

New Sydney Place and Sydney Road Through-Traffic Restriction Trial 2024

Residents Detailed End-point Survey Report

Bath and North East Somerset Council

January 2025

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	17.01.25	Updated after feedback on the draft report	NR	NR	Associate Director

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1. Executive Summary

On the 3rd of April 2024, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial on Sydney Road at its junction with New Sydney Place, Bath for a minimum of six months using an Experimental Traffic Regulation Order.

For the purpose of the report, the area referred to as New Sydney Place is Sydney Place between its junctions with Darlington Street and Sydney Mews.

The trial was introduced under the Liveable Neighbourhood (LN) programme. In line with the broader objectives of the LN programme, the through-traffic restriction aimed to prevent motorists from using the road as a short cut 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 through-traffic restriction is available online at <https://www.bathnes.gov.uk/sydneyroadETRO> (and in print on request).

This detailed end-point survey was conducted specifically with the residents living on the trial streets (New Sydney Place and Sydney Road) from 27th November to 20th December 2024. It is supplementary to the six-month ETRO consultation survey that ran from 3rd of April to the 3rd of October 2024. This report on the ETRO consultation is available at <https://www.bathnes.gov.uk/sydneyroadETRO>.

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

B&NES sent letters to 181 addresses on New Sydney Place and Sydney Road, including businesses and households, the purpose was to understand from those living on the trial street itself whether their views or behaviour had changed over the course of the trial. There were 50 responses to the Residents' Detailed End-Point Survey on the through-traffic restriction trial. The level of support was as follows:

- 34 respondents supported the through-traffic restriction;
- 15 respondents did not support the through-traffic restriction; and
- 1 respondent was undecided.

All respondents who lived on New Sydney Place, except one, supported the through-traffic restriction, 13 respondents who lived on Sydney Road supported it and 14 did not support it.

The views of four respondents who lived on Sydney Road had changed from not supporting the restriction to supporting it. One had supported it but no longer did.

Reasons for supporting, or not supporting the through-traffic restriction

The main reasons respondents gave in support of the restriction were improvements to safety for pedestrians encouraging active travel, a reduction in noise pollution and a greater sense of wellbeing in a liveable neighbourhood environment.

The main reasons respondents gave for not supporting it were increased traffic and displacement of congestion to other areas. The scheme was felt to be unnecessary because they did not believe Sydney Road had congestion or other problems before the through-traffic restriction was put in place.

2. Introduction

On the 3rd of April, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial in Sydney Road at its junction with New Sydney Place, Bath, for a minimum of six months using an Experimental Traffic Restriction Order (ETRO). For the purpose of the report, the area referred to as New Sydney Place is Sydney Place between its junctions with Darlington Street and Sydney Mews.

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 which was open to the public using the local roads.

B&NES sent letters to 181 addresses on New Sydney Place and Sydney Road, including businesses and households, informing them of the opportunity to respond to an end-point survey on the trial from 27th November to 20th December 2024, before a decision is made on whether to make the trial permanent. This opportunity was in addition to responding to the earlier public consultation survey. The purpose was to understand from those living on the trial street itself whether their views or behaviour had changed over the course of the trial.

The results of this end-point survey are presented in this report.

2.1 Aims of the scheme

The trial was introduced under the Liveable Neighbourhood programme. In line with the broader objectives of the Liveable Neighbourhood programme. The through-traffic restriction aimed to:

- Prevent motorists from using this residential street as a short cut (to avoid the Bathwick Street/ Beckford Road A36 junction).
- Improve the safety of the Sydney Road and North Road junctions with Warminster Road (A36).
- Create a safer, quieter, and healthier street for those walking, cycling, or wheeling through the area.
- Encourage more people in the area to walk or cycle shorter journeys and reduce the number of short journeys made by car.

B&NES believe that it's important to provide safe and pleasant routes for walking and cycling, because not everyone drives a vehicle or wants to be dependent on one. It's also widely understood that getting out and about in the community is good for health and wellbeing.

Background and additional reports are available at:

<https://www.bathnes.gov.uk/sydneyroadETRO>.

