differences were found between residents on the trial street or those who lived elsewhere on their perception of the amount of street traffic and street noise, their ability to park, and visitors' ability to park on the trial street.

5.1.1 Finding parking spaces

Overall, respondents felt the ability to park as a resident had not improved.

Table 5.2 Ability to find parking (Number)

	Residents to find a space	Visitors to find a space	On a neighbouring street
Improved or stayed the same	33	30	35
Much improved	6	7	3
Improved	4	2	0
About the same	23	21	9
Worse	8	10	8
Much worse	33	31	10
Don't know	0	4	4
Base (number of respondents)	74	75	34

*Respondents who selected 'Not applicable' are not included

5.1.2 Feedback from cyclists

There were 57 respondents who owned a usable bicycle or e-bike, of which 27 lived on the trial street. A quarter of cyclists (26%) felt that road safety for cyclists had improved on the trial street.

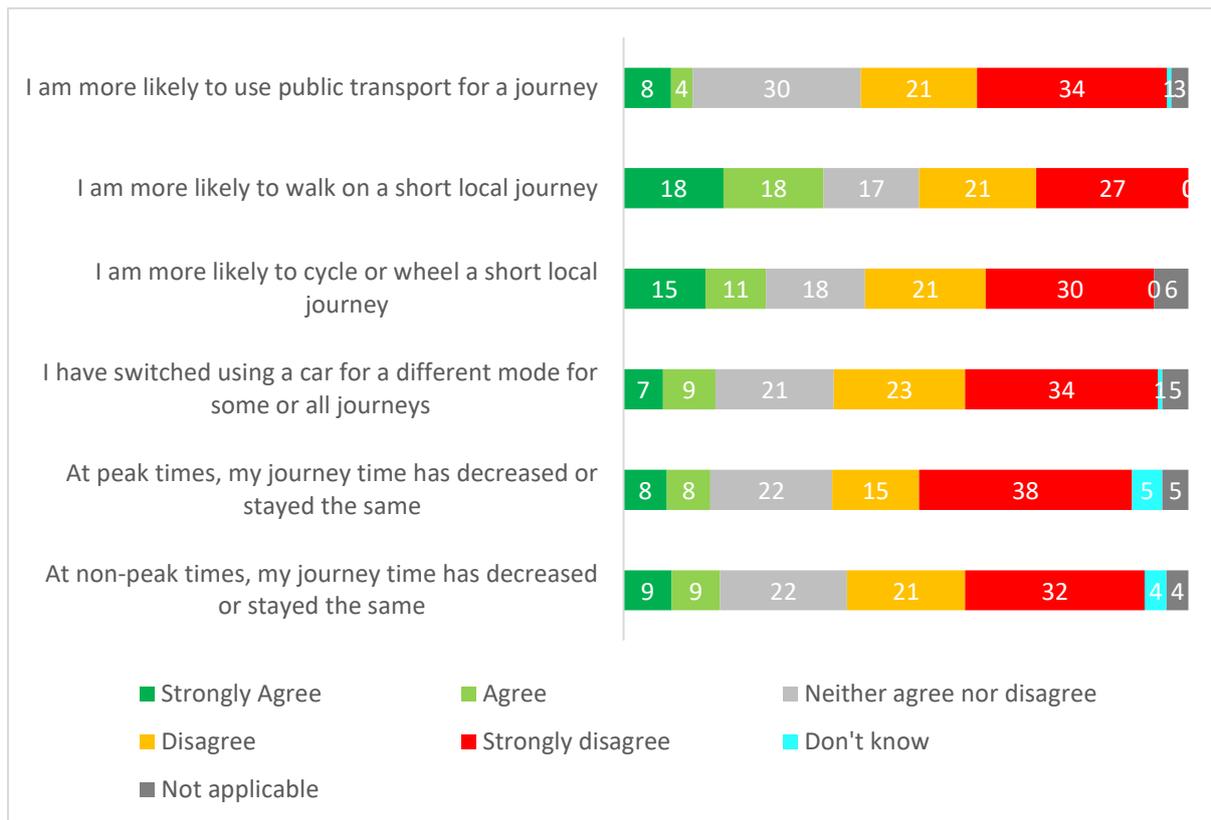
5.1.3 Feedback from parents

Of the 57 respondents who had children aged under 16, 30 thought road safety for pedestrians had improved on the trial street, 12 said it was about the same, and 14 felt it had become worse. One said that they didn't know.

