

Climate Emergency and Sustainability Policy Development and Scrutiny Panel

Date: Monday, 19th February, 2024

Time: 10.00 am

Venue: Council Chamber - Guildhall, Bath

Councillors: Andy Wait, Michael Auton, Jess David, John Leach, Alex Beaumont, June Player, Saskia Heijltjes, Grant Johnson and Ian Halsall



Michaela Gay

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1. **Inspection of Papers:** Papers are available for inspection as follows:

Council's website: <https://democracy.bathnes.gov.uk/ieDocHome.aspx?bcr=1>

2. **Details of decisions taken at this meeting** can be found in the minutes which will be circulated with the agenda for the next meeting. In the meantime, details can be obtained by contacting as above.

3. **Recording at Meetings:-**

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Further details of the scheme can be found at:

<https://democracy.bathnes.gov.uk/ecCatDisplay.aspx?sch=doc&cat=12942>

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When the continuous alarm sounds, you must evacuate the building by one of the designated exits and proceed to the named assembly point. The designated exits are signposted. Arrangements are in place for the safe evacuation of disabled people.

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**Climate Emergency and Sustainability Policy Development and Scrutiny Panel - Monday,
19th February, 2024**

at 10.00 am in the Council Chamber - Guildhall, Bath

A G E N D A

1. WELCOME AND INTRODUCTIONS
2. EMERGENCY EVACUATION PROCEDURE

The Chair will draw attention to the emergency evacuation procedure as set out under Note 6.

3. APOLOGIES FOR ABSENCE AND SUBSTITUTIONS
4. DECLARATIONS OF INTEREST

At this point in the meeting declarations of interest are received from Members in any of the agenda items under consideration at the meeting. Members are asked to indicate:

- (a) The agenda item number in which they have an interest to declare.
- (b) The nature of their interest.
- (c) Whether their interest is **a disclosable pecuniary interest** or **an other interest**,
(as defined in Part 4.4 Appendix B of the Code of Conduct and Rules for Registration of Interests)

Any Member who needs to clarify any matters relating to the declaration of interests is recommended to seek advice from the Council's Monitoring Officer or a member of his staff before the meeting to expedite dealing with the item during the meeting.

5. TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN
6. ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING

At the time of publication no notifications had been received.

7. CALL IN OF DECISION - LIVEABLE NEIGHBOURHOODS: SOUTHLANDS TRAFFIC REGULATION ORDER (WL) (Pages 5 - 112)

The Committee Administrator for this meeting is Michaela Gay who can be contacted on 01225 394411.

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Bath & North East Somerset Council		
MEETING:	Climate Emergency & Sustainability Policy Development & Scrutiny Panel	
MEETING DATE:	19 February 2024	EXECUTIVE FORWARD PLAN REFERENCE:
		E3506
TITLE:	Call-in of decision E3506 – Liveable Neighbourhoods: Southlands Traffic Regulation Order (TRO)	
WARD:	Weston	
AN OPEN PUBLIC ITEM		
<p>List of attachments to this report:</p> <p>Appendix 1 Call-in Request</p> <p>Appendix 2 Single Member Cabinet Decision</p> <p>Appendix 3 Single Member Cabinet Decision – covering report</p> <p>Appendix 4 Southlands traffic monitoring report</p> <p>Appendix 5 Air quality monitoring report</p> <p>Appendix 6 ETRO Public consultation report</p> <p>Appendix 7 Residents’ endpoint survey report</p> <p>Appendix 8 Summary of outcomes</p>		

1 THE ISSUE

- 1.1 Any 9 Councillors not in the Council’s Cabinet may request that a Cabinet or Single Member Decision made, but not yet implemented, be reconsidered by the person or body who made it. This is called a “call-in” and has the effect of preventing the implementation of the decision pending a review of the decision by a Policy Development and Scrutiny Panel.

- 1.2 This report sets out the call-in received from 11 councillors relating to the Southlands through-traffic restriction and the decision to make the scheme permanent as soon as possible. The proposal forms part of the council’s Liveable Neighbourhoods programme.

The role of the Panel is to consider the issues raised by the call-in notice and to determine its response.

2 RECOMMENDATION

The Panel is asked to;

- 2.1 Consider the call-in request received (Appendix 1);
- 2.2 Decide whether it will reach a conclusion about whether to uphold or dismiss the call-in, or refer the matter to the Council itself to undertake the role of the Panel.

3 THE REPORT

- 3.1 When the Panel determines the call-in, it is suggested that the following format be adopted:
 - (1) Remind itself of the issues to be considered and consider any additional written information supplied. The Panel will only address questions from the validated points within the call-in notice.
 - (2) Hear from any public speakers (and external contributors if appropriate)
 - (3) Hear from and ask questions of Councillor(s) representing the call-in signatories.
 - (4) Hear from and ask questions of the Cabinet Member(s) and lead officer(s).
 - (5) Hear closing statements from the Cabinet Member(s) and Lead Call-In Member.
 - (6) Discuss and draw conclusions from the written and oral information presented.
 - (7) Consider and formulate the Panel's determination of the call-in.
- 3.2 It is important to note that the Panel (or Council fulfilling this role) can only recommend that the Cabinet Members reconsider the decision. The Panel does not have the power to amend the decision itself and the ultimate decision remains with the original decision maker.
- 3.3 If referring the issue to Council rather than determining the call-in at Panel, no further debate should take place at the Panel.

4 STATUTORY CONSIDERATIONS

- 4.1 A Call-in is a statutory process pursuant to the Council's Constitution Part 3.2.25. The Monitoring Officer, on behalf of the Chief Executive, has validated the call in and confirms that it conforms to constitutional requirements in terms of time of receipt and number of Members validly subscribing to it.
- 4.2 The Policy Development and Scrutiny Panel Chairs have approved guidance on the handling of call-in requests which make clear that there is a presumption that every validated call-in will proceed to a public meeting stage.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 The Panel should be aware that the Council's Constitution (Part 3.3.14) requires that

"Where an Overview and Scrutiny Panel makes a recommendation that would involve the Council incurring additional expenditure (or reducing income) the Panel has a responsibility to consider and / or advise on how the Council should fund that item from within its existing resources or the extent to which that should be seen as a priority for future years' budget considerations".

5.2 It is important, therefore, in its consideration of the call-in that the Panel gives consideration to the alternative options available to the decision-maker and the financial consequences of these.

6 RISK MANAGEMENT

6.1 A risk assessment related to the issue and recommendations (of the issue being called-in) has been undertaken, in compliance with the Council's decision making risk management guidance.

7 EQUALITIES

7.1 Details of the programme's approach to an equalities impact assessment can be seen in appendix 3 – section 7.

8 CLIMATE CHANGE

8.1 Details of how the programme intends to respond to the climate and ecological emergencies can be seen in appendix 3 – section 8.

9 OTHER OPTIONS CONSIDERED

9.1 N/A

10 CONSULTATION

10.1 This report has been prepared following consultation with the Chair and Vice Chair of the Policy Development and Scrutiny Panel.

Contact person	<i>Ceri Williams</i> <i>Policy Development & Scrutiny Officer (01225 396053)</i>
Background papers	<i>None</i>
Please contact the report author if you need to access this report in an	

alternative format

Liveable Neighbourhoods: Southlands Traffic Regulation Order (WL)

The undersigned Councillors wish to call in decision E3506 taken by Cabinet Member for Highways on 26 January 2024.

(1) To note the information provided in the attached appendices relating to the public responses and traffic and air quality monitoring and, in particular, Appendix E: Summary of Key Outcomes.

(2) Based upon the above information, to confirm support to make the scheme permanent as soon as possible. This will be reflected within the formal statutory ETRO decision-making process, noting that the final sign-off is via a delegated decision made by the Director of Place Management within which the Cabinet Member and ward members will have the opportunity to give formal comment.

(3) To delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to release funding so that the process for the ETRO decision-making can be initiated from the Council's own match funded contribution.

In doing so, approve an increase to the capital budget for Liveable Neighbourhoods by £13.7k. The incurred costs will be met with funds from the Council's City Regional Sustainable Transport Scheme (CRSTS) local match contribution.

(4) To delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to allow funds to be released from the Mayoral Combined Authority CRSTS grant to install infrastructure to make the scheme permanent.

Reasons for call-in

While we support the urgent need to reduce pollution and tackle the climate and ecological emergencies, the manner of this specific intervention is fundamentally flawed:

1. We note that the two other ETRO trials had a majority of consultation respondents in support, which is why we are not including those in this call-in.
2. The Council's consultation² found 71% of 322 respondents objected to, and only 26% supported, the trial ETRO
3. Evidence to support the ETRO appears weak and the consultees felt strongly that it resulted in increased journey times, pollution and isolation, and had negative impact on residents' wellbeing, explicitly the elderly, disabled and less wealthy.
4. A significant number of respondents (37) proactively expressed concern about the consultation's quality

¹ <https://democracy.bathnes.gov.uk/mgIssueHistoryHome.aspx?IID=38238&PlanId=932&RPID=65217982>

² <https://democracy.bathnes.gov.uk/documents/s80140/E3506%20-%20Appendix%20C%20-%20Southlands%20ETRO%20Public%20Consultation%20Report.pdf>

5. During a time of unprecedented pressure on local government budgets and a cost of living crisis, spending £13.7k of tax-payers' money on an unwanted and controversial intervention is not a wise use of public money, when directly improving public wellbeing should be among the administration's top priorities.

Robin Moss, Opposition Leader

Colin Blackburn
Chris Dando
Sarah Evans
Alan Hale
Gavin Heathcote.
Shaun Hughes
Eleanor Jackson
June Player
Karen Walker
Tim Warren

Single Member Cabinet Decision

Executive
Forward Plan
Reference

E 3506

**Liveable Neighbourhoods: Southlands Traffic Regulation
Order (TRO)**

Decision maker/s	Cllr Manda Rigby, Cabinet Member for Highways
The Issue	<p>The Liveable Neighbourhood Strategy was approved in December 2020 (through Cabinet report E3238), and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout Bath and North East Somerset. (B&NES)</p> <p>In November 2022, three Liveable Neighbourhood through traffic restriction trial schemes were introduced in Queen Charlton Lane (Saltford ward) Southlands (Weston ward) and Church Street (Widcombe ward) using Experimental Traffic Regulations Orders (ETROs).</p> <p>A public consultation was completed during the formal objection period of six months from launch. In addition, traffic and air quality monitoring has been completed together with a further end-point survey with residents living near the trial. Following collation and analysis of this feedback and data, a decision must now be made on whether the trials should be made permanent.</p> <p>This report relates to the Southlands through-traffic restriction.</p>
Decision Date	26th January 2024
The decision	<p>The Cabinet Member agrees to:</p> <p>Note the information provided in the attached appendices relating to the public responses and traffic and air quality monitoring and, in particular, Appendix E: Summary of Key Outcomes.</p> <p>Based upon the above information, confirm support to make the scheme permanent as soon as possible. This will be reflected within the formal statutory ETRO decision-making process, noting that the final sign-off is via a delegated decision made by the Director of Place Management within which the Cabinet Member and ward members will have the opportunity to give formal comment.</p> <p>Delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to release funding so that the process for the ETRO decision-making can be initiated from the Council's own match funded contribution. In doing so, approve an increase to the capital budget for Liveable Neighbourhoods by £13.7k. The incurred costs will be met with funds from the Council's</p>

	<p>City Regional Sustainable Transport Scheme (CRSTS) local match contribution.</p> <p>Delegate to the Director of Sustainable Communities, Director of Place Management and s.151 officer to allow funds to be released from the Mayoral Combined Authority CRSTS grant to install infrastructure to make the scheme permanent.</p>
Rationale for decision	To enable the project to maintain its current timetable and deliver maximum benefit and value to the community as soon as possible.
Financial and budget implications	<p>Funding to implement the Liveable Neighbourhoods programme has been allocated through the CRSTS grant. Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.</p> <p>To date, budget allocated for development of the strategy, co-design, engagement, delivery of three Liveable Neighbourhood trials, feasibility and design of schemes to reach full business case stage, is £1.9m. The remaining £4.6m of funding is earmarked for scheme delivery, pending approval of the Full Business Case (FBC) which is intended for 2024. An early allocation of £736k has been secured from the MCA to implement a series of five ETRO's in 2024.</p> <p>In order to fund the commencement of the ETRO decision-making process, costs will need to be drawn down before mid-April 2024. For the Southlands scheme, the cost of this process is estimated as £13,679. This will be funded from the delivery budget of £4.6m using the B&NES local match contribution.</p> <p>Subject to the outcome of the ETRO decision-making process, the infrastructure costs (to include, but not limited to, signage and bollards) to make the scheme permanent will be funded from the CRSTS grant, upon approval of the FBC by the Mayoral Combined Authority.</p> <p>For Southlands, the cost to make the scheme permanent is estimated to be £122,000. However, this is subject to the final design of the scheme being confirmed.</p> <p>Should this scheme not be approved within the FBC, these costs no longer be eligible for the CRSTS grant funding. In which case the Council would need to find other sources of CRSTS match funding.</p>
Issues considered	Social Inclusion; Sustainability; Equality (age, race, disability, religion/belief, gender, sexual orientation);
Consultation undertaken	Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet and ward members plus Section 151 Finance Officer and the Monitoring Officer.

How consultation was carried out	Via email.
Other options considered	None.
Declaration of interest by Cabinet Member(s) for decision:	None.
Any conflict of interest declared by anyone who is consulted by a Member taking the decision:	None.

Name and Signature of Decision Maker/s	Cllr Manda Rigby, Cabinet Member for Highways
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Date of Signature	26 January 2024
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Subject to Call-in until 5 Working days have elapsed following publication of the decision

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Bath & North East Somerset Council

DECISION MAKER:	Cllr Manda Rigby, Cabinet Member for Highways		
DECISION DATE:	Not before 20 January 2024	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3506
TITLE:	Liveable Neighbourhoods: Southlands Traffic Regulation Order (TRO)		
WARD:	Weston		
AN OPEN PUBLIC ITEM			
List of attachments to this report:			
Appendix A- Southlands Through-traffic restriction trial 2022-2023 Traffic monitoring data report			
Appendix B- Liveable Neighbourhoods Air Quality Monitoring Report December 2022-May 2023 Liveable Neighbourhoods Pilot Scheme			
Appendix C- Southlands Through-traffic restriction Trial Experimental Traffic Regulation Order (ETRO) consultation report (November 2022-June 2023)			
Appendix D- Southlands Through-traffic restriction trial 2022/2023 resident's detailed end-point survey report			
Appendix E- Southlands Experimental Traffic Regulation Order: Summary of key outcomes			

1 THE ISSUE

- 1.1 The Liveable Neighbourhood Strategy was approved in December 2020 (through Cabinet report [E3238](#)), and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout Bath and North East Somerset (B&NES).
- 1.2 In November 2022, three Liveable Neighbourhood through traffic restriction trial [schemes](#) were introduced in Queen Charlton Lane (Saltford ward) Southlands (Weston ward) and Church Street (Widcombe ward) using Experimental Traffic Regulations Orders (ETROs).
- 1.3 A public consultation was completed during the formal objection period of six months from launch. In addition, traffic and air quality monitoring has been completed together with a further end-point survey of residents living near the trial. Following collation and analysis of this feedback and data, a decision must now be made on whether the trials should be made permanent.