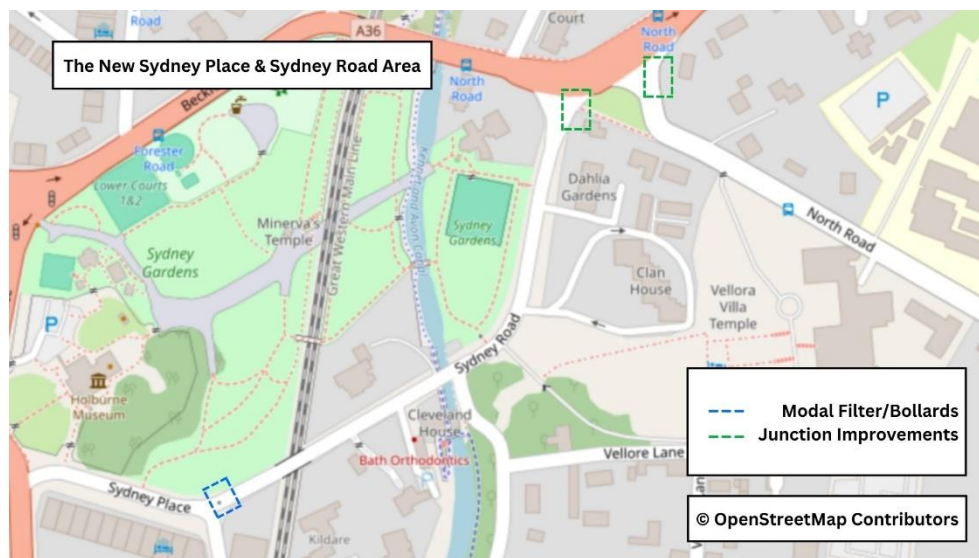
2.2 Scheme details

The through-traffic restriction comprised of a row of bollards which were placed across Sydney Road at its junction with New Sydney Place.

The scheme does not restrict vehicle access to homes but, for some journeys, drivers are required to take alternative routes from either side of the restriction. Cyclists, pedestrians, and people with mobility aids can pass through the bollards. The two central bollards can be removed for access by the emergency services. Existing parking arrangements on the street have not changed, and no parking has been removed.

Additionally, the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) was removed and changes were made to the junctions with Sydney Road and North Road to reduce the speed of turning vehicles, improve safety and make it easier for pedestrians to cross the road. Advanced signage was provided. **Figure** shows the changes made to the trial area.

Figure 1 Changes made to the trial area



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 and North East Somerset Council (B&NES) and AECOM designed the questionnaire which was hosted privately online. It was not publicly available at www.bathnes.gov.uk/sydneyroadetro because it was not open to the wider public. Instead, a link to the survey was made available for residents living on the trial streets (New Sydney Place and Sydney Road) via a letter mailing in November 2024. Each household or business receiving the letter was also given a unique identifying code to input into the survey.

The questionnaire enabled residents to state their level of support for the through-traffic restriction, 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 **Annex A**.

3.2 Receiving responses

Residents living on the trial streets were invited (via letter) to access a private online survey using a unique identifier. To ensure inclusivity, Bath and North East Somerset Council also accepted responses via a hard copy questionnaire/alternative formats.

A letter introducing the survey was posted to 181 households and businesses on the trial streets. 50 unique responses were received equating to 28% of the 118 households participated, based on one response per household.

3.3 Analysis and reporting

The survey was open to residents of Sydney Road and New Sydney Place who were sent a letter inviting them to participate, and respondents chose whether to complete the survey. This, and the low number of responses (n=50) 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. In total, there were 50 responses. Two of these responses were made on behalf of businesses located on New Sydney Place. A further two responses were from business addresses, but confirmed they were not responding on behalf of the business; therefore, they have been recorded as individuals.

4.1.1 Respondent type

Overall, there were 28 responses made from residents on Sydney Road and 20 responses from residents on New Sydney Place. Two responses were provided on behalf of a business in the area, both located on New Sydney Place. Resident and business responses were combined for analysis and reporting.

Table 1 Respondent Type (Number)

Respondent type	Resident	Business	Total
Base (number of respondents)	48	2	50
On Sydney Road	28	0	28
On New Sydney Place	20	2	22

4.1.2 Age

All respondents provided their age bracket. Most respondents (n=30) were aged 65 and over, with 16 respondents aged from 35-to-64-years-old. Only three respondents were aged under 35-years-old.

Table 2 Age of respondents (Number)

Age bracket	N
Base (number of respondents)	50
16-24	1
25-34	2
35-44	4
45-54	4
55-64	8
65+	30
Prefer not to say	1

4.1.3 Children

Most (n=42) respondents did not have any children aged under 16. Seven respondents had at least one child under 16, and one respondent selected 'prefer not to say'.

4.1.4 Main mode of transport

Thirty three out of 50 respondents' main mode of transport on New Sydney Place or Sydney Road is either walking, wheeling or cycling (active travel), with most (n=31), walking or wheeling. Thirteen respondents mainly travelled by motor vehicle. Four respondents mentioned more than one mode including on foot, cycling and by car.

Table 3 Main mode of transport on relevant roads (Number)

Main mode of transport	N
Base (number of respondents)	50
By foot	31
By bicycle or e-bike	2
By motor vehicle	13
More than one mode mentioned	4

4.1.5 Physical or mental health conditions lasting 12 months or more

Respondents were asked whether they had a physical or mental health condition which would last 12 months or more; 12 respondents had a condition and 36 did not. Two respondents selected prefer not to say.