5.2 Changes in travel behaviour since the trial

Respondents agreed they were more likely to use active travel methods for a short local journey since the introduction of the trial scheme; a third said they were more likely to walk (36%) and one quarter were more likely to cycle or wheel (26%). One-tenth of respondents agreed they were more likely to use public transport for a journey as a result of the trial scheme (12%).

Figure 5.2 Extent of agreement with statements related to the introduction of the restriction on Southlands (%)



Base: (n=132) all respondents

Since the introduction of the trial scheme, residents of the trial street were more likely to agree they were now more likely to walk on a short local journey than residents on neighbouring streets. Residents on the trial street were also more likely to agree their journey time has decreased or stayed the same at both peak and non-peak times.

Table 5.3 Agreement with statements following the introduction of the trial scheme (Number)

	Lived on the trial street	Lived elsewhere
I am more likely to walk on a short local journey	26	20
I am more likely to cycle or wheel on a short journey	14	19
At non-peak times my journey time has decreased or stayed the same	12	10
At peak times, my journey time has decreased or stayed the same	11	9
I have switched from using a car for all or some journeys	10	11
I am more likely to use public transport	9	7
Base (number of respondents)	75	56

5.3 Support for the trial scheme

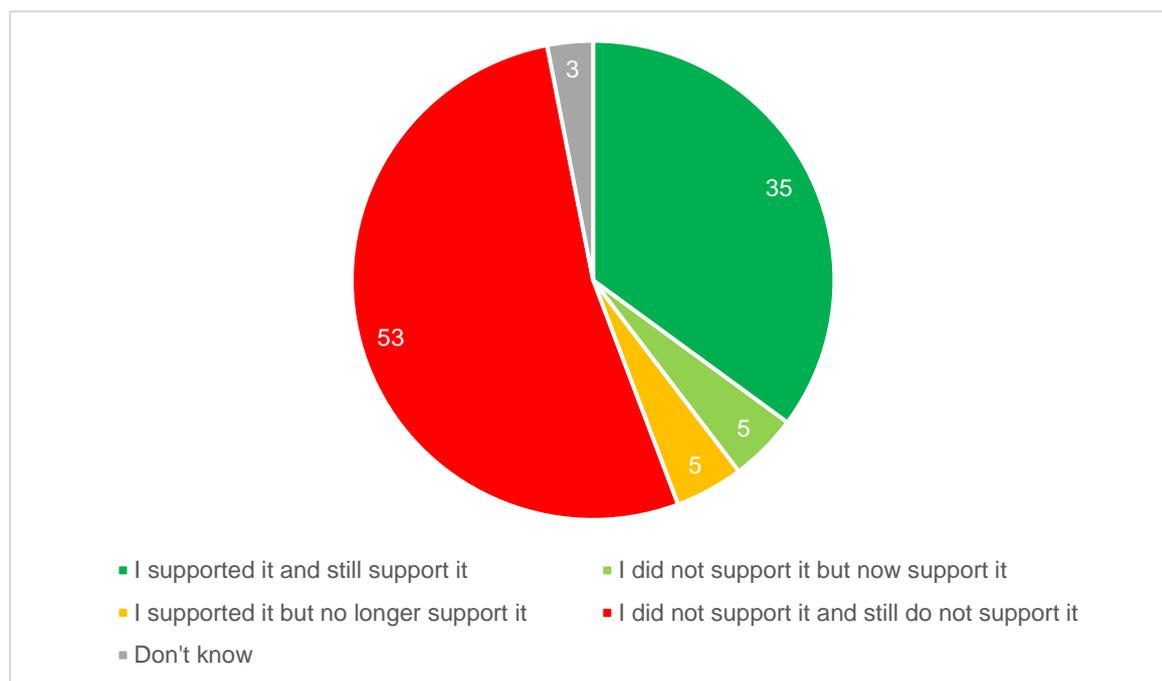
Overall, two-fifths of respondents (40%) support the trial scheme on Southlands and three-fifths (58%) did not support it:

- One third of respondents (35%) had always supported the scheme; and
- A few (5%) did not previously support the scheme but have changed their mind and now support it.