1.4 This report relates to the Southlands through-traffic restriction.

2 RECOMMENDATIONS

The Cabinet member is asked to;

- 2.1 Note the information provided in the above appendices relating to the public responses and traffic and air quality monitoring and, in particular, Appendix E: Summary of Key Outcomes.
- 2.2 Based upon the above information, confirm the support of the Cabinet member to make the scheme permanent as soon as possible. If support is given, this will be reflected within the formal statutory ETRO decision-making process, noting that the final sign-off is via a delegated decision made by the director of Place management within which the Cabinet Member and ward members will have the opportunity to give formal comment.
- 2.3 Delegate to the Director of Sustainable Communities, Director of Place and s.151 officer to release funding so that the process for the ETRO decision-making can be initiated from the Council's own match funded contribution. In doing so, approve an increase to the capital budget for Liveable Neighbourhoods by £13.7k. The incurred costs will be met with funds from the Council's City Regional Sustainable Transport Scheme (CRSTS) local match contribution.
- 2.4 Subject to the outcome of the ETRO decision-making process, delegate to the Director of Sustainable Communities, Director of Place and s.151 officer to allow funds to be released from the Mayoral Combined Authority CRSTS grant to install infrastructure to make the scheme permanent.

3 THE REPORT

- 3.1 The Liveable Neighbourhood Strategy was approved in December 2020, and applications were subsequently sought for Liveable Neighbourhood schemes and Residents' Parking Zones in communities throughout B&NES.
- 3.2 48 communities applied, via their ward councillors, to become a Liveable Neighbourhood between February and May 2021. In June 2021, of the applications received, 15 areas were chosen for Liveable Neighbourhood [schemes](#). Communities were further consulted in 2021 seeking ideas for improvement to their areas being put forward by residents themselves during public engagement and co-design workshops to address the issues they commonly experience.
- 3.3 Following this public engagement feedback, some potential modal filters (i.e., restrictions on vehicular through traffic) were identified in 2022 as possible pilot interventions offering 'quick wins' for communities. Identifying a scheme as a pilot intervention meant that design work could be expedited, enabling some interventions to be implemented in advance of others. The pilot interventions initially selected were:
 - Queen Charlton Lane
 - Southlands, Bath
 - Church Street, Bath

- Royal Victoria Park, Bath
 - Cork Street & Tennyson Road, Bath
- 3.4 Working with ward members, these pilot scheme locations were identified as places where residents had expressed high levels of support for vehicle restrictions to tackle anti-social driving, speeding and through traffic.
- 3.5 Engagement took place on four of the proposed pilot interventions during August 2022 (following this engagement, the scheme in Royal Victoria Park was not taken forward). A letter was sent to all households in the local area informing residents of the proposal to trial a through-traffic restriction. A paper copy of the feedback form was available on request. The engagement reports are available from the council web pages at <https://beta.bathnes.gov.uk/through-traffic-restriction-etro-consultation-current> (see the ETRO consultation page and project timeline). A decision was taken to proceed with three of the four proposals (Cork Street and Tennyson did not proceed) and the three pilot interventions in Queen Charlton Lane, Southlands and Church Street were all introduced in November 2022.
- 3.6 Before and during the ETRO trial period, air quality monitoring was carried out in the Southlands and Church Street areas and traffic monitoring in all three areas. In all three areas two surveys were conducted with residents; a public consultation survey carried out over the first six months of the trial from November 2022 until May 2023 and an end point survey conducted with local residents in September/October 2023. The surveys and data capture took place at the following times:
- **Air Quality-** initial baseline monitoring was completed between July 2022 and November 2022 and post installation monitoring has continued into 2023. Note: air quality around the through-traffic restriction trial installed on Queen Charlton Lane, Whitchurch was not monitored because the area lies outside of Bath and is not in an area with high levels of pollution.
 - **Traffic monitoring-** initial baseline data collection was completed in October 2022 with post installation data collected in April 2023 and October 2023.
 - **Residents Surveys-** the ETRO public consultation period from November 2022-June 2023 (extended from six months due to the pre-election period around the local elections), and the end point survey that took place from September-October 2023.
- 3.7 A summary document reviewing the key outcomes of all the feedback and data collection has been produced (Appendix E). This reviews the main outcomes from the surveys and monitoring reports carried out during the through-traffic restriction trial on Southlands.

4 STATUTORY CONSIDERATIONS

- 4.1 This scheme has been introduced using a ETRO which has allowed consultation to be undertaken whilst the scheme is trialled. Once an ETRO comes into force, there is a six-month period in which objections can be made.

If the ETRO is subsequently modified, objections can be made in this period starting from the date of the changes. The decision to remove the ETRO or make the intervention permanent must be made within 18 months of initial implementation. If the ETRO is to be made permanent, a Traffic Regulation Order (TRO) notice will then need to be made.

- 4.2 A public inquiry could be required, depending on the nature of the objection, if it is received within the first six months of making the ETRO and not withdrawn, and the authority intends to make the order permanent without any modifications to address it. Making modifications or the withdrawal of the objection following correspondence with the objector will remove the need for an inquiry.
- 4.3 It must be noted that whilst Cabinet Member support is a key part of the decision-making process, there are other factors that influence the decision and final confirmation cannot be given until the statutory process referred to in para 4.1 is completed.

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 5.1 Funding to implement the Liveable Neighbourhoods programme has been allocated through the CRSTS grant. Total budget allocated for the wider Liveable Neighbourhood programme is £7.2m; £4.7m is funded by both CRSTS grant and another Mayoral Combined Authority (MCA) sourced grant. The remaining £2.5m is made up of B&NES contributions.
- 5.2 To date, budget allocated for development of the strategy, co-design, engagement, delivery of three Liveable Neighbourhood trials, feasibility and design of schemes to reach full business case stage, is £1.9m. The remaining £4.6m of funding is earmarked for scheme delivery, pending approval of the Full Business Case (FBC) which is intended for 2024. An early allocation of £736k has been secured from the MCA to implement a series of five ETRO's in 2024.
- 5.3 In order to fund the commencement of the ETRO decision-making process, costs will need to be drawn down before mid-April 2024. For the Southlands scheme, the cost of this process is identified as £13,679. This will be funded from the delivery budget of £4.6m using the B&NES local match contribution.
- 5.4 Subject to the outcome of the ETRO process, the infrastructure costs (to include, but not limited to, signage and bollards) to make the scheme permanent will be funded from the CRSTS grant, upon approval of the FBC by the Mayoral Combined Authority.
- 5.5 For Southlands, the cost to make the scheme permanent is estimated to be £122,000. However, this is subject to the final design of the scheme being confirmed.
- 5.6 Should this scheme not be approved within the FBC, these costs will no longer be eligible for the CRSTS grant funding. In which case, the Council would need to find other sources of CRSTS match funding.

6 RISK MANAGEMENT

- 6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.
- 6.2 A key risk is that the scheme displaces traffic and has a negative impact on other parts of the transport network. Traffic monitoring will therefore be carried out at set intervals post implementation to evaluate any impact on the network.
- 6.3 Another key risk is revenue reversion should the scheme be prevented from becoming permanent. In addition to the revenue reversion cost, there is the reputational damage that would occur from removal of the scheme and associated rectification of the installation site to its original state.
- 6.4 Another risk is the opportunity cost if the ETRO decision-making process is not commenced, as this could be an impact on the wider FBC and future Liveable Neighbourhood project delivery. The mitigation for this is to proceed with the ETRO process within the 18-month deadline referred to in para 4.1.

7 EQUALITIES

- 7.1 Equalities impacts are assessed both at a programme level and from the preliminary design stage, as part of the individual scheme design process.
- 7.2 A programme level joint equalities impact assessment has been developed for the Liveable Neighbourhoods and Resident's Parking Zone programmes. This was published in January 2022 and is currently under review. When available it will be published here <https://beta.bathnes.gov.uk/equality-impact-assessments>
- 7.3 In addition, a specific equalities impact assessment has been developed and is currently being reviewed. When available it will be published on the above webpages.

8 CLIMATE CHANGE

- 8.1 A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this B&NES Council has pledged to achieve carbon neutrality by 2030. Liveable Neighbourhoods are part of a package of measures to mitigate the climate crisis through the adoption of more sustainable and healthy transport options.

9 OTHER OPTIONS CONSIDERED

- 9.1 None.

10 CONSULTATION

- 10.1 Consultation has been undertaken with the Directors of Sustainable Communities and Place Management, together with cabinet and ward members.
- 10.2 This report has been agreed by the s151 Officer and Monitoring Officer.

Contact person	<p>Cathryn Brown, Senior Project Manager cathryn_brown@bathnes.gov.uk</p> <p>Tom Foster, Head of Delivery and Transformation tom_foster@bathnes.gov.uk</p>
Background papers	<p>Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020.</p> <p>Single member decision report E3410 Southlands Pilot Intervention Southlands</p>
<p>Please contact the report author if you need to access this report in an alternative format</p>	



Southlands (Weston) Through-traffic Restriction Trial 2022-23

Traffic monitoring data report

Prepared: November 2023

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Figure 8: Average number of pedestrians and cyclists travelling on Southlands towards Deanhill Lane/High Street during the monitoring periods. 14

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Southlands (Weston): Through-traffic restriction trial

Traffic monitoring data report

1. Introduction

- 1.1. This report presents a comparison of traffic data collected before and after a through-traffic restriction trial was installed on Southlands in November 2022. The purpose is to understand how traffic flows changed with the trial in place.
- 1.2. The information will be used along with an air quality report, the consultation feedback, and consideration of the council's transport policy to inform a decision to either retain or remove the through-traffic restriction.

2. Aim of the trial

- 2.1. The through-traffic restriction (or modal filter) was installed under an experimental traffic regulation order (ETRO) in November 2022 for a minimum of six months, during which time we ran an ongoing public consultation.
- 2.2. The aim is to stop motorists using the residential street as an inappropriate short cut (or through route) and provide a safe, healthy environment for residents, pedestrians and cyclists.
- 2.3. The scheme does not restrict vehicle access to homes or businesses, but it may require drivers to take alternative routes. Turning areas are provided in front of the through-traffic restriction, which in this case takes the form of a set of planters.
- 2.4. The through-traffic restriction is just one of several measures proposed for the Southlands area under the Liveable Neighbourhoods programme, which aims to improve residential streets and encourage safe, active and more sustainable forms of travel, such as walking, wheeling and cycling. For details of the scheme go to: <https://beta.bathnes.gov.uk/through-traffic-restriction-etro-consultation-current>.

3. Purpose of traffic data monitoring

- 3.1. The purpose of baseline (pre-installation) and post-installation monitoring is to understand how traffic flows have changed, and to establish what impact the restriction had on:
 - Traffic, walking and cycling volumes on Southlands
 - Traffic volumes on neighbouring streets

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4. About the monitoring

- 4.1. The through-traffic restriction trial started on 17 November 2022.
- 4.2. Baseline traffic data was collected for seven consecutive days from 3 October to 9 October 2022 to gain average daily counts over the course of a week before the trial started. The weather was dry and 12-17 degrees centigrade.
- 4.3. Post-installation traffic data was collected for seven consecutive days from 18 to 24 April 2023 (five months after the filter was installed). The weather was dry and between 6 to 12 degrees.
- 4.4. Additionally, post-installation traffic data was collected for seven consecutive days from 3 to 9 October 2023 (nine months after installation). The weather was dry with highs of 15 to 21 degrees.
- 4.5. Due to a fault during data collection between 3 and 9 October, post-installation traffic data collection for High Street was collected for seven consecutive days from 31 October to 9 November 2023.
- 4.6. By comparing post-installation average daily counts with baseline data, we can assess the impact of the trial.
- 4.7. We were careful not to collect data during school or university holidays or other times that impact significantly on average traffic flows.

5. Method

- 5.1. In October 2022, April 2023, and again in October 2023 we deployed the following survey methods for seven consecutive days in and around Southlands, with the exception of October 2023, when we did not use Automatic Number Plate Recognition (ANPR) cameras to monitor traffic-traffic on Southlands due to the restriction being in place.

Automatic Number Plate Recognition (ANPR) cameras

- 5.2. During baseline monitoring in October 2022 and post-installation monitoring in April 2023, we placed ANPR cameras on Southlands (near 168 and 8 Southlands) from 06:00 to 22:00 hrs to collect the numbers of vehicles using the route as a through route (not stopping). Note: In April the cameras recorded the vehicles travelling up to the filter and turning.
- 5.3. The cameras recorded vehicle registration numbers so that we could count the unique vehicles using the road. If the vehicle appeared on both cameras within a short amount of time, we could infer that it was using Southlands as a through route and not stopping for a specific reason.
- 5.4. The positions of the ANPR cameras are marked on the map in Figure 1 below (A and B).
- 5.5. Please note that we did not use ANPR cameras on Southlands during the October 2023 monitoring period because the restriction prevented any motor vehicles from passing through.