5. Findings

This section shows the findings of how respondents felt towards the through-traffic restriction on Sydney Road and specifically whether the residents felt the restriction improved the area, how it affected residents' travel behaviours, and the impact it had on them.

5.1 Impact on Sydney Road/New Sydney Place

Overall, 38 of the 50 respondents felt that the through-traffic restriction trial had improved the area. Of these 38 respondents, 33 felt it was much improved.

The individual factors which were felt to have improved by the highest number of respondents were the amount of traffic on the trial street of Sydney Road and New Sydney Place (n=39), road safety for pedestrians (n=37) and the amount of street noise (n=36). Each factor relating to the street condition was felt to be improved by at least 34 of the 50 respondents, and road safety was felt to be improved by at least 36 of the 50 respondents.

Table 4 Impact of the introduction of the restriction on Sydney Road (Number)

		Much improved	Improved	About the same	Worse	Much worse	Don't know
	Improved the area	33	5	2	4	5	1
Street condition	Amount of traffic on the trial street	34	5	4	3	2	2
	Amount of street noise on the trial street	32	4	9	2	1	2
	Speed of traffic on the trial street	29	6	9	1	3	2
Road safety	For pedestrians	34	3	9	0	3	1
	For cyclists/scooterists	33	1	9	1	1	5

Base (number of respondents) =50. All respondents were asked and provided a response.

5.1.1 Impact of the trial based on where the respondent lived

Of the 28 respondents who lived on Sydney Road, 16 felt the area had improved. Of the 24 respondents who lived on New Sydney Place, including the two individuals who responded from businesses based there, all respondents felt the area had improved.

Table 5 Impact of the introduction of the through-traffic restriction on residents of Sydney Road and of New Sydney Place (Number who felt it improved)

		Lived on Sydney Road	Lived on New Sydney Place
	Base (number of respondents)	28	22
	Improved the area	16	22
Street condition	Amount of traffic on the trial street	18	21
	Amount of street noise on the trial street	15	21
	Speed of traffic on the trial street	14	21
Road safety	For pedestrians	16	21
	For cyclists/ scooterists	13	21

5.1.2 Feedback from cyclists

Two respondents mainly cycled on New Sydney Place or Sydney Road, both cyclists felt that road safety for cyclists had ‘much improved’ on the trial street.

5.1.3 Feedback from parents

Of the seven respondents who had children aged under 16, all of them thought road safety for pedestrians had improved, with six saying it had ‘much improved’.

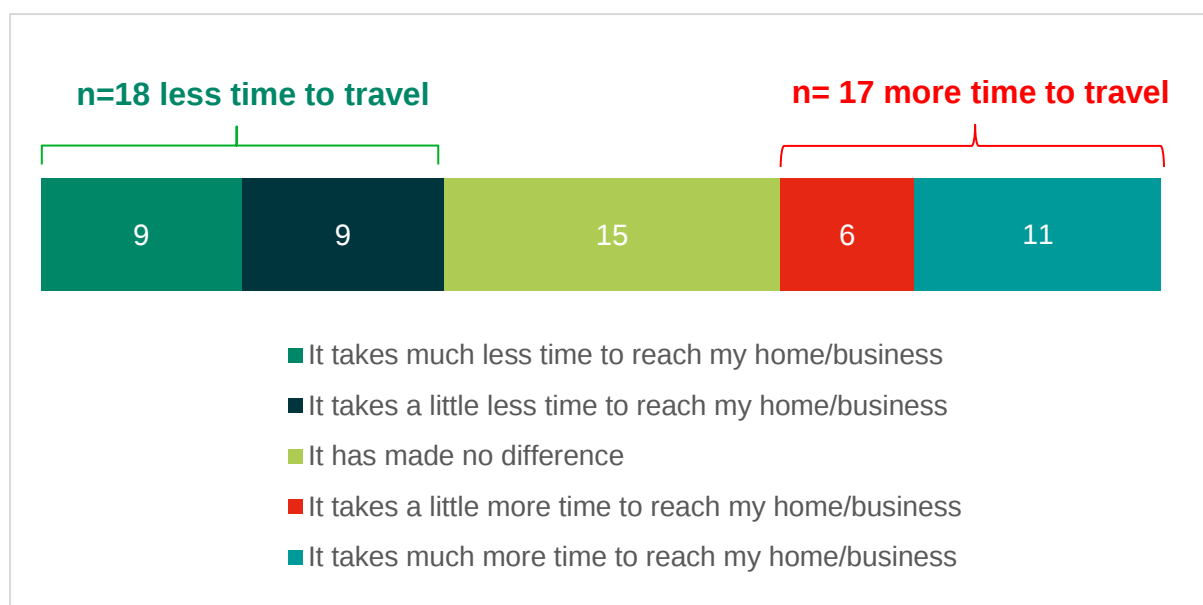
5.2 Changes in travel time

There was an even split of views on the impact of travel time since the restriction of the trial. There were 18 respondents who felt the introduction of the restriction had reduced their travel time, 15 respondents said that it made no difference, and 17 respondents felt it had increased their travel time.