Almost three-fifths of respondents do not support the trial scheme (58%):

- Just over half of the respondents (53%) had not supported the scheme in the past; and
- A few (5%) had supported the scheme but have changed their mind and now do not support it.

Figure 5.3 Level of support for the trial scheme (%)



Base: (n=114) all respondents who answered the question

Residents on the trial street were equally as likely to have supported the scheme as those living elsewhere.

Table 5.4 Level of support for the trial scheme (Number)

	Lived on the trial street	Lived elsewhere
I supported it and still support it	26	20
I did not support it and still do not support it	41	28
I supported it but no longer support it	2	4
I did not support it but now support it	4	2
Don't know	2	2
Base (number of respondents)	75	58

Residents who changed their minds

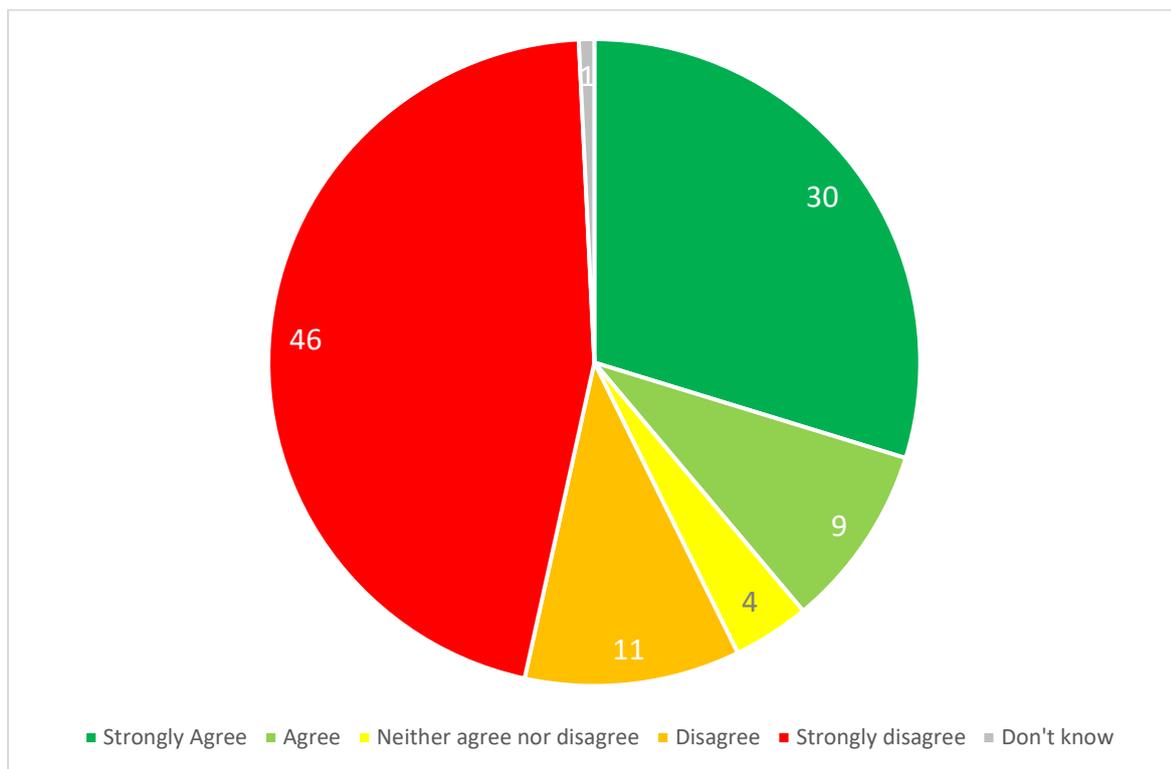
A total of 12 respondents changed their mind about their support of the scheme, half of whom lived on the trial street. Half of the respondents who changed their mind were against the scheme but are now for it, 4 of these stated they could see the benefits including a quieter street and increased feeling of safety and 2 respondents stated it was because they felt the scheme would increase traffic but they felt now that this was not the case.