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Video camera capturing traffic traveling in each direction

5.6. Video cameras established the class of all passing traffic and the total numbers travelling in each direction per 15-minute interval between 06:00 to 22:00 hrs each day. The classes recorded were:

- Pedestrian/wheelchair/mobility scooter
- Pedal cycle
- Car
- Light goods vehicles
- Heavy goods vehicle
- Public passenger vehicle (up to 16 seats)
- Other

5.7. The position of the camera is marked on the map in Figure 1 below (C).

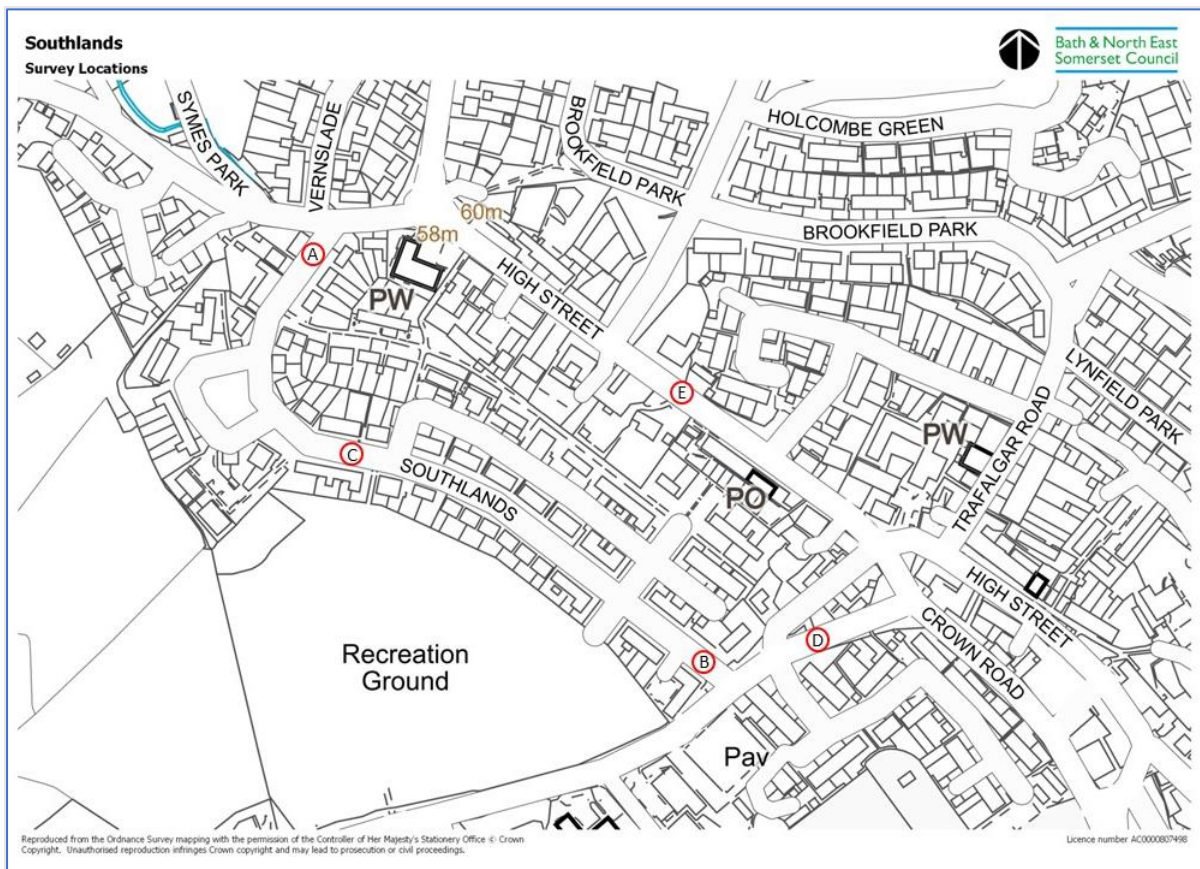
Automatic Traffic Count (ATC) tubes

5.8. Established traffic counts in both directions over 24 hours for the 7 consecutive days of monitoring, including vehicle classification and speed data in 15-minute intervals. The position of the tubes are marked on the map in Figure 1 below (D and E).

6. Data presentation

- 6.1. Traffic data is presented as an average count over the full 7 days (taking account of weekends) and as an average count over 5 days (weekdays from Monday to Friday only).
- 6.2. We have used graphs to illustrate the changes in traffic flows across the three monitoring periods, comparing in the notes the October 2023 data with that collected in October 2022 (before the trial was installed). This is except for the Southlands ANPR data, where notes focus on comparing baseline data with post-installation data collected during April 2023. This is because ANPR cameras were not used in October 2023. Their purpose was to establish the unique vehicles using the road as a through-route, which was no longer possible. In April they were retained to count vehicles approaching the filter and turning.

Figure 1: Map showing location of cameras and automatic traffic count tubes on and around Southlands



Note: ANPR cameras A and B were not used during the third phase of monitoring in October 2023. All other survey methods and locations at A, B, E and F operated during baseline monitoring in October 2022 and post-installation monitoring in April 2023 and October 2023.

Figure 2: Map showing travel movements captured in data collection periods.



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Note: Each coloured arrow represents a different travel movement which will be discussed in more detail below

7. Observations

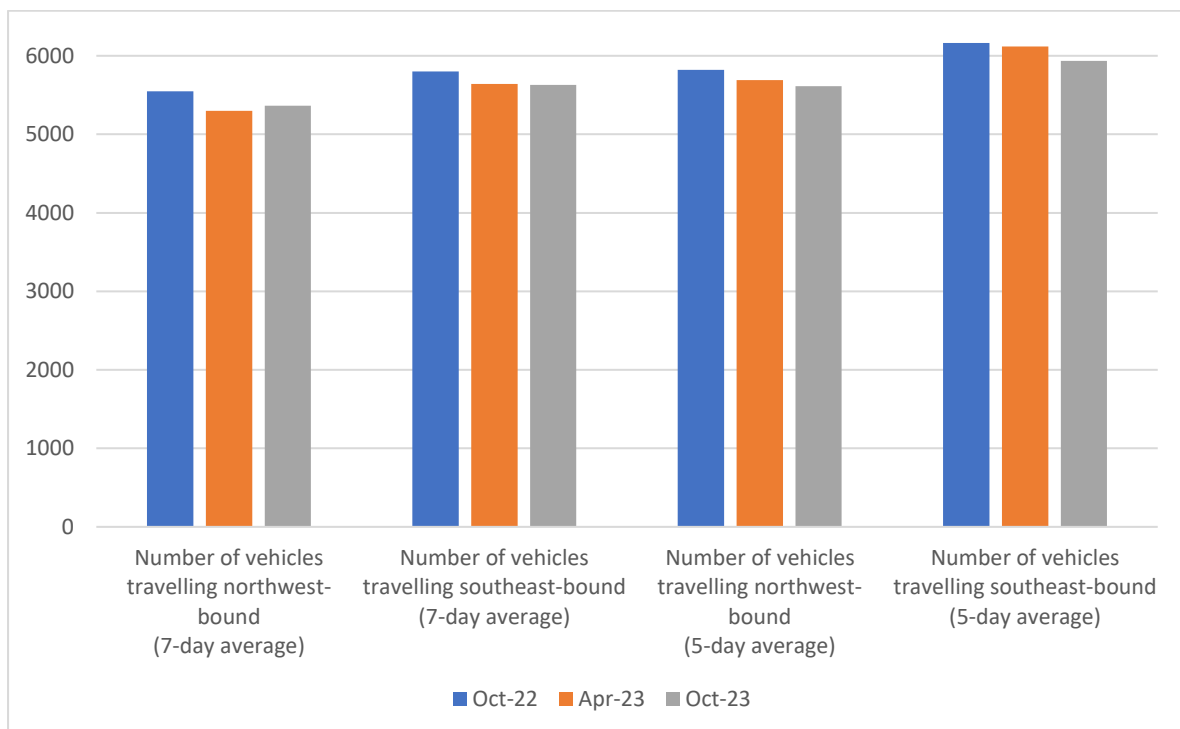
- 7.1. Using the methods outlined above, we have presented the monitoring data in graphs for the purpose of comparison. This is followed by key observations.
- 7.2. The baseline monitoring was performed from 3-9 October 2022. Post-installation monitoring was performed from 18-24 April 2023 and again from 3-9 October 2023.

7.3. Weston High Street and Anchor Road area

Vehicles travelling on Weston High Street (both ways)

Figure 3: Average number of vehicles travelling on Weston High Street (both ways) each day during monitoring periods.

Illustrated by the black arrow on Figure 2.



Note: October 2023 data was collected between 31st October and 9th November 2023. See point 4.5 for details.

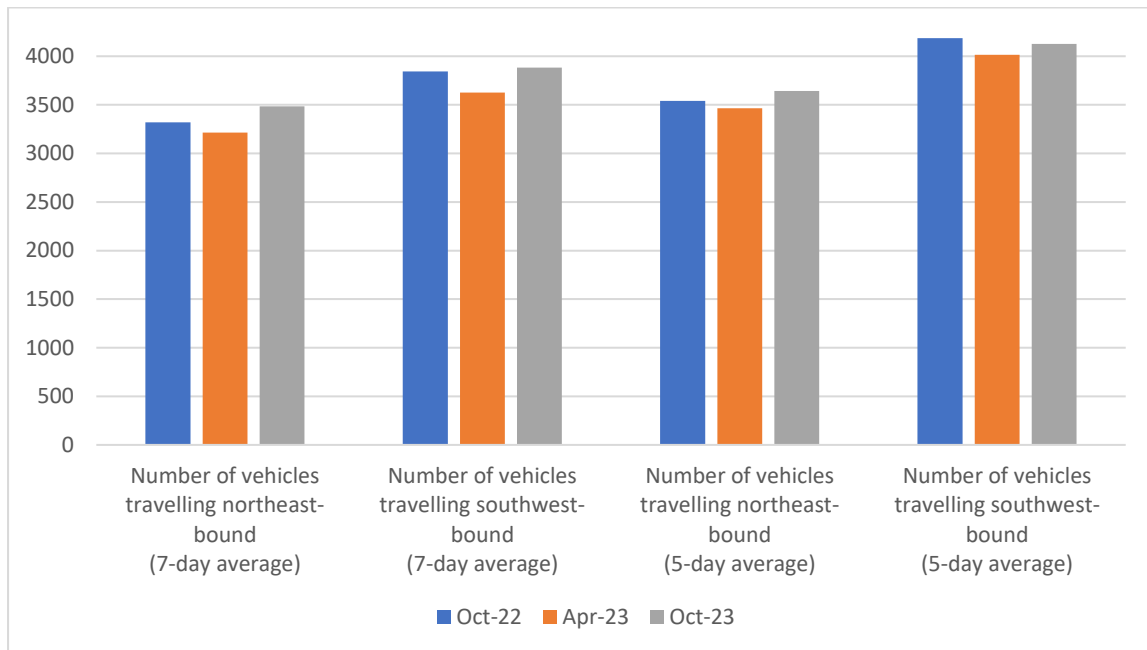
- On average, fewer vehicles travelled this route in the October 2023 monitoring period than in the October 2022 monitoring period.
- Compared to October 2022, 3% fewer vehicles per day travelled northwest bound on this route in October 2023 over the 7 days. This represents an average decrease of 184 vehicles per day.

- Compared to October 2022, 4% fewer vehicles per day travelled northwest bound on this route in October 2023 over the 5 days. This represents an average decrease of 208 vehicles per day.
- Compared to October 2022, 3% fewer vehicles per day travelled southeast bound on this route in October 2023 over the 7 days. This represents an average decrease of 171 vehicles per day.
- Compared to October 2022, 4% fewer vehicles per day travelled southeast bound on this route in October 2023 over the 5 days. This represents an average decrease of 226 vehicles per day.

Vehicles traveling on Anchor Road (both ways)

Figure 4: Average numbers of vehicles travelling on Anchor Road (both ways) each day during monitoring periods.

Illustrated by the purple arrow in Figure 2.



- On average, more vehicles travelled this route in the October 2023 monitoring period than in the October 2022 monitoring period.
- Compared to October 2022, 5% more vehicles per day travelled northeast bound on this route in October 2023 over the 7 days. This represents an average increase of 164 vehicles per day.
- Compared to October 2022, 3% more vehicles per day travelled northeast bound on this route in October 2023 over the 5 days. This represents an average increase of 104 vehicles per day.
- Compared to October 2022, 1% more vehicles per day travelled southwest bound on this route in October 2023 over the 7 days. This represents an average increase of 40 vehicles per day.

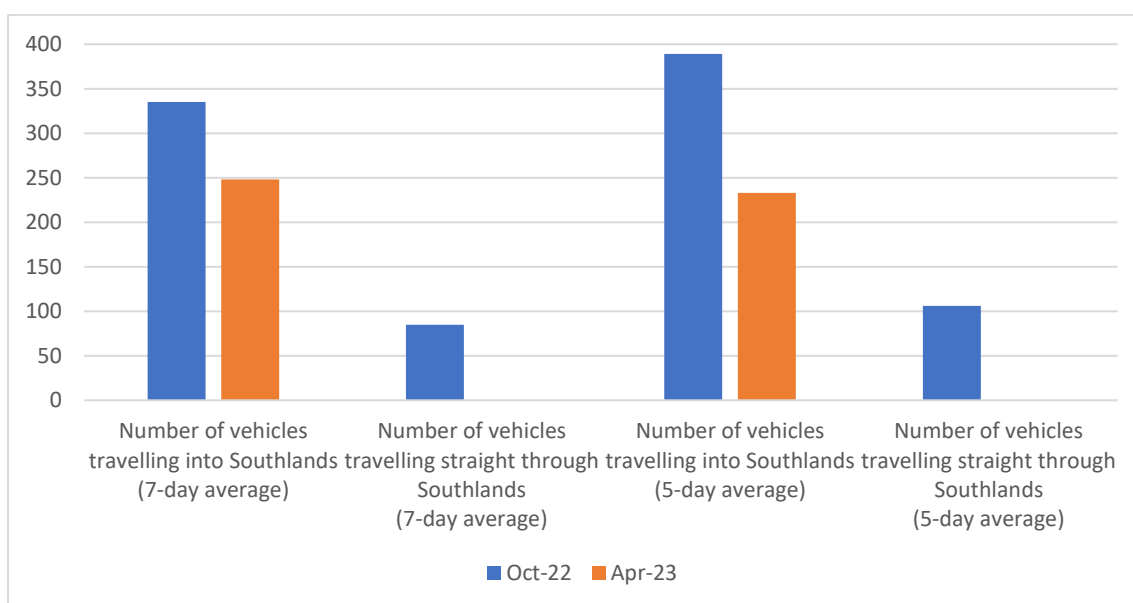
- Compared to October 2022, 1% fewer vehicles per day travelled southwest bound on this route in October 2023 over the 5 days. This represents an average decrease of 60 vehicles per day.