While most respondents did not define how much more or less time their journey time had changed, one respondent, who felt it took a little more time to reach their home/business now, defined this as a two minute increase.

“During the five months of the trial from April until August 2024 our maximum “delay”, to and from home, was about two minutes.”

Figure 2 Change to travel time following the introduction of the restriction (Number)

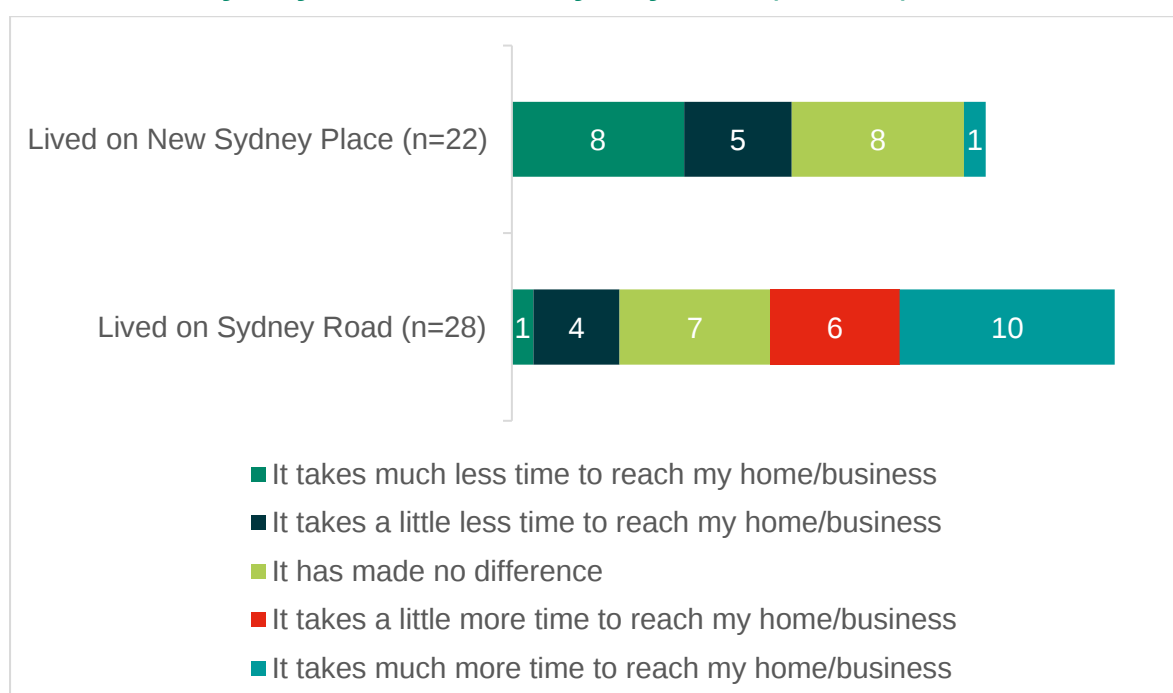


Base (number of respondents) =50. All respondents were asked and provided a response.

5.2.1 Impact on travel time based on where the respondent lived

Five respondents who lived on Sydney Road and thirteen respondents who lived on New Sydney Place felt travel time had decreased since the restriction was introduced. Whereas 16 respondents who lived on Sydney Road, and one on New Sydney Place felt their travel time had increased since the restriction.

Figure 3 Changes to travel time following the introduction of the trial for residents of Sydney Road and New Sydney Place (Number)



Base (number of respondents) n=22 for New Sydney Place and n=28 for Sydney Road .
All respondents were asked and provided a response.

5.3 Likelihood to walk, cycle or wheel now

Over half of respondents (n=30) agreed they would be more likely to walk, cycle or wheel for a short local journey than before the restriction was introduced, most of these strongly agreed (n=24). Just over one-fifth of respondents (n=11) disagreed that they would travel more actively since the introduction of the through-traffic restriction, seven strongly disagreed.

Table 6 Extent of agreement of the likelihood of walking, cycling or wheeling more than before for a local journey (Number)

	N
Base (number of respondents)	50
Overall agree	30
Strongly agree	24
Agree	6
Neither agree nor disagree	9
Disagree	4
Strongly disagree	7

5.3.1 Likelihood to walk, cycle or wheel now, based on where the respondent lived

Since the introduction of the restriction, most residents of New Sydney Place (n=20 out of 22) agreed they were more likely to walk, cycle or wheel for a short, local journey. Ten of the 29 residents of Sydney Road also agreed with this and 11 disagreed.