Of those who no longer support, respondents felt that there was an increase in traffic in the area with comments mentioning an increase in HGVs and difficulty with parking.

5.4 Impact of the trial scheme on residents

Almost two fifths of respondents (39%) agreed that the trial scheme has positively impacted them and their household, with one-third (30%) strongly agreeing. More than half of respondents disagreed with this statement (57%), where the majority (46%) strongly disagreed.

Figure 5.4 Level of agreement that the trial scheme has positively affected the household (%)



Base: (n=131) all respondents who answered the question

There were no significant differences whether a respondent lived on Southlands or elsewhere.

Table 5.5 Extent to which residents agree that the trial scheme has had a positive impact on themselves and their houses (Number)

	Lived on the trial street	Lived elsewhere
Overall agree	31	20
Strongly agree	23	16
Agree	8	4
Neither agree nor disagree	1	4
Disagree	9	5
Strongly disagree	33	27
Don't know	1	0
Not applicable	0	0
Base (number of respondents)	75	56

5.5 Comments about the trial scheme

Respondents had the option to comment on their level of support for the trial scheme, and also the impact it has on their households. Comments from both questions have been combined into themes in support and in opposition of the trial scheme. 124 respondents left a comment.

Comments in support of the trial scheme or its positive impact

47 respondents commented in support of the trial scheme or it having a positive impact.

Table 5.6 Comments in support of the trial scheme and its impact (Number)

Theme	Number
The scheme improves safety for non-car users (for children, pedestrians, cyclists...)	27
The scheme has a positive impact in the area (quality of life, noise, atmosphere, cleanliness...)	19
The scheme encourages active travel	10
The scheme has reduced the amount of traffic	10
The scheme decreases car speeding	9
Support the scheme (without providing detail)	4
The scheme should be permanent	4
The scheme does not affect car traffic in other areas	3
Similar schemes should be implemented in other areas/ adjacent streets	3
The scheme has a positive impact on wildlife	2
Support the scheme, but make entering/ exiting the trial street safer	1
Base (number of respondents)	47

The most common theme was that the scheme improves safety for non-car users (n=27). Respondents explained how they felt much more inclined to use the road as it feels a lot safer than before the trial scheme.

“Southlands feels like a safer road to walk and drive and cycle on since the scheme. It is quieter and easier to cross the road without worrying about traffic.”

“Southlands acts a corridor between 2 schools, has access points all along it to the recreational ground and has lots of families that live along it. Reducing the through traffic, which has also slowed the traffic down has been brilliant and makes it feel much safer, especially when walking or cycling with children..”

19 respondents also mentioned that the scheme has had a positive impact on the area in relation to quality of life, noise and atmosphere.

“The road is much quieter, it’s safer for children, we even have horses walking along the road which they could not have done before.”

“I like the peace and quiet. At night people used to race down the street which made a lot of noise especially if I had my window open.”

10 respondents each mentioned that the scheme had reduced the amount of travel or encouraged active travel.

“Anything that discourages urban car use is a good thing in my opinion, decreases air pollution and increases active travel options, improving individual and population health. The physical environment is considered a significant agent of behaviour change”

Comments from respondents who did not support the trial scheme

Of the 124 respondents who left a comment, 87 respondents commented to explain why they did not support the trial scheme or how it had not had a positive impact.

Table 5.7 Comments in opposition of the trial scheme and its impact (Number)

Theme	Number
The scheme increases car traffic in other areas	46
The scheme causes issues with parking	37
It takes longer to travel by car	19
The scheme has a negative impact on communities/social life	19
The scheme reduces safety for non-car users (children, pedestrians, cyclists...)	16
The scheme affects emergency vehicles negatively	16
The scheme increases air pollution in other areas	15
Suggest alternative intervention(s) (speed bumps, weight / width restrictions, one way system...)	14
The scheme causes issues with deliveries/ visitors	13
The scheme should not be permanent	12
The scheme is unnecessary/waste of money	12
Oppose the scheme (without providing detail)	9
The scheme causes cars to drive faster in nearby roads	5
Other roads have become dangerous	5
The scheme has made life worse	3
The scheme discourages active travel	1
Base (number of respondents)	87

The theme raised most often was how the scheme increased traffic in other areas in particular the High Street (n=46).