7.4. Southlands area

Vehicles travelling from Penn Hill Road/Anchor Road on to Southlands

Figure 5: Average number of vehicles travelling from Penn Hill Road/Anchor Road on to Southlands each day during monitoring periods.

Illustrated by the blue arrow in Figure 2.



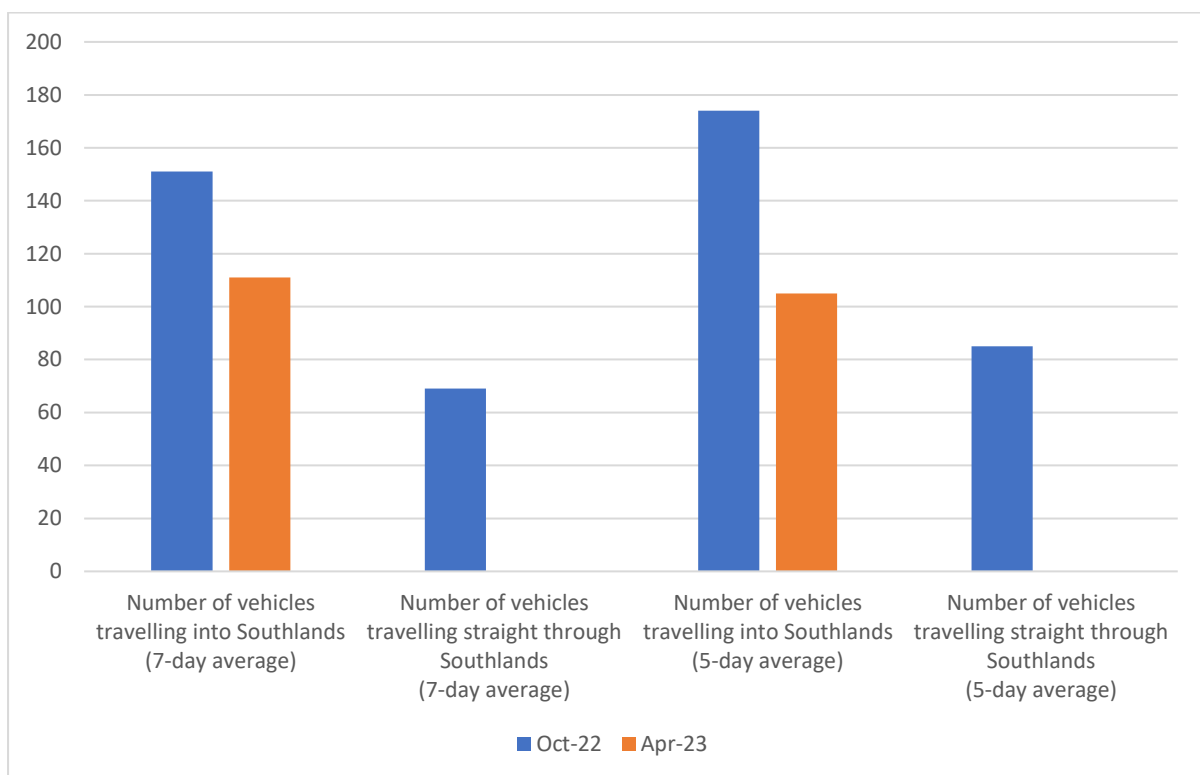
- During the 7-day monitoring period in October 2022, 361 vehicles (on average) travelled into Southlands from Penn Hill Road/Anchor Road each day. We captured 335 vehicle registration marks on cameras. Of these 335 vehicles, 85 (25%) travelled straight through within 10 minutes.
- During the 5-day (Mon-Fri) monitoring period in October 2022, 419 vehicles (on average) travelled into Southlands from Penn Hill Road/Anchor Road each day. We captured 389 vehicle registration marks on cameras. Of these 389 vehicles, 106 (27%) travelled straight through within 10 minutes.
- There was a 100% decrease in vehicles travelling straight through in April (over the 7 and 5-day monitoring period) due to the through-traffic restriction.
- During the 7-day monitoring period in April 2023 we know that on average, 248 vehicles travelled into Southlands (up to the filter) from Penn Hill Road/Anchor Road each day to visit properties or to park. This is a decrease of 87 vehicles compared with the 335 that turned into Southlands from Penn Hill Road/Anchor Road during the October 2022 monitoring period.

- During the 5-day monitoring period in April 2023 we know that on average 233 vehicles travelled into Southlands (up to the filter) from Penn Hill Road/Anchor Road each day to visit properties or park. This is a decrease of 156 vehicles compared with the 389 that turned into Southlands from Penn Hill Road/Anchor Road during the October 2022 monitoring period.

Vehicles travelling from Dean Hill Lane/High Street on to Southlands

Figure 6: Average number of vehicles travelling from Dean Hill Lane/High Street on to Southlands each day during monitoring periods.

Illustrated by the red arrow in Figure 2.



- During the 7-day monitoring period in October 2022, 179 vehicles (on average) travelled into Southlands from Dean Hill Lane/High Street each day. We captured 151 vehicle registration marks on cameras. Of these 151 vehicles, 69 (46%) travelled straight through within 10 minutes.
- During the 5-day (Mon-Fri) monitoring period in October 2022, 205 vehicles (on average) travelled into Southlands from Dean Hill Lane/High Street each day. We captured 174 vehicle registration marks on cameras. Of these 174 vehicles, 85 (49%) travelled straight through within 10 minutes.
- There was a 100% decrease in vehicles travelling straight through in April 2023 (over the 7 and 5-day monitoring period) due to the through-traffic restriction.
- During the 7-day monitoring period in April 2023 we know that on average, 111 vehicles travelled into Southlands (up to the filter) from Dean Hill Lane/High

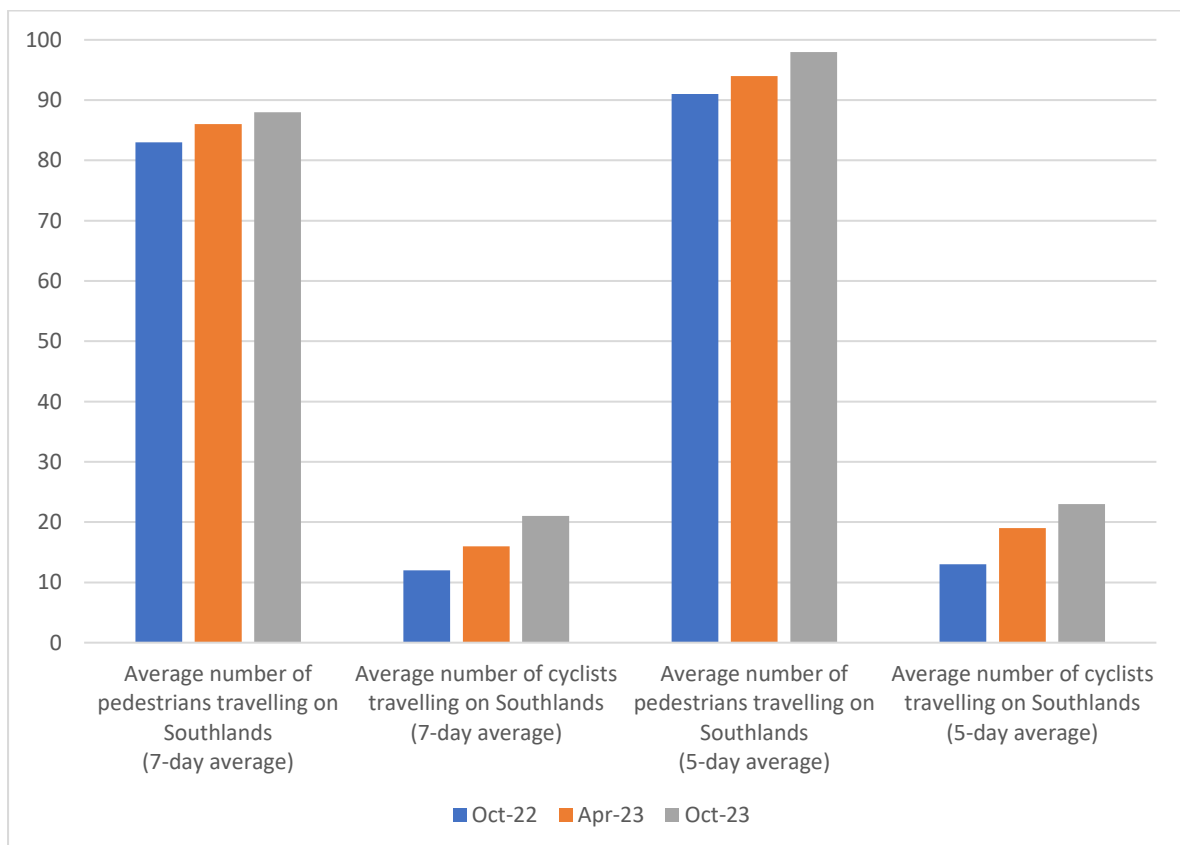
Street each day to visit properties or park. This is a decrease of 40 vehicles compared with the 151 that turned into Southlands from Dean Hill Lane/High Street during the October 2022 monitoring period.

- During the 5-day monitoring period in April 2023 we know that on average 105 vehicles travelled into Southlands (up to the filter) from Dean Hill Lane/High Street each day to visit properties or park. This is a decrease of 69 vehicles compared with the 174 that turned into Southlands from Dean Hill Lane/High Street during the October 2022 monitoring period.

Active Travel on Southlands towards Penn Hill Road/Anchor Road

Figure 7: Average number of pedestrians and cyclists travelling on Southlands towards Penn Hill Road/Anchor Road during the monitoring periods.

Illustrated by the green arrow in Figure 2.



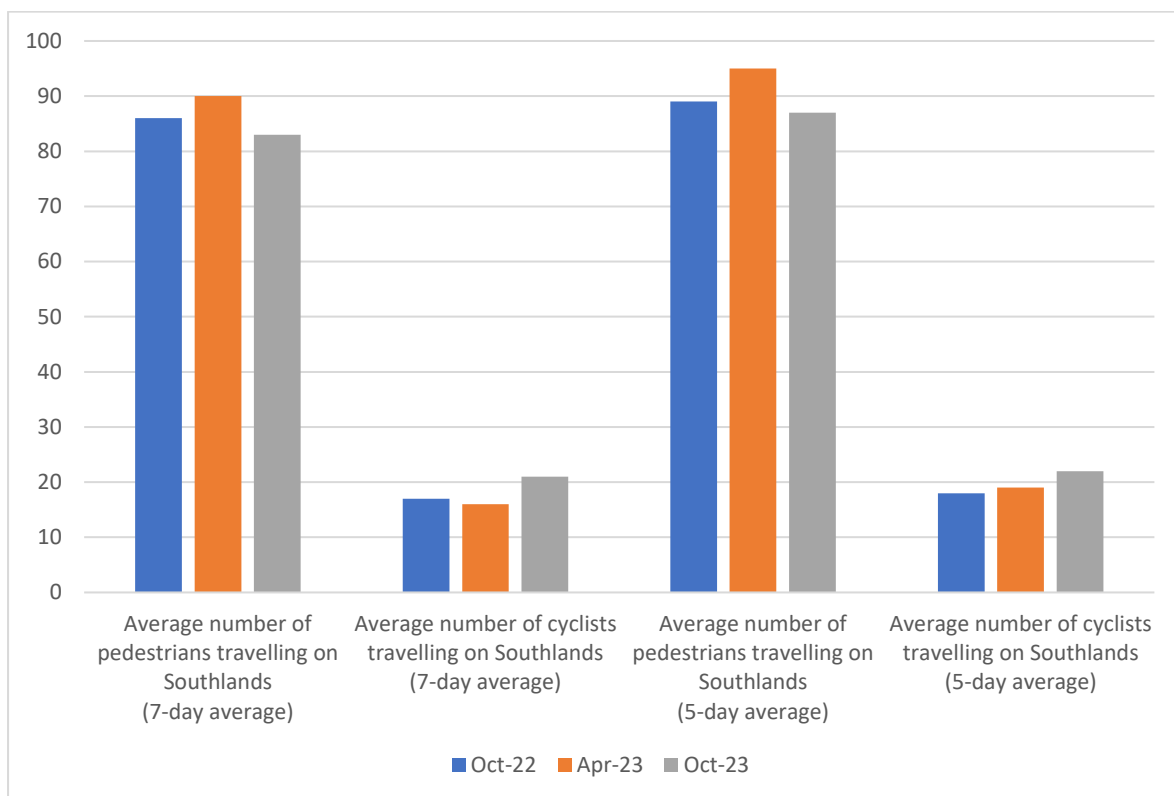
- On average, more pedestrians and cyclists travelled this route during the monitoring period in October 2023 compared to the baseline monitoring period in October 2022.
- Compared to October 2022, 6% more pedestrians per day travelled this route in October 2023 over the 7 days. This represents an average increase of 5 pedestrians per day.

- Compared to October 2022, 8% more pedestrians per day travelled this route in October 2023 over the 5 days (Mon to Fri). This represents an average increase of 7 pedestrians per day.
- Compared to October 2022, 75% more cyclists per day travelled this route in October 2023 over the 7 days. This represents an average increase of 9 cyclists per day.
- Compared to October 2022, 77% more cyclists travelled this route per day in October 2023 over the 5 days (Monday to Friday). This represents an average increase of 10 cyclists per day.

Active travel on Southlands towards Deanhill Lane/High Street

Figure 8: Average number of pedestrians and cyclists travelling on Southlands towards Deanhill Lane/High Street during the monitoring periods.

Illustrated by the yellow arrow in Figure 2.



- On average, fewer pedestrians but more cyclists travelled this route during the monitoring period in October 2023 compared to the baseline monitoring period in October 22.
- Compared to October 2022, 3% fewer pedestrians per day travelled this route in October 2023 over the 7 days. This represents an average decrease of 3 pedestrians.

- Compared to October 2022, 2% fewer pedestrians per day travelled this route in October 2023 over the 5 days (Monday to Friday) This represents an average decrease of 2 pedestrians per day.
- Compared to October 2022, 24% more cyclists per day travelled this route in October 2023 over the 7 days. This represents an average increase of 4 cyclists per day.
- Compared to October 2022, 22% more cyclists per day travelled this route in October 2023 over the 5 days (Monday to Friday) This represents an average increase of 4 cyclist per day.