Table 7 Extent of agreement of the likelihood of walking, cycling or wheeling for a local journey more than before for residents of Sydney Road and New Sydney Place (Number)

	Lived on Sydney Road	Lived on New Sydney Place
Base (number of respondents)	28	22
Overall agree	10	20
Strongly agree	7	17
Agree	3	3
Neither agree nor disagree	7	2
Disagree	4	0
Strongly disagree	7	0

5.4 Support for the through-traffic restriction

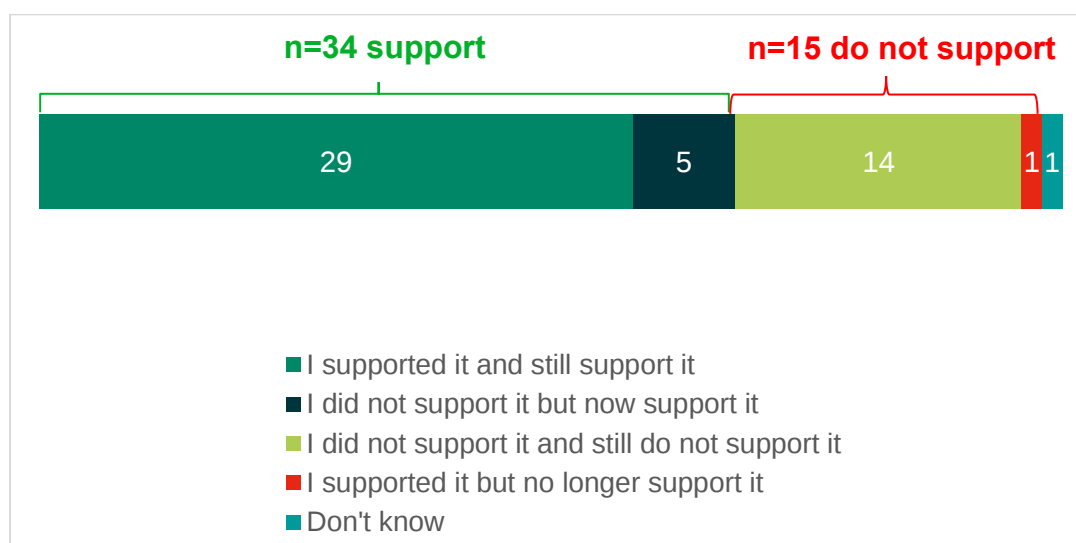
Overall, just over two-thirds of respondents (34 respondents) supported the through-traffic restriction on Sydney Road:

- Most (29) had always supported it; and
- A few (5) had not previously supported it but have changed their mind and now support it.

15 respondents did not support the through-traffic restriction, of which:

- Most (14) had not supported it in the past; and
- One had supported it but changed their mind and no longer support it.

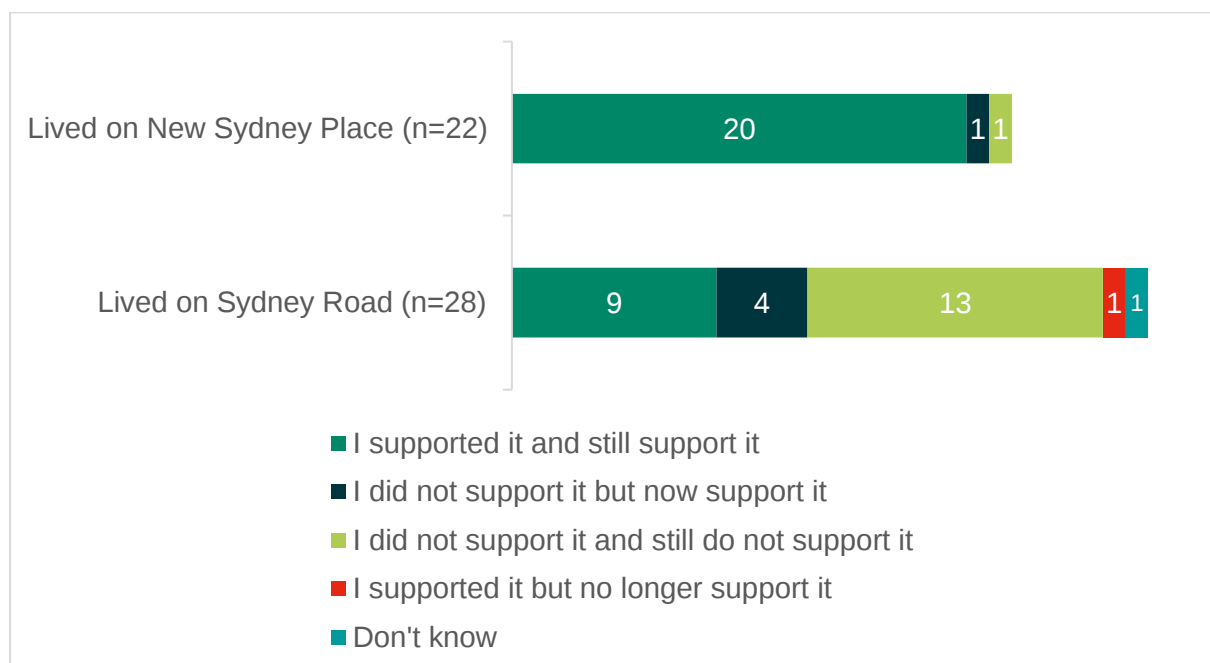
Figure 4 Level of support for the through-traffic restriction (Number)