“I didn’t support it as if I want to go out to Asda for shopping I now have to drive down through the village and add to traffic in the high street instead of driving out the other side of Southlands”

“This was implemented with no thought to how it would affect the traffic on Weston High Street. Now when you live on any of the roads on the far side of southlands, it forces you to go along the high street, which is constantly blocked with traffic due to parking.”

“I was a regular user of the road through Southlands as from my property it allowed easier access to locations within the local area. My wife is disabled and it has affected her ability to transport the children and, as were my thoughts, has dramatically increased the amount of traffic on Crown Road/High Street and the junction between Anchor road and Weston Lane.”

37 respondents commented on the scheme making parking worse in the area.

“Parking is also worse as NHS fight for spaces and as a resident i can never find a space therefore i park on double yellow lines. I am lucky there is no parking enforcement patrols!”

“The planters have made parking more difficult, because if there is no space in one part of the estate we have to drive all the way round to the other part”

19 respondents each mentioned journeys now taking longer by car or a negative impact on communities such as trips to the hospital.

“Huge queues around the roundabout, more pollution, cars having engines on while waiting to use the roundabout, queues around Mazda garage, queues around small shops area with Spar and bakery. Longer journeys - more fuels, more queuing time, southlands road definitely not safer, lots of people still drive fast there with or without the planters. I don't feel the planters have achieved anything apart from more queuing, more pollution, more emissions, more congestion on high street.”

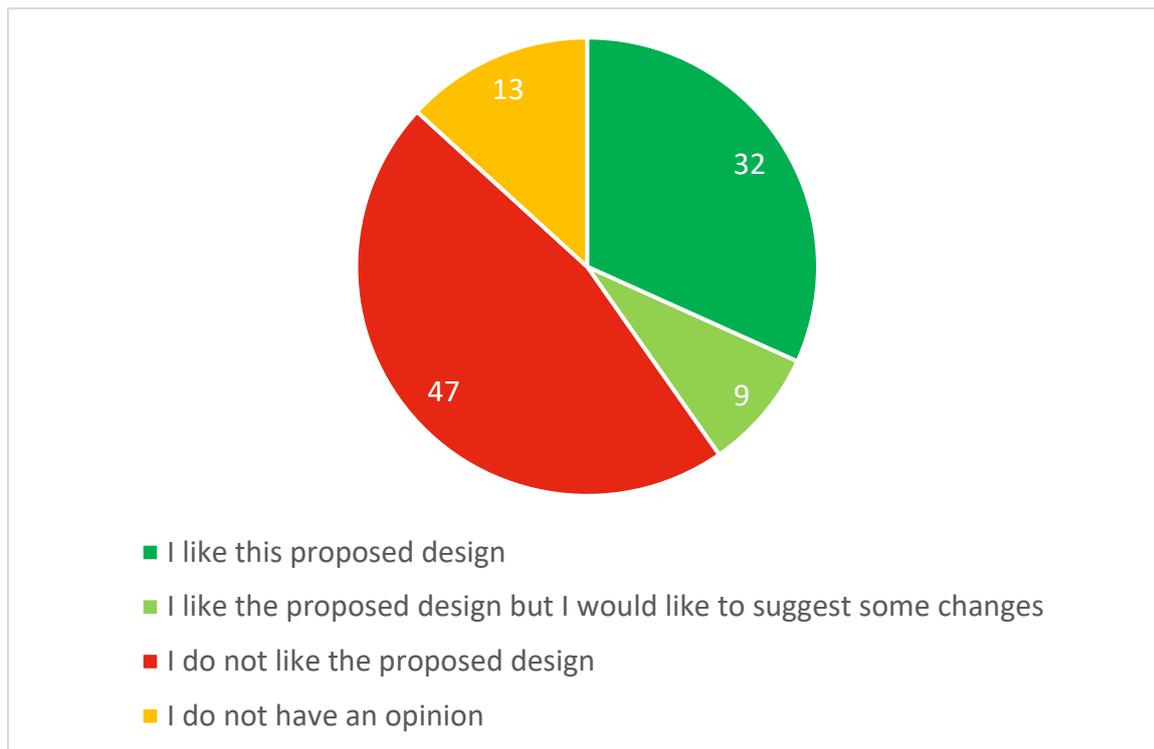
Comments were also made about safety issues for non-car users as well as difficulties for emergency vehicles with some feeling that the scheme will also impact air quality. Other suggestions were for alternatives such as speed bumps instead.