8. Summary

- 8.1. This report presents a comparison of traffic data collected before and after a through-traffic restriction trial was installed on Southlands in November 2022. The purpose is to understand how traffic flows changed with the trial in place.
- Baseline traffic data was collected for seven consecutive days from 3 October to 9 October 2022 to gain average daily counts over the course of a week before the trial started.
 - Post-installation traffic data was collected for seven consecutive days from 18 to 24 April 2023 (five months after the filter was installed).
 - Additionally, post-installation traffic data was collected for seven consecutive days from 3 to 9 October 2023 (nine months after installation).
- 8.2. Based on the surveys described above, the following observations can be made based on the data which was collected:
- Based on ANPR surveys in 2022 just under half the vehicles entering Southlands from Dean Hill Lane / High Street were found to be using this route as a through route. Around a quarter of vehicles entering Southlands from Penn Hill Road / Anchor Road were found to be using the route as a through route.
 - The trial has shown that following the implementation of the through-traffic restriction, there has been reduction to zero of through-traffic on Southlands, which was expected. The volume of traffic accessing either end of Southlands has also been reduced.
 - The volume of traffic on Weston High Street also reduced following the implementation of the scheme. The reduction in traffic on this road was around 180 to 220 vehicles per day, or around 3 to 4% of average daily traffic.
 - There was an average increase in the volume of traffic using Anchor Road, when comparing the pre-trial and post-trial October survey periods. In the north-eastern bound direction there was an increase of around 100 to 160 vehicles per day, or around 3 to 5%. In the southwestern bound

direction, there was a much smaller increase, of around 40 to 60 vehicles per day, equating to around a 1% increase. In the context of the total volume of traffic that uses this route, increases of 1 to 5% are not considered to be highly significant and can be interpreted as being within typical variance of traffic flow volumes.

- Walking and cycling trips on Southlands toward Penn Hill / Anchor Road increased following the introduction of the through-traffic restriction. The increase in cycling was around 75%, or around 10 cyclists, while the increase in walking was lower at around 7%, around 6 pedestrians.
- The impact of the through-traffic restriction on walking and cycling on Southlands towards Deanhill Lane / High Street is more mixed; on average fewer pedestrians but more cyclists used this route in October 2023 than in the pre-trial period in October 2022.

8.3. In overall summary, the survey data shows that the introduction of the restriction has reduced through-traffic on Southlands, without a significant increase in traffic volumes on the alternative routes surveyed. Indeed, one other route which has been surveyed has also experienced a reduction in traffic volumes following the implementation of the scheme. Walking and cycling has generally increased on Southlands although this varies by direction and by mode.

Provisional Air Quality Monitoring Report – December 2022-May 2023 Liveable Neighbourhoods Pilot Schemes

Relating to through-traffic restriction trials on
Southlands (Weston), and Church Street
(Widcombe) areas.

Monitoring Date: **December 2022-May 2023**

Information	Bath & North East Somerset Council Details
Local Authority Officer	NC
Department	Environmental Monitoring
Address	Bath & North East Somerset Council Lewis House Manvers Street Bath BA1 1JG
Telephone	01225 396622
E-mail	Environmental_Monitoring@bathnes.gov.uk
Date	August 2023

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Background information

This report provides the baseline air pollution data for 2 Liveable Neighbourhoods (LN).

Air pollution

Air pollution is the leading environmental health risk to the UK public, with an estimated 28,000 to 36,000 deaths annually attributed to it in the UK alone¹.

Long-term exposure to air pollution is linked to premature death associated with lung, heart and circulatory conditions, while short-term exposure exacerbates asthma and increases hospital admissions.

There is evidence to suggest that despite strengthening environmental policies, the poorest in our society are being unfairly exposed to worse air pollution without seeing improvements². Clean air is important for everyone and will alleviate stress on our health system, improve people's lives and make our society more equitable.

Types and causes of air pollution

There are different causes and sources of air pollution. Historically, combustion of fossil fuels for energy, such as coal, produced smoke and sulphur dioxide (SO₂).

Now road traffic is chiefly responsible for the poor air quality in the UK contributing to nitrogen dioxide (NO₂) pollution and particulate matter (PM) pollution.

Particulate matter pollution, referred to as PM₁₀ (particulate matter less than 10 µm in diameter) or PM_{2.5} (particulate matter less than 2.5 µm in diameter), is made up of tiny bits of material from all sorts of places including smoke from fires, exhaust fumes, smoking or the dust from brake pads on vehicles. These particles are too small to see, and we can breathe them in without noticing.

Nitrogen dioxide (NO₂) comes from burning fuels or other materials, so levels are especially high around roads. But they are also produced from home gas boilers, bonfires, and other sources as well. You cannot see or smell nitrogen oxides, but they mix with the air we breathe and are absorbed into our bodies. Vehicle exhaust

¹ Public Health England. Review of interventions to improve outdoor air quality and public health, 2019

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/938623/Review_of_interventions_to_improve_air_quality_March-2019-2018572.pdf

² Air Quality Management Resource Centre, UWE. Emissions vs exposure: Increasing injustice from road traffic-related air pollution in the United Kingdom, 2019

<https://www.sciencedirect.com/science/article/pii/S1361920919300392>

emissions contribute 35 per cent of all UK nitrogen oxide emissions (NO_x) which is the single greatest source³.

How does air pollution affect our health?

Air pollution particles and gases enter our bodies and can damage our cells in different ways. They usually get into our lungs first and can then move into our blood to reach organs such as our heart and brain.

Any amount of pollution can be damaging to our health, but the more that you are exposed to, the bigger the risk and the larger the effect on you and your family. Some people are more vulnerable to the impacts of air pollution than others. Those more at risk from air pollution include children, pregnant and older people; and people with lung conditions such as asthma, chronic obstructive pulmonary disease (COPD) and lung cancer, and people with heart conditions such as coronary artery disease, heart failure and high blood pressure.

Air pollution in Bath

Historically, nitrogen dioxide (NO₂) levels in Bath have been unacceptably high. Since introducing Bath's clean air zone and through the natural replacement of polluting vehicles with cleaner ones over time, air quality is gradually improving, but there are still areas of concern. For example, annual average nitrogen dioxide (NO₂) levels exceeded the legal limit of 40 µg/m³ at one location within the city in 2022. In addition, there are also 4 other sites in Bath with annual average levels between 36-40 µg/m³. The high concentrations are mainly caused by vehicle emissions.

The problem is exacerbated by Bath's topography. The city sits in the bottom of a valley surrounded by hills, and its central roads are flanked by tall buildings, which means that in certain conditions, vehicle emissions can get trapped in the atmosphere causing high levels of NO₂ in certain locations.

Particulate matter in Bath was not found to exceed legal limits for either PM₁₀ or PM_{2.5}, except at times when there were meteorological or other events that caused spikes in these pollutants, nationally.

How we monitor air quality

We have measured air quality in Bath and North East Somerset since the mid-1990s. Currently we measure nitrogen dioxide (NO₂) and Particulate Matter (PM_{2.5} and PM₁₀) concentrations in two ways: automatic analysers and diffusion tubes.

³ DEFRA. Air quality: explaining air pollution – at a glance, 2019.
<https://www.gov.uk/government/publications/air-quality-explaining-air-pollution/air-quality-explainingair-pollution-at-a-glance>

Automatic analysers measure NO₂ and PM in four permanent roadside locations in Bath. They take hourly readings of air pollution concentrations and provide more accurate readings than diffusion tubes. One of these monitoring stations is linked to the UK Automatic Urban and Rural Network (AURN) which provides national coverage of a range of pollutants.

Diffusion tubes are light, mobile and can be placed in many locations around the area, usually 1 to 15 metres from the road or at the kerbside (less than 1 metre from the road) and around 2-3 metres above ground level. The ambient air reacts with a chemical reagent in the tube so that NO₂ concentrations can be measured. The tubes are exposed to the air for one month before they are collected and sent to a laboratory for analysis. There are currently over 150 diffusion tube locations across Bath & North East Somerset including 48 key sites with higher levels of pollution where three diffusion tubes are located at each location to improve data confidence.

To find out more information about air quality across B&NES go to:

<https://www.bathnes.gov.uk/services/environment/pollution/air-quality>

As part of our obligations under the Local Air Quality Management (LAQM) legislation (part IV of Environment Act 1995) as amended by the Environment Act (2021) we have issued an Annual Status Reports (ASR) alongside this report. These set out and comment on air quality data from across the wider authority. These are found at: <https://www.bathnes.gov.uk/services/environment/pollution/air-quality/reports>

You can also view an interactive map of historical NO₂ data collected from monitoring locations around the area, here:

<https://www.bathnes.gov.uk/services/environment/pollution-noise-nuisance/air-quality/air-quality-data-long-term>

How we monitor air quality for Liveable Neighbourhood pilot schemes

As part of the Liveable Neighbourhoods project additional monitoring has been carried out at 3 locations close to the pilot areas for through traffic restrictions at Southlands (Weston) area, Church Street and Prior Park Road (Widcombe) area and Tennyson Road and Cork Street area using diffusion tubes since July 2022. Maps showing the monitoring locations are below (Figures 1-3). This report details the initial baseline monitoring between July 2022 and November 2022 prior to the through traffic restriction trials being installed in Southlands and Church Street.

Note: We did not monitor the air quality around the through-traffic restriction trial installed on Queen Charlton Lane, Whitchurch because the area lies outside of Bath and is not in an area with high levels of pollution.

In Weston, 3 additional air quality monitoring sites were added on Southlands (DT301), Penn Hill Road (DT300) and Anchor Road (DT302) to supplement the existing site on Weston High Street (DT167) (Figure 1). For Church Street and Prior Park Road, an additional site was added at the junction of Prior Park Road and Church Street (DT303) to supplement the existing sites around Widcombe (Figure 2). In Tennyson Road and Cork Street additional sites were added on Tennyson Road (DT298) and Upper Bristol Road (DT299) to supplement the existing sites on Upper Bristol Road and Park Street (Figure 3) but please note that the through-traffic restriction trial on this road did not go ahead following public consultation. Full details of site locations can be found in the Air Quality Annual Status Report (<https://www.bathnes.gov.uk/services/environment/pollution/air-quality/reports>).

Figure 1: Air quality monitoring locations near Southlands Area (Weston) LN

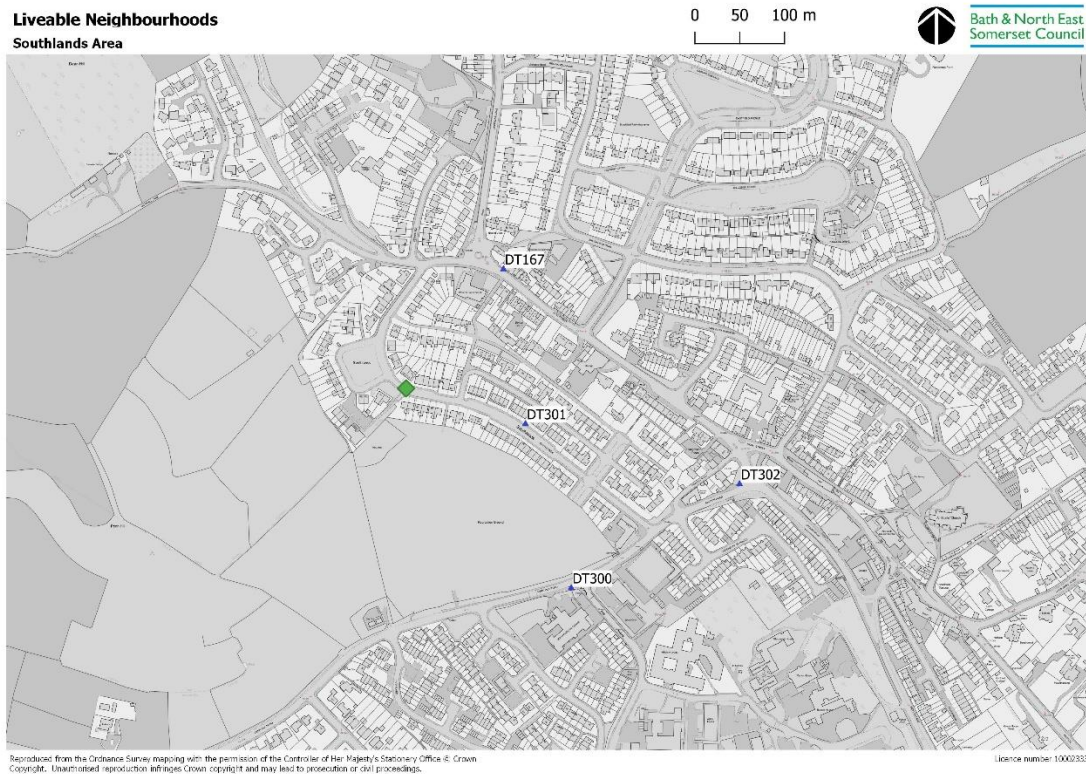
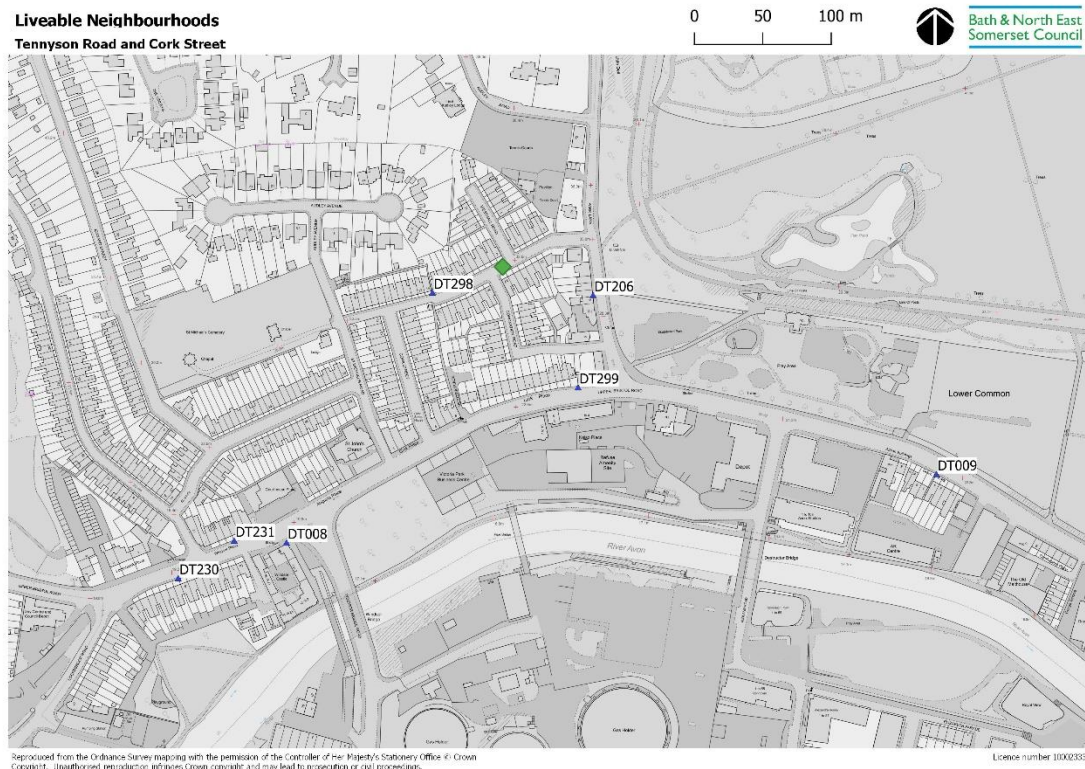


Figure 2: Air quality monitoring locations near Church Street and Prior Park Road (Widcombe) LN



Figure 3: Air quality monitoring locations near Tennyson Road and Cork Street (Lower Lansdown and The Circus LN)



Data Analysis – Provisional Data

The data shown below is provisional and is currently being finalised. Final results will be available when the Annual Status Report (ASR) has been peer reviewed. The report compares monitoring from December 2022 to May 2023 (first 6 months with the through traffic restriction trials) with results from January 2022 to November 2022 (where the sites were existing) or July 2022-November 2022 (where the sites were new) (Baseline monitoring). All data has been bias corrected using the local bias of 0.84 and annualised where there is less than 9 months data. This process is detailed in the ASR (<https://www.bathnes.gov.uk/services/environment/pollution/air-quality/reports>). For the data from 2023 where a full calendar year is not available the process outlined in Local Air Quality Management Technical Guidance (TG22) has been followed to calculate the annual average for 2022 (this is done by projecting the 2023 concentrations to 2022 concentrations and then annualising using the diffusion tube processing tool).