Base (number of respondents) =50. All respondents were asked and provided a response.

All except one resident of New Sydney Place (21 out of 22) supported the through-traffic restriction and still support it. There were 13 out of 28 respondents who lived on Sydney Road who supported the through-traffic restriction, 4 of these had changed their view from not supporting to supporting the restriction during the trial.

Figure 5 Level of support for the through-traffic restriction by respondent type (Number)



Base (number of respondents) n=22 for New Sydney Place and n=28 for Sydney Road .
All respondents were asked and provided a response.

Residents who changed their minds

Five respondents, of which four lived on Sydney Road and one on New Sydney Place, did not support the restriction originally, but changed their minds to support it. Reasons for the change to support included that the road was much quieter and safer to cycle or walk on, creating a nicer environment.

One respondent who lived on Sydney Road used to support the scheme and now does not. This was because driving into Bath became more inconvenient for them.

5.5 Impact of the through-traffic restriction

Respondents agreed that the through-traffic restriction had a positive impact for them and their household (n= 34 of 50 respondents), with 31 who strongly agreed. There were fourteen respondents who disagreed that there had been a positive impact for them and their household, with ten who strongly disagreed.

Table 7 Extent of agreement that the through-traffic restriction has positively affected the household or business (Number)

	N
Base (number of respondents)	50
Overall agree	34
Strongly agree	31
Agree	3
Neither agree nor disagree	2
Disagree	4
Strongly disagree	10

5.5.1 Impact of the through-traffic restriction, based on where the respondent lived

Almost all residents of New Sydney Place agreed there was a positive impact for them and their household (21 out of 22 respondents). Thirteen of the 28 respondents who lived on Sydney Road agreed there was a positive impact and an equal number disagreed (n=13).

Table 8 Extent of agreement that the through-traffic restriction has positively affected the household or business by respondent type (Number)

	Lived on Sydney Road	Lived on New Sydney Place
Base (number of respondents)	28	22
Overall agree	13	21
Strongly agree	11	20
Agree	2	1
Neither agree nor disagree	2	0
Disagree	4	0
Strongly disagree	9	1

5.6 Comments about the through-traffic restriction

Respondents were able to comment on their level of support for the through-traffic restriction and the impact this has had on them and their households. Comments from both questions have been combined into themes to outline the reasons respondents supported or did not support to the through-traffic restriction and the impact on them. All respondents (n=50) left a comment. Comments made by the two

businesses are combined into the totals, with a summary of these responses in section 5.6.3.

5.6.1 Comments in support of the through-traffic restriction or its positive impact

37 respondents commented in support of the through-traffic restriction or a positive impact.

Table 9 Comments in support of the through-traffic restriction or a positive impact (Number)

Theme	N
Number of respondents commented with reasons for supporting	37
Improved safety for pedestrians	36
Reduced noise pollution	33
Created greater wellbeing/ a liveable neighbourhood environment	31
Stopped rat running/ speeding	20
Reduced congestion	14
Reduced air pollution	14
Improved safety in general	13
Positive impact on walking / cycling	13
Generally positive impact on the area	12
Positive impact on those who have mobility issues/ disabilities	9
Improved safety with cycling	7
Improved safety when driving a vehicle	3

The most common theme was that the trial improved safety for pedestrians in the area (n=36). Respondents explained that they now cross roads with ease and a lack of worry.

“The trial has fundamentally changed the balance of road usage in favour of pedestrians. The area is quieter, with less vehicle exhaust, and is now very much a foot-bound neighbourhood facility for people of all ages.”

“It has become a 'safe school street' where children can walk safely to school without fear of 1000s of racing cars.”

Thirty-three respondents mentioned the trial had reduced noise pollution. Respondents explained how they felt their neighbourhood environment had greatly improved now that it was quieter.

“The reduction in traffic noise has contributed to a more peaceful and pleasant living environment for all residents.”

“Waking in Sydney gardens is a great pleasure and without constant noise I can tune into nature which is a privilege in a city.”

Thirty-one respondents mentioned that the through-traffic restriction has had a positive impact on the area such as with their wellbeing, stating that the area is now a liveable neighbourhood.