An organisation felt there were too many vehicles on the road and the driver behaviour can cause safety issues for children.

5.6 The proposed design for the through traffic restriction

Almost a third of respondents (32%) liked the proposed design presented in the survey whilst a further 9% liked the design but suggested changes. Almost half did not like the proposed design (47%).

Figure 5.5 Views on a permanent design for a through-traffic restriction on Southlands (%)



Base: (n=131) all respondents who answered the question

27 of the 73 respondents who lived on the trial street liked the proposed design and 37 did not like it. There was a similar split for residents who lived elsewhere. 25 out of 56 liked the design and 23 did not like it.

Table 5.8 Views on a permanent design for a through-traffic restriction on Southlands (Number)

	Lived on the trial street	Lived elsewhere
I like this proposed design	20	21
I like the proposed design but suggest changes	7	4
I do not like the proposed design	37	23
I do not have an opinion	9	8
Base (number of respondents)	73	56

5.6.1 Views about the proposed design from those who support and did not support it

Most respondents who were in support of the scheme tended to like the proposed design for the modal filter (39 out of 52) and most respondents who were not in support of the scheme did not like the proposed design of the modal filter (57 out of 72).

Table 5.9 Views on a permanent design for a through-traffic restriction on Southlands by support of proposals (Number)

	Support the scheme	Do not support the scheme
I like this proposed design	39	1
I like the proposed design but suggest changes	8	2
I do not like the proposed design	2	57
I do not have an opinion	3	12
Base (number of respondents)	52	72

Note: 5 respondents did not respond to the support question or answered "Don't know"

5.6.2 Comments about the proposed design of the modal filter

Comments about the proposed design of the modal filters

Respondents had the option to comment on their views of the through-traffic restrictions. These have been grouped into themes based on the respondents' perceptions.

Comments liking the designs or liking the designs with some suggestions

Of the respondents that liked the proposed designs most had additional suggestions that they felt would be key to the designs being a success. These were:

- Add some seating around the grass areas
- Add space for e-bike and e-scooters hire
- Widen the cycle lane for bikes with trailers and cargo bikes, though a question was also asked if a bollard in the middle of a cycle path conformed to Low Traffic Neighbourhood requirements.
- Ensure emergency services will have easy access on to the road.

"Some seating areas on the grass would be a nice touch"

"Bollards should be collapsible to allow emergency services to pass through if needed. Planters or in ground planting, instead of boulders would probably look more attractive"

Comments not liking the designs or with no opinion

The majority of comments from those who disliked the design reiterated the respondents not supporting the scheme. Other themes that came out from respondents who were against the designs or had no opinion included:

- A different type of traffic calming would suffice
- Vehicles will drive along the pavement to by-pass the bollard
- Generates more cars in a smaller space

- Concerns that the collapsible bollard would not always function correctly

“I still stand by a speed calming system would be better. Blocking off roads just pushes a problem elsewhere.”

“Cars will go over the pavement on the right. Too wide”

“This design does not resolve any of the issues that residents have raised, and the design does not look safe at all for cars to turn around never mind larger vehicles, HGV or fire engines. it would put cyclists and pedestrians at greater risk.”

“This is not safe! Putting a cycle lane right next to a corner that is often blocked by multiple cars is a fatality waiting to happen. How will emergency vehicles get through.”

Annex A - Questionnaire

Southlands through-traffic restriction trial detailed survey

We are inviting you to give detailed feedback on your experience of the through-traffic restriction trial which we installed on Southlands in November 2022.

A public consultation survey was available from the launch of the trial until June 2023. This is a more detailed, local survey which you can complete regardless of whether you completed the public consultation survey. We are interested to hear about the impact on you/your family and the environment, and whether you do things differently as a result of the trial.

Along with an analysis of feedback from the public consultation and consideration of traffic monitoring data, we'll use your answers to help us in our decision about whether to permanently adopt this through-traffic restriction. Your comments may be made available, anonymously, in a public report.