The results for the monitoring carried out for Southlands, Church Street and Prior Park Road and for Tennyson Road and Cork Street Area are shown in Tables 1-3 respectively. Data for the Tennyson Road area has been provided for information,

but as no through traffic restriction filter was installed following the consultation, data collection has now ceased at the additional monitoring sites in this area.

The results of the monitoring show that the NO₂ concentrations at all locations are below 40 µg/m³ and that the annual average air quality objective has not been exceeded.

The results show that there have been very small increases at some locations in both the areas with the through traffic restriction trials and also in Tennyson Road without such a restriction. The results are comparable with data from across Bath where the average change between the baseline period (Jan to Nov 2022) and the first 6 months of the trials (Dec 2022 to May 2023) was -5%, with 28 sites increasing slightly (e.g. site DT023 - Alexandra Park had an increase of 5%) and 95 sites decreasing (e.g. site DT172 – London Road 2 decreased by 7%). Monitoring will continue to understand what impact, if any, the through traffic restriction trials are having on air quality.

It should be noted that there are a number of factors which can affect nitrogen dioxide concentrations these include but are not limited to weather, local pollution sources and seasonality. Further information is needed to see the ongoing trend at these sites. Monitoring will continue in the two areas with the through traffic restriction trials to ensure there are no ongoing adverse effects on air quality until a decision is made to either make them permanent or remove them.

Table 1 – NO₂ Monitoring Results: Diffusion Tube – Southlands LN

Site ID	Site Name	NO ₂ Average Concentration 2022 (µg/m ³)	NO ₂ average concentration with modal filter Dec 2022-May 2023 (µg/m ³)	% change in concentration
DT167	Weston High Street	16	17*	6%
DT300	Penn Hill Road	15*	12*	-20%
DT301	Southlands	10*	9*	-10%
DT302	Anchor Road	24*	19*	-21%

*Data has been annualised

Table 2 – NO₂ Monitoring Results: Diffusion Tube – Church Street and Prior Park Road LN

Site ID	Site Name	NO ₂ Average Concentration 2022 (µg/m ³)	NO ₂ average concentration with modal filter Dec 2022-May 2023 (µg/m ³)	% change in concentration
DT018	Widcombe High Street	16	15*	-6%
DT142	Prior Park Road	22	20*	-9%
DT151	Widcombe Hill	17	16*	-6%
DT190	Church Street	9	10*	11%
DT303	Prior Park Road 2	16*	13*	-19%

*Data has been annualised

Table 3 – NO₂ Monitoring Results: Diffusion Tube – Tennyson Road and Cork Street

Site ID	Site Name	NO ₂ Average Concentration 2022 (µg/m ³)	NO ₂ average concentration Dec 2022-May 2023 (µg/m ³)	% change in concentration
DT008	Windsor Bridge	20	17*	-15%
DT009	Upper Bristol Road	23	21*	-9%
DT206	Park Lane	23	21*	-9%
DT230	Upper Bristol Road 4	31	30*	-3%
DT231	Upper Bristol Road 5	29	27*	-7%
DT298	Tennyson Road	10*	10*	0%
DT299	Upper Bristol Road 6	34*	24*	-29%

*Data has been annualised

Conclusion

Baseline NO₂ monitoring has been carried out in the 2 areas where through-traffic restrictions trials have been installed under the Liveable Neighbourhood programme. The results of the baseline monitoring show that the NO₂ concentrations at all locations are well below 40 µg/m³ and that the annual average air quality objective has not been exceeded.

In summary:

In the Southlands area, Weston High Street, Penn Hill Road, Southlands and Anchor Road were monitored. Only Weston High Street saw a small increase in NO₂ concentrations from 16 to 17 µg/m³ as an annual average. This is well below the legal limit of 40 µg/m³).

In the Church Street area, Widcombe High Street, Prior Park Road, Widcombe Hill, Church Street and Prior Park Road were monitored. Only Church Street itself saw a small increase in NO₂ levels from 9 to 10 µg/m³ (as an annual average). This is well below the legal limit of 40 µg/m³.

The results show similar trends to other locations across Bath. Monitoring will continue to determine the impact of the through traffic restriction until a decision is made to either make them permanent or remove them. Should they become permanent, a decision will also be taken on longer term monitoring of air quality on these roads.

Further information

- As part of our obligations under the Local Air Quality Management (LAQM) legislation (part IV of Environment Act 1995) as amended by the Environment Act (2021) we have issued an Annual Status Reports (ASR) alongside this report. These set out and comment on air quality data from across the wider authority. These are found at <https://www.bathnes.gov.uk/services/environment/pollution/air-quality/reports>
- You can also view an interactive map of historical NO₂ data collected from monitoring locations around the area, here: <https://www.bathnes.gov.uk/services/environment/pollution-noise- nuisance/air-quality/air-quality-data-long-term>
- TG22 - Local Air Quality Management Technical Guidance LAQM.TG22. August 2022. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland. <https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf>

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**Southlands
Through Traffic Restriction Trial
(November 2022 to June 2023)**

**Experimental Traffic Regulation
Order (ETRO) Consultation
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, Weston, Bath, 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 Southlands as an inappropriate shortcut, and to ensure this narrow, residential street offers a safer, environment for those walking and cycling through the area.

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

An online and printed questionnaire was available during the first six months of the trial to collect feedback from respondents. It was available until mid-June but is no longer available to the public.

The information presented in this document includes details of the trial and the analysis of the feedback collected during this six-month period.

There were 322 responses to the Through-traffic Restriction Trial ETRO Consultation on Southlands, Weston, Bath and the level of support was as follows:

- 85 respondents (26%) supported the ETRO;
- 8 respondents (2%) partially supported the ETRO; and
- 229 respondents (71%) objected to the ETRO.

Among the reasons respondents supported the scheme was because they felt the area was safer and quieter, especially for children and the elderly. It was perceived to have stopped 'rat-running', reduced traffic in the area, and made the road and area feel safer and more pleasant for walking and cycling.

Among the reasons respondents objected to the scheme was because they felt it had displaced traffic to cause congestion elsewhere. They felt journey times had increased and the trial scheme was perceived to cause more pollution with vehicles having to travel further. This was seen to negatively impact residents.

A few respondents made alternative suggestions which centred around parking, whether this was to have residents parking permits to prevent non-residents from parking or to improve hospital parking. It was felt a lot of traffic and parking problems stemmed from staff and patients using Southlands to park for the hospital.

The purpose of this report is to deliver feedback and evidence about the through-traffic restriction trial to support Bath & North East Somerset council in their final decision-making process. Residents will be informed of the final decision by letter and the decision will be posted online and in a council media release.

2. Introduction

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

An ETRO allows people to experience the proposed restriction in-situ before giving their feedback during a six-month public consultation. An online questionnaire was available until June 2023, which was also available on request in print and alternative formats. Before a decision is made, residents are also being given the opportunity to complete a more detailed end-point survey on its impact (Sept-Oct 2023).

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.

2.2 Background (previous consultations)

During a public consultation in 15 Liveable Neighbourhood areas in **December/January 2021/22**, residents reported that anti-social driving and through traffic were concerns for the Southlands area.

With a view to fast tracking experimental trials on through-traffic restrictions in some areas, the council identified five locations across Bath and North East Somerset where residents had expressed high levels of support for such restrictions to tackle anti-social driving. A trial on Southlands was included in this shortlist.

During the **Spring of 2022**, co-design workshops were run with residents from each of the 15 Liveable Neighbourhoods. Specific solutions for a range of traffic-related issues were discussed and proposed in more detail for each area, including validation of the idea for a through-traffic restriction on Southlands.

The background about the trial is available on the B&NES website: <https://beta.bathnes.gov.uk/southlands-area-weston>. This includes the co-design workshop report, available here: [Southlands Liveable Neighbourhoods \(LN\)](#)

In **August 2022**, residents in the Southlands area were asked whether they specifically supported a trial of a through-traffic restriction on Southlands, and feedback was gathered from the community on a preliminary design. Residents were notified of this public engagement by letter and more information, including the questionnaire, was available online and in print on request. During this engagement key stakeholders such as the emergency services, waste and highways departments were consulted on the possible impacts of the trial.

Following this engagement, a decision was made to proceed with the trial in the **Autumn of 2022** under an ETRO. The outcome of the engagement on the proposal for an ETRO consultation is available here:

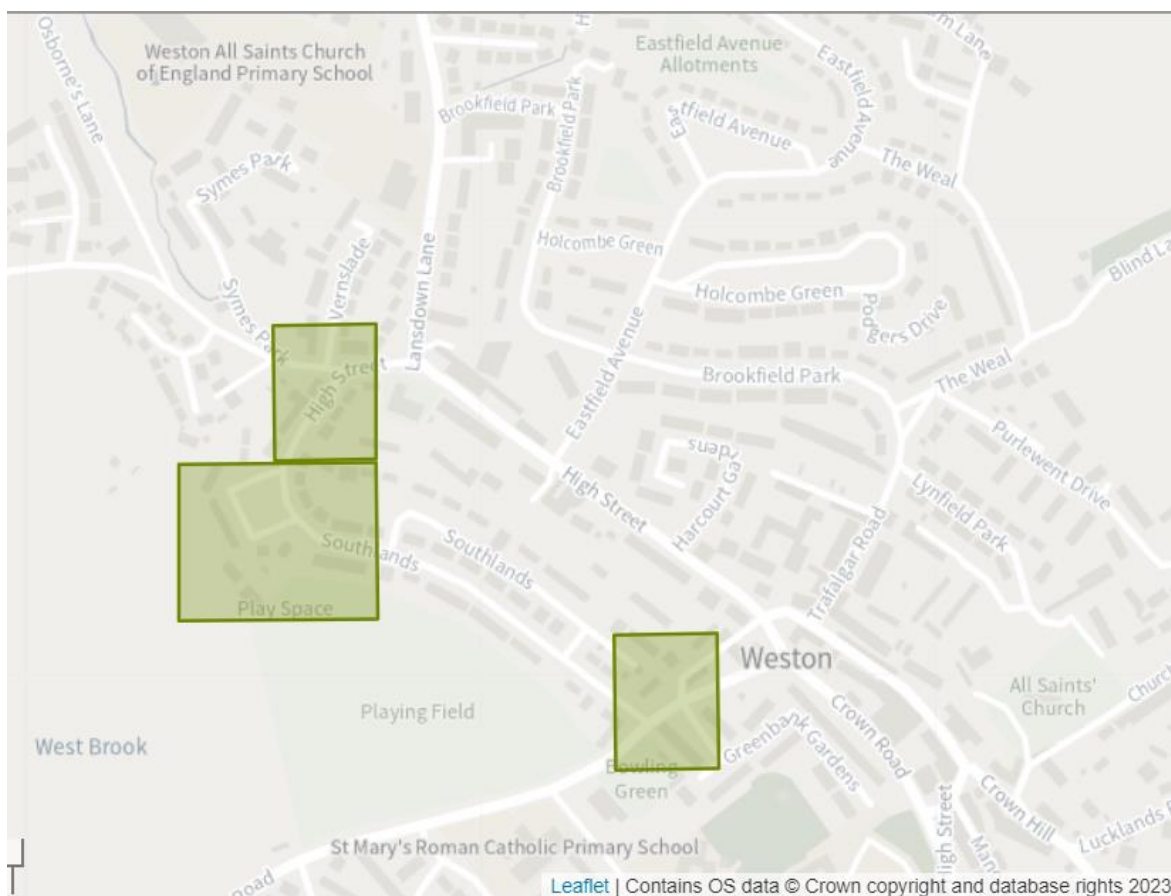
<https://democracy.bathnes.gov.uk/mglIssueHistoryHome.aspx?lId=35896&Opt=0>

2.3 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 1. This filter is designed to allow pedestrians, cyclists, people with pushchairs and those driving mobility scooters to pass through, but not un-authorized 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 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>)

2.4 Scheme adaptations during the six-month trial period

The scheme was regularly reviewed during the six-month trial period and the following change was made during the trial.

- Removal of a parking bay in front of the restriction to provide additional room for vehicles to perform a three-point turn.

2.5 The ETRO consultation and questionnaire

A full summary of the proposals, including an interactive map (Figure 1 above) and project timeline, was available at www.bathnes.gov.uk/LNPILOTS (Southlands ETRO consultation). These consultation web pages remain live until a decision is made on the future of the through-traffic restriction.

Residents in the Southlands area were sent a letter two weeks prior to the installation of the modal filter informing them of the decision to run the trial for a minimum of six months. This letter included full details of the scheme including its design on a map.