“It’s now a pleasant community environment. You can hear the birds. Children and old people can cross the road. People chat in the street before you couldn’t hear and dangerous crossing the road.”

5.6.2 Comments not in support of the through-traffic restriction or its negative impact

20 respondents commented to explain why they did not support the through-traffic restriction or the restriction having a negative impact. When there were three or more about the same theme, the themes are shown in Table 10. The full set of themes, including those made by one or two respondents, is shown in **Annex B**.

Table 10 Comments for not supporting the through-traffic restriction or its negative impact (Number)

Theme	N
Number of respondents commented with reasons for supporting	20
Caused congestion/ not reduced congestion	13
Increased journey times	10
Displaced traffic/ increase traffic elsewhere	8
Scheme is unnecessary/ not needed	8
Caused air pollution/ not reduced air pollution	4
Caused increased rat running/ speeding	4
Negatively impact on Beckford Road	4
Negative impact on Bathwick Street	4
Unfair on elderly and disabled residents	3
Scheme only benefits a small amount of people	3
Limited access to the city/ businesses	3
Caused confusion with road markings/ signs not being clear	3
Caused noise pollution/ not reduced noise pollution	3
Negative impact on Warminster Road	3
Negative impact on North Road	3
Negative impact on Cleveland Bridge	3

Comments made by at least three respondents are shown. All themes are shown in **Annex B**.

The theme raised most often was how the scheme has caused congestion (n=13).

“I now have to drive further to reach home. Sit in traffic for longer and pedestrians endure much more pollution”

Nine comments were made saying that the trial had increased journey times in the area.

“When I drive out of Bath I have to go nearly twice as far to the main road in Bathwick and queue on the A36 (when it is open) in traffic.”

Nine comments were also made about how the through-traffic restriction displaced congestion into different areas, thereby moving the issue elsewhere.

“I am forced to drive to a much busier road with several sets of traffic lights whether going towards the London road or to the station or the Bristol roads using the road you already featured as highly polluted.”

Eight comments were received that the restriction was not necessary and explained the impact it has caused.

“The traffic before the restriction was not a problem. Now the congestion on Beckord Road/Bathwick St is appalling. Congestion making it more dangerous particularly as there is a primary school close by.”

“Have never experienced a problem with traffic on Sydney Road. Banning through traffic has created an unsafe street after dusk and caused traffic delays in surrounding streets.”

5.6.3 Summary of comments from businesses

Both businesses had always supported the trial, with both stating that the neighbourhood environment had noticeably improved; encouraging walking, wheeling and cycling in the area. They also noted that removing traffic from the area now meant that the buildings had made the area more peaceful.

“Tourist groups now stop in our neighbourhood to 'take in' the architecture and historical context. This did not happen before the ETRO. It was too noisy and unsafe.”

5.6.4 Summary of comments from parents of children aged under-16-years-old

The seven respondents with children aged under-16-years-old felt there had been a positive impact for their children since the introduction of the through-traffic restriction. Most of these respondents commented on the improved safety for children walking in the area.

“It is now safer for my children to walk to school. There are no cars speeding. Air is cleaner. Noise pollution has decreased.”

5.6.5 Summary of comments from those with physical or mental health conditions or illness lasting or expected to last 12 months or more

Of the 12 respondents with a health condition half felt there had been a positive impact for them since the introduction of the through-traffic restriction.

“Now it is bliss. I can cross the road safely as a pedestrian, walking is a pleasure in spite of my handicap.”

There were also six respondents with health conditions who felt the area was now worse. They cited the increased traffic, and the need to travel further than before the introduction of the restriction.

“I myself have a Blue Badge disabled permit due to difficulties with walking and have found getting in and out of Sydney Road from town much more onerous than before.”

Annex A - Questionnaire

New Sydney Place and Sydney Road through-traffic restriction trial end-survey

As residents/businesses on the trial street, we are inviting you to give further feedback on the through-traffic restriction trial which we installed on New Sydney Place and Sydney Road in April 2024.

A public consultation survey was available from the launch of the trial until October 2024. This is an additional survey for those living on the trial street specifically.

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?

This survey is only for residents and businesses/organisations on the trial street to share their views. Each household has a unique reference number which will be required to respond to the survey. This can be used by each member of your household if views differ, or once on behalf of the whole household if views are similar. Your household unique reference number is in the letter inviting you to submit feedback in this survey (your ref).

How to complete the survey

Completing the survey should take no more than 5 minutes, depending on how many extra comments you would like to add, and whether you complete the optional equality monitoring questions. Please be conscious that the A36 at Limpley Stoke is closed and this has reduced traffic volume on Warminster Road. It was closed on 12 August but reopened between 18 October and 11 November. It is now closed until Spring.

Please base your answers on your experiences while the A36 was open.
Please try to answer each question in turn.