Who can take part?

In particular, we would like residents and businesses/organisations on the trial street and on neighbouring streets to share their views. Please only submit one response per person.

How to complete the survey

Completing the survey should take no more than around 5-10 minutes, depending on how many extra comments you would like to add. Please try to answer each question in turn. **Questions marked with * are compulsory.**

You may wish to refer to the original trial consultation material at www.bathnes.gov.uk/LNPilots. If you wish to complete this survey online, you can do so at bit.ly/SouthlandsETRO or by scanning the QR code to the right on a mobile device.

If you have any questions or you would like this survey or any other material in another format, please contact LN@bathnes.gov.uk or call 01225 394025.



Please ensure completed surveys are with us by **9am on Thursday 19th October 2023**. Return completed surveys in an envelope addressed to the Liveable Neighbourhoods Team. Take this to a Council One Stop Shop or post to:

Bath & North East Somerset Council
Liveable Neighbourhoods Team
Lewis House
Bath
BA1 1JG

Note: This survey is confidential, but please do not include any personal information in the comment boxes that may identify yourself or others. If personal information is included, we will remove it.

For more information about how we manage responses, please read our privacy notice linked below which is on pages 12 and 13.

Section 1 – About you

Information shared in this section will only be used to help us better understand the impact of the through-traffic restriction on the road that you live or work on.

1. Please tell us about you (please tick all that apply)*

- Resident in the trial street
- Resident in neighbouring street
- Regular visitor to the trial street
- Business (including self-employed and sole traders) in the trial area
- Organisation (e.g. school, charity, social enterprise) in the trial area
- Elected representative (e.g. Councillor)

2. Are you responding for yourself or on behalf of a business/organisation?

- Myself
- On behalf of my business/organisation (please provide the name of the business/organisation)

3. If you are responding as a representative of a business or organisation, please provide the name of the business/organisation below

4. Please tell us the name of the street on which you live or work if you are responding on behalf of a business/organisation*

If you would prefer not to share this information, please write this as your response below

5. Please tell us the full postcode of the street on which you live or work if you are responding on behalf of a business/organisation*

If you would prefer not to share this information, please write this as your response below

6. If you are a resident on the trial street, a regular visitor to the area, or a resident in a neighbouring street, please tell us how many children you have under 16

- None
- 1
- 2
- 3

- 4 or more
- Prefer not to say
- Not applicable

7. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?*

- Yes
- No
- Prefer not to say

8. Please select your age range*

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+
- Prefer not to say

9. Please indicate whether you have regular access to the following modes of transport (tick all that apply)*

- Motor vehicle
- Useable bicycle or e-bike
- None of these
- Prefer not to say

Section 2 – About your experience of the trial

10. To what extent do you feel the through-traffic restriction on Southlands has improved the area or made it worse?

- Much Improved
- Improved
- About the same
- Worse
- Much worse
- Don't know
- Not applicable

11. To what extent do you feel the through-traffic restriction on Southlands has improved the street or made it worse when considering the following?

Statement	Much improved	Improved	About the same	Worse	Much worse	Don't know	Not applicable
Amount of traffic on the trial street							
The speed of traffic on the trial street							
Road safety for pedestrians on the trial street							
Road safety for cyclists on the trial street							
Ability to find a parking space for my own vehicle on the trial street							
Ability for visitors to find a parking space on the trial street							
Ability for emergency vehicles to access the trial street							
Ability for services and trades people to access the trial street							
Amount of street noise							
Street cleanliness (e.g. litter)							

12. To what extent do you feel the through-traffic restriction on Southlands has improved neighbouring streets or made it worse when considering the following?

Statement	Much improved	Improved	About the same	Worse	Much worse	Don't know	Not applicable
Amount of traffic on neighbouring streets							
Road safety for pedestrians on neighbouring streets							
Road safety for cyclists on neighbouring streets							
Ability to find a parking space on neighbouring streets							

13. To what extent do you agree or disagree with the following statements since the introduction of the restriction on Southlands?