To inform the wider public of the trial, the ETRO notice was also published in the local press and was the subject of a council press release and subsequent social media coverage. Notices were also erected in the vicinity of the trial on Southlands which directed the public to the full summary of the proposals and provided a contact telephone number and email address for enquiries.

The public consultation questionnaire was available on the web site (and in print and alternative formats on request) for just over six months from 11th November 2022 to 16th June 2023. (Note: this was slightly longer than the intended minimum six-month period planned due to the local elections in April/May and a period of [purdah](#)).

The questionnaire enabled respondents to state their level of support for the ETRO and the opportunity to explain any reasons they have for not supporting the proposals.

3. Methodology

3.1 Receiving responses

The consultation questionnaire was hosted on the council's website www.bathnes.gov.uk/LNPilots. To ensure inclusivity, Bath & North East Somerset Council accepted responses via email and the hard copy questionnaire as well as via the online survey.

3.2 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.

3.3 Analysis and reporting

The consultation was open to all and, therefore, respondents were self-selecting. This, coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question. The number of people who answered each question is shown in the tables under "Number", percentages are only used where responses exceed the value of 50.

3.4 Response

3.4.1 Respondent Overview

There were 322 responses to the proposed Experimental Traffic Regulation Order on Southlands. Respondents were asked if they were happy to answer equality monitoring questions, 37% (n=119) answered yes to completing the questions.

A total of 119 respondents provided a date of birth, these were then categorised to match the council's age categories. Table 1 provides an overview of the age groups. Four respondents were under 25, 48 respondents were between 25 and 44 years old, 51 were aged between 45, and 64 and 14 were aged over 65.

Table 1: What is your age?

Age Group	Number
Under 25	4
25 to 44	48
45 to 64	51
Over 65	14
Prefer not to say	2
Total	119

Table 2 shows that of the 119 respondents to answer the monitoring questions, just over half identified as female (n=68) and slightly under half as male (n=46).

Table 2: What is your gender?

Gender	Number
Male	46
Female	68
Prefer not to say	5
Total	119

A total of 84 respondents stated that they did not have a health condition or illness that affected their ability to carry out day to day activities. Twenty-seven respondents stated that they did have a health condition or illness, of these, 11 stated it affected their daily activities a lot.

4. Analysis

4.1 Support of the trial scheme

Just over three-quarters (71%) of the 322 respondents oppose the Experimental Traffic Order Regulation (ETRO), with a further 2% saying they partially support, the remaining 26% of respondents support to the proposals as seen in Table 3.

Table 3: Do you support or object to the Experimental Traffic Regulation Order?

	Number	Percent
Support	85	26
Partially support	8	2
Object	229	71
Total	322	100

All responses were provided by members of the public except one respondent who replied on behalf of an organisation, this organisation is included in the total count.

A total of 85 respondents provided comments with reasons why they would support the trial scheme. Table 4 provides a breakdown of the themes which arose from these reasons, with some respondents mentioning more than one theme.

Table 4: Reasons for supporting the scheme

	Support (Number)
Safer for children / elderly	26
Stopped rat running	18
Road is safer	18
Reduced traffic in the trial scheme area	16
Makes the area safer / more pleasant to walk / cycle	16
Generally improved the street	11
Encourages more walking and cycling	8
Road is quieter	8
Improved the environment	8
Reduced speeding	8
Support the need for a consultation / to provide feedback on trial scheme	5
Total number of comments received	85*

*One respondent stated that they support the trial scheme, however provided suggestions rather than reasons why they supported the trial scheme. Suggestions made by all respondents are shown in Section 4.3.

4.1.1 Open ended comments: supporting the scheme

The main reason for support of the trial scheme, was that it made the area 'safer for children / elderly' (n=26), in particular walking to school or the park.

"Improving safe non-vehicular access to schools and other amenities such as the playground is good for children's health."

"Safety of the children on their way to school."

Respondents have commented that the ETRO had 'stopped rat running' and 'made the road safer', (n=18 respectively).

"It's stopped the road being used as a rat run, because it was always dangerous leaving the recreation field onto Southlands."

"Prevents rat-running, encourages cleaner, safer streets for all."

Respondents also stated that it 'made the area safer / more pleasant to walk / cycle', (n=16).

"I think all efforts to make cycling and walking safer and to encourage it should be carried out."

Some commented there had been 'reduced traffic in the trial scheme area' (n=16).

"I like it as so far it reduced the amount of traffic in Southlands, also there are fewer speeding cars and it's safer to cycle and walk."

"Because since the bollards I personally feel there has been less traffic going up southlands. So, the bollard are doing the job it is supposed to do."

4.2 Objections to the trial scheme

Overall, 220 respondents provided comments with reasons why they would object to the trial scheme. Table 5 provides a breakdown of the themes which arose from these reasons, with some respondents mentioning more than one theme.

Table 5: Reasons for objecting to the scheme

	Object (Number)
Will displace traffic /causes congestion elsewhere	72
Increases journey times	53
Causes more pollution / vehicles travel further	49
Negatively impact residents	39
Favours wealthy residents / privatisation / divides the community	27
Negatively impacts mental / physical health	26
Doesn't solve parking issues / makes parking issues worse	25
Increases traffic / congestion	24
Negatively impact lifestyle / isolates residents	24
The trial scheme is unnecessary	18
Residents unable to park	17
Causes dangerous driving behaviour / manoeuvres	14
The trial scheme is a waste of money	14
Negatively impacts those with disability / elderly	14
Unfair to drivers	7
Negatively impact businesses / church	7
No alternative / viable public transport available	3
Disrupts local traffic	1
Negatively impacts wider Bath residents	1
Permits are expensive / increase in cost	1
General objection without giving more detail	1
Total number of comments received	220*

*Nine respondents stated that they object to the trial scheme, however provided suggestions rather than reasons why they object to the trial scheme, suggestions made by all respondents are shown in Section 4.3.

4.2.1 Open ended comments: objecting to the scheme

The main concern identified was that the trial scheme 'displaces traffic / causes congestion elsewhere', with specific concern over the High Street, (n=72).

"Pushing more traffic onto the already congested High Street."

"Having the planters on Southlands has made more traffic on High Street."

“All it does is move more traffic onto the High Street, which is very congested already, this has a detrimental effect on those living on the high street and their air quality.”

Respondents commented that there were concerns that the trial scheme ‘increases journey times’ (n=53) and that the trial scheme ‘causes more pollution / vehicles to travel further’, (n=49).

“It’s horrendous. Alternative route creates more pollution since I’m spending at least 30 extra minutes a day on High Street with my engine on, crawling to get to the other end of Southlands.”

“I have to drive further to get where I want to go now. I used to be able to drive along Southlands to the High Street to get up Lansdown Lane. Now I have to drive onto Penn Hill Road and turn left and all the way along the High Street which is unnecessary and adds to the congestion. The High Street is too narrow to cope with the extra traffic.”

Respondents also noted that the trial scheme ‘negatively impact residents’ (n=39)

“It’s an eyesore and more importantly causes even bigger issues for those that live near to the barrier.”

“The scheme will not achieve its objectives. It will only cause difficulty for Southlands residents and visitors.”

There were concerns that the trial scheme ‘favours wealthy residents / privatisation / divides the community’, (n=27).

“It is dividing the community, deliberately putting obstructions in resident's paths and making their lives harder and more miserable without any additional benefits to the local community.”

“Dividing the community, makes it far harder for local community to move around”

Concerns were raised that the trial scheme ‘negatively impacts mental / physical health’ (n=26), by causing stress and anxiety due to increasing journey times which has resulted in residents being late.

“I object because it makes me super anxious at the thought of always being late for everything and no babysitter wants to help me now that I am always late, and the road makes me really angry.”

“It makes me depressed and stressed everyday with my journeys taking a lot longer and it isn’t safer anyway and it is making everything so much worse.”

Some respondents noted that the trial scheme ‘doesn't solve parking issues / makes parking issues worse’, (n=25). Respondents noted that parking was previously an issue in Southlands, due to the proximity of Royal United Hospital (RUH), and staff parking.

“I grew up in Weston Village and have never used Southlands as a rat run, the issues regarding traffic arise from the staff that work at the RUH and park in all of the nearby roads including Southlands.”

“The main issue with southlands is the RUH staff using it as a car park. This has not stopped. Southlands is still full of cars that do not belong to residents.”

Respondents noted that the trial scheme ‘negatively impacts lifestyle and isolates residents’ (n=24, respectively).

“It’s totally selfish to isolate Southlands people from the rest of the world. First the bus route is eliminated, then the road is closed. My mental health has taken a dip since the planters reduced the visits, I had from my support workers. I was already isolated as it is because the bus no longer is an option.”

4.3 Suggestions for changes to the proposals

A total of eight respondents stated that they partially supported the trial scheme, however 74 respondents made suggestions for the scheme, irrespective of their level of support. The suggestions made are shown in Table 6 with some respondents making more than one suggestion.

Table 6: Suggestions to the scheme proposals

	Suggestions (Number)
Concerns over emergency vehicle access due to congested streets	30
Suggestion for alternative ways to improve the trial scheme (e.g. cycle lanes / hospital parking / provide permits)	21
Suggestion to resolve parking concerns (over parking/ poor parking)	19
Concerns over delivery vehicle access	14
Propose an alternative method of road closure (moveable bollards / one way / double yellow)	6
Needs better enforcement (traffic wardens, speed, double yellow lines)	5

Total number of comments received: 74

Given the proximity of Southlands to the Royal United Hospital, respondents noted ‘concerns over emergency vehicle access due to congested streets’, (n=30).

“I also have concerns about emergency services being delayed as a result.”

“Emergency services vehicles could potentially lose vital time and risk getting caught up in the increased traffic on nearby roads.”

Respondents that suggested alternative ways to improve the trial scheme (n=21) or using alternative traffic management that would allow the road to remain open, this included speed bumps.

“We need parking permit scheme as non-residents will park and other residents will be unable to.”

“Speed bumps or similar traffic calming measures could have been used.”

“I am very upset that these planters are such a horrible solution to a non-existent problem - and if there were concerns, they could have been tackled with other means such as community speed watch or other methods.”

Respondents felt that the trial scheme did not address the main challenge of the area which is the area is subject to ‘over parking / poor parking’, (n=19).

“It’s not helped with the parking problem and also the planters need to move back as not enough space for large vehicles to turn around”

“Our problem on Southlands isn’t people driving through to avoid the High Street it’s dangerous parking and speeding.”

“There is already a problem with illegally parked vehicles and illegal long-term camping on these roads. The proposed changes are likely to make the problem worse and cause harm to the area in their present form.”

4.4 Criticism of the consultation

In addition to the suggestions, 37 respondents provided a criticism of the consultation or criticised the lack of consultation.

“Lack of democratic decision making and the fact that the majority of people voted against the scheme. Decision made by one person.”

“I object because this consultation is biased and undemocratic. Do a proper balanced review and include 'partially object' so all views are valid, and you can't skew results by using 'partially support' to boost the scores in your favour.”

4.5 Information about the proposals

More information on the trial and the ETRO can be found at www.bathnes.gov.uk/LNPilots (Southlands ETRO). The council’s Liveable Neighbourhoods team can be contacted by emailing LNPilots@bathnes.gov.uk, or by calling **01225 394 025**.

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Southlands Through-Traffic Restriction Trial 2022/23

Residents Detailed End-point Survey Report

Bath & North East Somerset Council

November 2023

Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
AEOOM Consultant	AECOM Senior Consultant	AECOM Associate Director	AECOM Associate Director

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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.

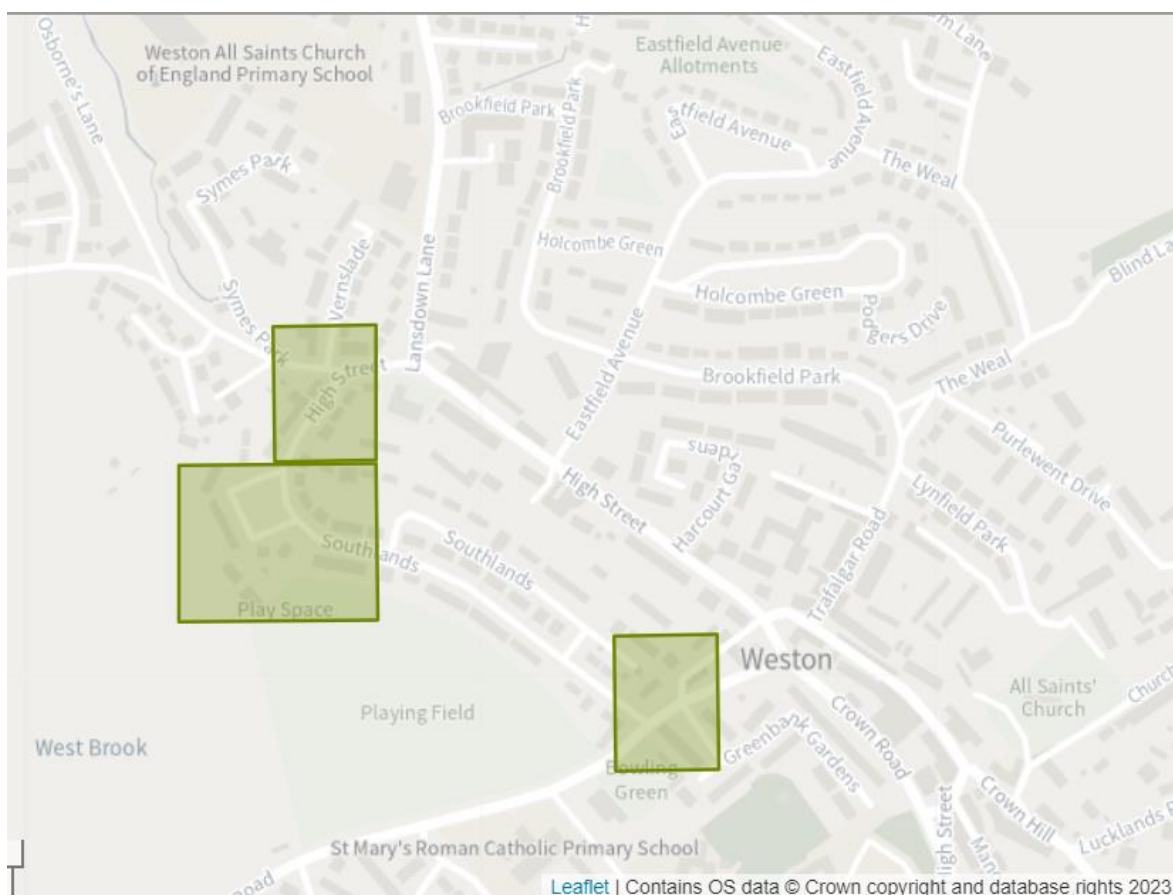
Background and additional reports are available at www.bathnes.gov.uk/SouthlandsETRO

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%).