You may wish to refer to the original trial consultation material at www.bathnes.gov.uk/sydneyroadetro

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

Please submit completed surveys by **5pm on Friday 20 December 2024**.

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 below.

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 and 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

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 also contact the ICO by phone on [0303 1231113](tel:03031231113).

Questionnaire

1. Please tell us your location.*

- ☐ Resident on Sydney Road
- ☐ Resident on New Sydney Place
- ☐ Business on Sydney Road
- ☐ Business on New Sydney Place

2. Please input the reference number for your household/business. This was provided at the top of the letter you received about this survey (your ref). *

Please submit only one survey per household unless views differ significantly.

3. Please tell us your full address.*

4. Are you responding on behalf of yourself/your household or a business/organisation? *

- ☐ Myself/my household
- ☐ On behalf of my business/organisation

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

6. Please select your age range. *(continued overleaf)

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

7. Do you have any physical or mental health conditions or illness lasting or expected to last 12 months or more? *

- ☐ Yes
☐ No
☐ Prefer not to say

8. Please tell us how many children under 16 you have. *

- ☐ None
☐ 1
☐ 2
☐ 3
☐ 4 or more
☐ Prefer not to say

9. Please tell us your current, main mode of transport on New Sydney Place or Sydney Road. *

- ☐ By motor vehicle
☐ By foot
☐ By bicycle or e-bike
☐ By scooter or e-scooter

10. To what extent do you feel the through-traffic restriction has improved the area/environment on Sydney Road and/or New Sydney Place or made it worse.

- ☐ Much improved
☐ Improved
☐ About the same
☐ Worse
☐ Much worse
☐ Don't know

11. To what extent do you feel the through-traffic restriction has improved, or made worse, where you live on Sydney Road or New Sydney Place, when considering the following: *

	Much improved	Improved	Improved	Worse	Much worse	Don't know
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/those scooting on the trial street						
Amount of street noise						

12. How has the introduction of the restriction on New Sydney Place/Sydney Road changed your travel time: * (continued overleaf)

- ☐ It takes much less time to reach my home/business
- ☐ It takes a little less time to reach my home/business
- ☐ It has made no difference
- ☐ It takes a little more time to reach my home/business
- ☐ It takes much more time to reach my home/business
- ☐ Don't know

13. To what extent do you agree or disagree with the statement: *

I am now more likely to walk, cycle or wheel a short, local journey than before the through-traffic restriction was put in place in April 2024.

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

14. To what extent do you agree or disagree that the through-traffic restriction has had a positive impact on you, your household or your business? *

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

15. Which of the following statements best describes your view about the through-traffic restriction since it was installed in April 2024?

** (continued overleaf). You will have the opportunity to comment on your position.*

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

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

17. Please provide any other comments or feedback on the through-traffic restriction trial and its impact on you (rather than the environment).

Declaration

Please read the privacy notice earlier in this document and agree to this statement to take part in this survey.

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

18. Please confirm that you have read the Privacy Notice linked above

- ☐ I have read the privacy notice
- ☐ 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

Annex B – Free text response thematic coding

Comments in support of the through-traffic restriction or its positive impact	N
Base	37
Improved safety for pedestrians	36
Reduced noise pollution	33
Created greater wellbeing/ a liveable neighbourhood environment	31
Stopped rat running/ speeding	20
Reduced congestion	14
Reduced air pollution	14
Improved safety in general	13
Positive impact on walking / cycling	13
Generally positive impact on the area	12
Positive impact on those who have mobility issues/ disabilities	9
Improved safety with cycling	7
Improved safety driving a vehicle	3

Comments not in support of the through-traffic restriction or a negative impact

Base	20
Caused congestion/ not reduced congestion	13
Increased journey times	19
Displaced traffic/ increase traffic elsewhere	8
Scheme is unnecessary/ not needed	8
Caused air pollution/ not reduced air pollution	4
Caused increased rat running/ speeding	4
Negatively impact on Beckford Road	4
Negative impact on Bathwick Street	4
Unfair on elderly and disabled residents	3
Scheme only benefits a small amount of people	3
Limited access to the city/ businesses	3
Caused confusion with road markings/ signs not being clear	3
Caused noise pollution/ not reduced noise pollution	3
Negative impact on Warminster Road	3
Negative impact on North Road	3
Negative impact on Cleveland Bridge	3
Sydney Gardens feels unsafe at night	2
Negative impact on Sham Castle Lane	1
Generally negative impact on transport	1
Caused accidents/ reduced safety	1
Reduced safety driving a vehicle	1
Caused parking issues/ reduced the number of places to park	1
Negative impact on emergency service vehicles/ provision	1
Negative impact on junction of Darlington Road, Beckford Road, and Warminster Road	1
Negative impact on Bathwick Hill/ Bathwick Estate	1