Statement	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Not applicable
I am more likely to use public transport for a journey							
I am more likely to walk on a short local journey							
I am more likely to cycle or wheel a short local journey							
I have switched from using a car to another type of transport for some or all journeys							
At peak times my journey times have stayed the same or decreased compared to the same journey previously							
At non-peak times my journey times have stayed the same or decreased compared to the same journey previously							

14. Which of the following statements best describes your view about the through-traffic restriction since it was installed on Southlands in November 2022?

You will have the opportunity to comment on your position in the next question.

- I supported it and still support it
- I supported it but no longer support it
- I did not support it but now support it
- I did not support it and still do not support it
- Don't know

15. Please explain your answer to question 14 in the text box below.

16. Overall, to what extent do you agree or disagree that the through-traffic restriction on Southlands has had a positive impact on you and your household.

You will have the opportunity to comment on your position in the next question.

- Strongly agree

- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know
- Not applicable

17. Please provide any other comments or feedback on the through-traffic restriction trial and its impact.

Section 4 – Through traffic restriction design

Should the through-traffic restriction be made permanent, we will revise the design of the through-traffic restriction on Southlands. Collapsible black bollards would replace the temporary planters allowing access for emergency and service vehicles.

- Pavements would be widened to form a narrow cycle link and dropped kerbs would create an informal crossing.

- Boulders or an alternative landscape feature would be placed on the grassed area opposite nos. 126-128 to prevent motorists from driving or parking on the grass. Access for maintenance vehicles would be confirmed at final design.

Please note that no decision can be made about the trial until we have analysed all the feedback we have collected. But should the trial be made permanent; we would like to have your feedback on a new design to replace the temporary wooden planters.

18. Please tell us your views on a permanent design for a through-traffic restriction on Southlands.



- I like this proposed design
- I like the proposed design but I would like to suggest some changes
- I do not like the proposed design
- I do not have an opinion on the design

19. Please provide any comments about the design or changes you'd suggest for it.

Section 3 – Declaration

Please read the privacy notice overleaf and agree to this statement to take part in this survey and **answer questions 20 and 21** to ensure we can use the information you have shared in this survey.

Consultations and surveys Privacy Notice (Data analysis by third party) - Through-traffic restriction ETRO consultations

The purpose of processing

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team using the address at the bottom.

We are considering the introduction of new measures to improve people's lives in Bath & North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, and how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the council, to the extent that it is required to meet the purposes of the consultation or survey.

Data subjects

Members of the public participating in the public consultation process

Personal data

We may ask you for details that include:

Home or business street name

Home or business postcode

Business name

Employment status

Gender

Age

Ethnic background

Dependants

Religion

Sexual orientation

Disabilities

Information in relation to the specific nature of the consultation or survey, such as the type of accommodation you occupy, your household's access to parking facilities and motor vehicles, and any other data that is required to fully assess the impact of our actions.

How is it used?

Any personal data that has been submitted will be received by the team running this consultation, who may engage directly with you to explore your comments, concerns or queries. We will also pass results to a professional third party who we have contracted to assist with the analysis of the data, to determine needs assessment and assist in project planning. Any data shared outside the council will be used for the purposes of understanding and analysing this proposed project only.

The information may be shared with other services we provide, who may carry out actions to support you in dealing with the proposed changes, this may include: highways, financial support, community wellbeing, or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

Profiling and automated decision making

Not applicable

Legal basis for using your data

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

GDPR condition relied upon for processing special category data

Article 9.2 a - Explicit consent

Sharing of personal data with external recipients

In exceptional cases we may share your personal data and feedback with those listed below who may need to help us respond to your feedback. In some cases that may include your name and contact details.

- Services within the council who may contact you regarding specific concerns beyond the scope of this consultation
- Law enforcement or other authorities if required by applicable law
- AECOM

How long is the personal data retained by the Council?

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

Questions or concerns?

Please email data_protection@bathnes.gov.uk

Appeals to the Information Commissioner's Office

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the Information Commissioner's Office (ICO) and tell them about this.

You can contact the ICO by phone on 0303 1231113.

By submitting a response to this survey you are declaring that the information shared is true, to the best of your knowledge.

20. Please confirm that you have read the privacy notice above*

I have read the privacy notice

21. I understand that the information I have provided in this survey will be used as part of the decision process*

I consent to the use of my personal data