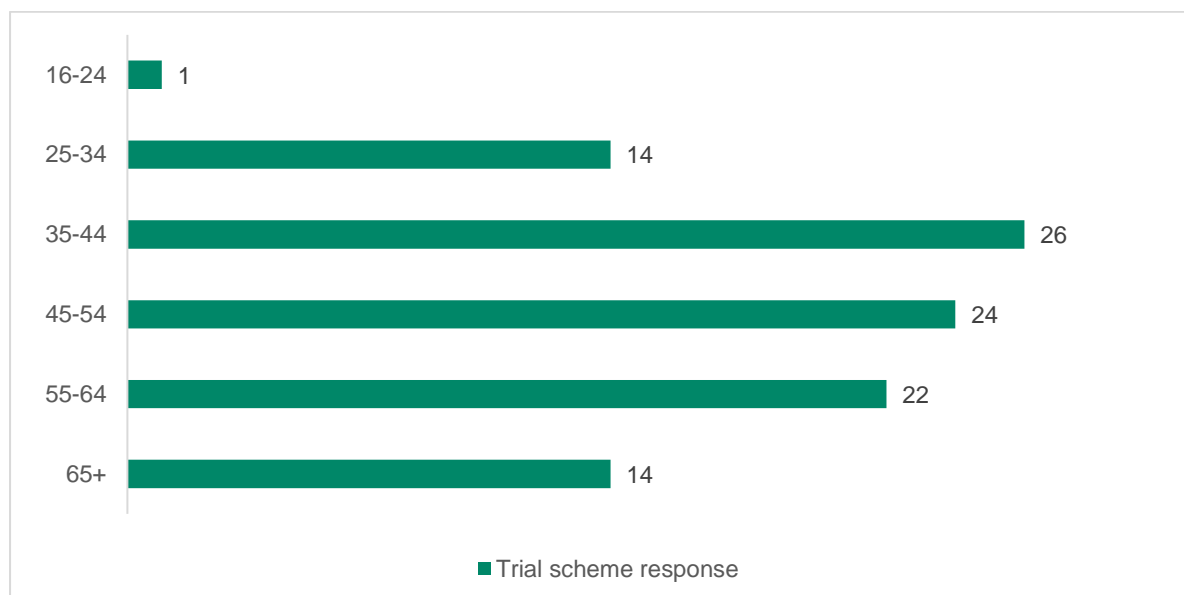
Table 4.1 Respondent Type

	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 (%)



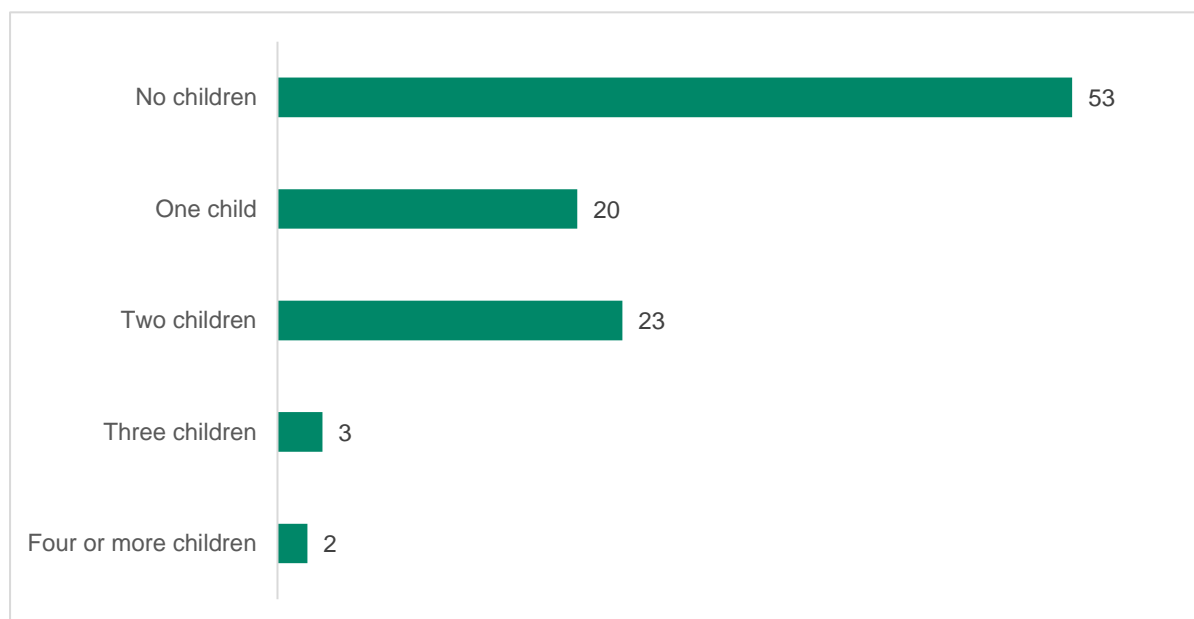
Base: (n=123) all respondents who provided their age

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.

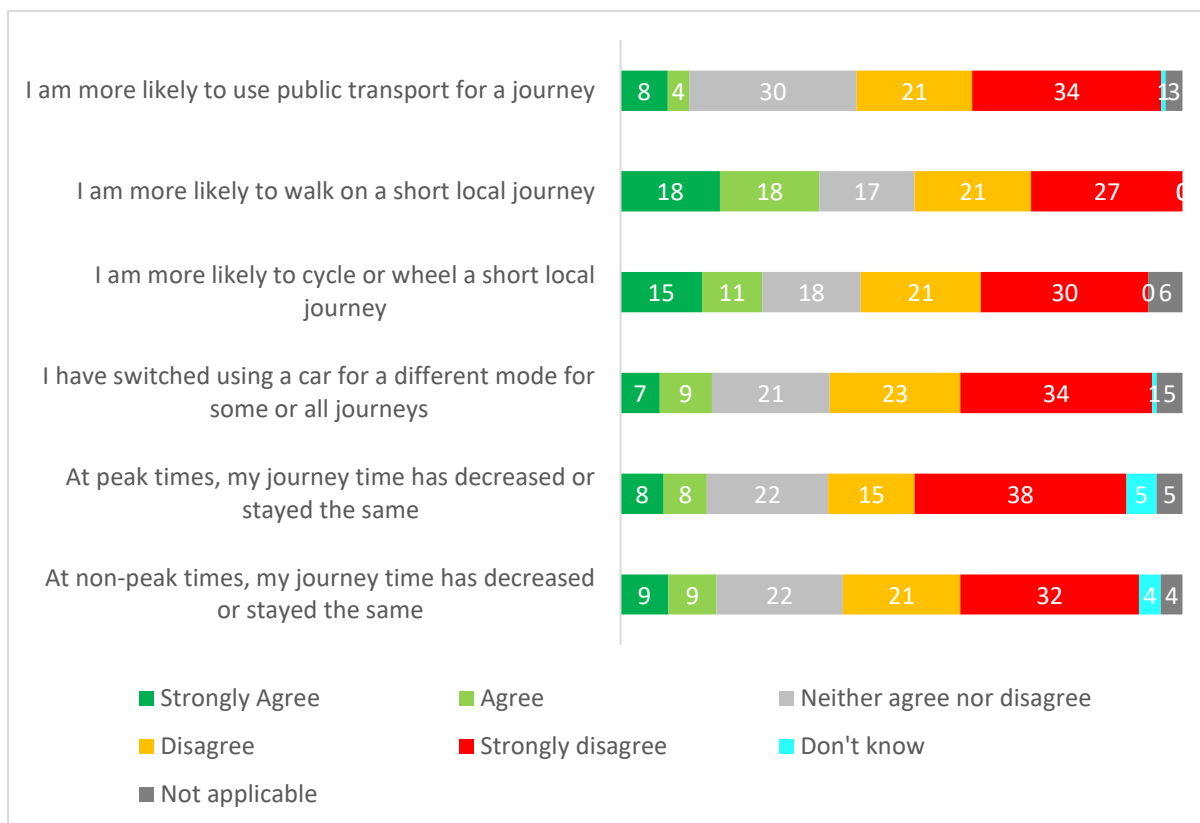
5.1.3 Feedback from parents

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

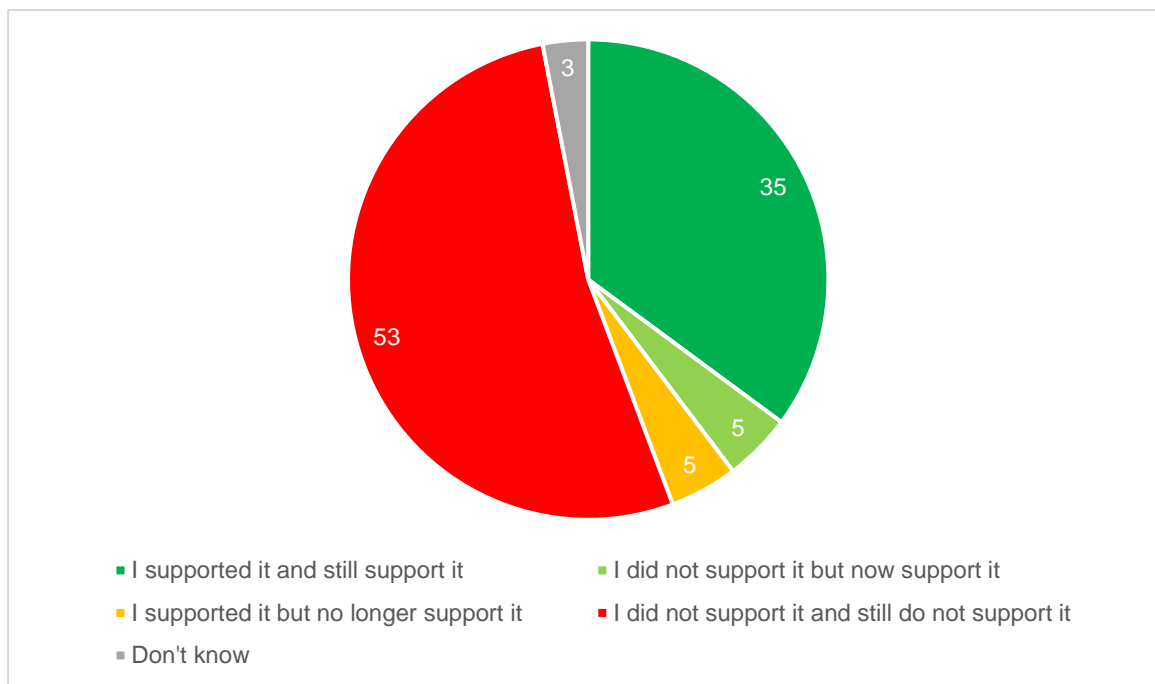
Overall, two-fifths of respondents (40%) support the trial scheme on Southlands and three-fifths (58%) did not support it:

- 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

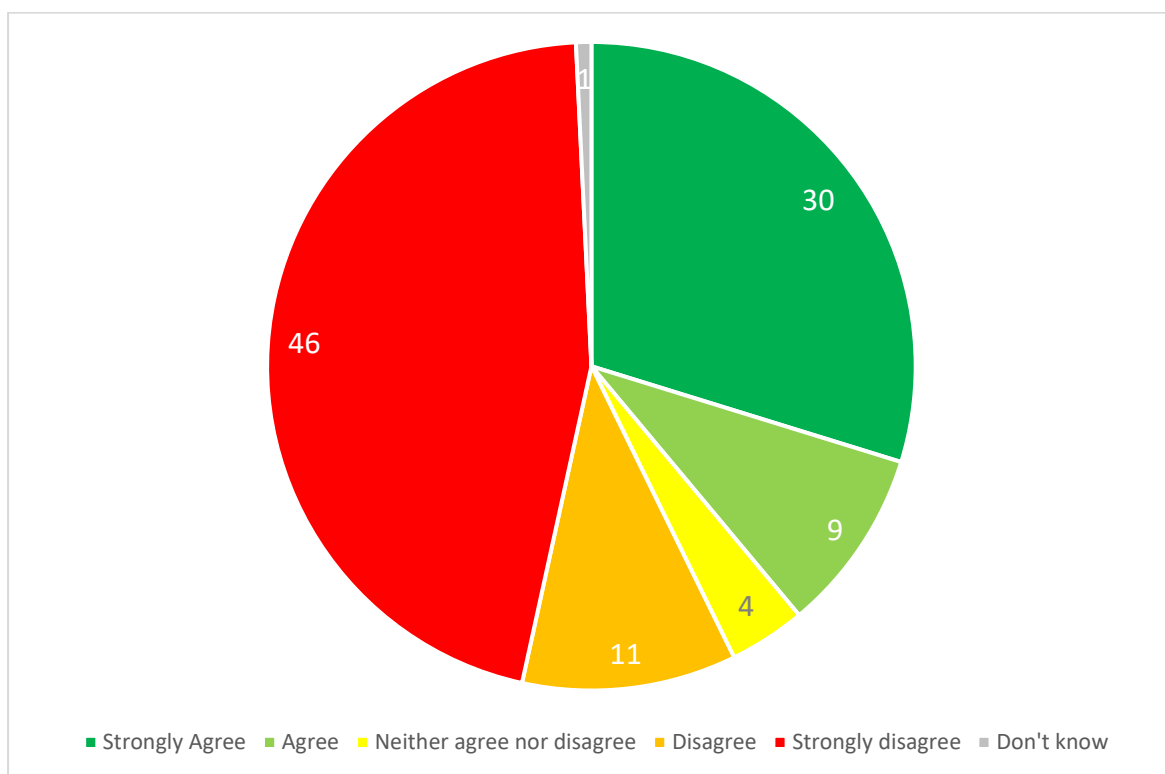
A total of 12 respondents changed their mind about their support of the scheme, half of whom lived on the trial street. Half of the respondents who changed their mind were against the scheme but are now for it, 4 of these stated they could see the benefits including a quieter street and increased feeling 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.”

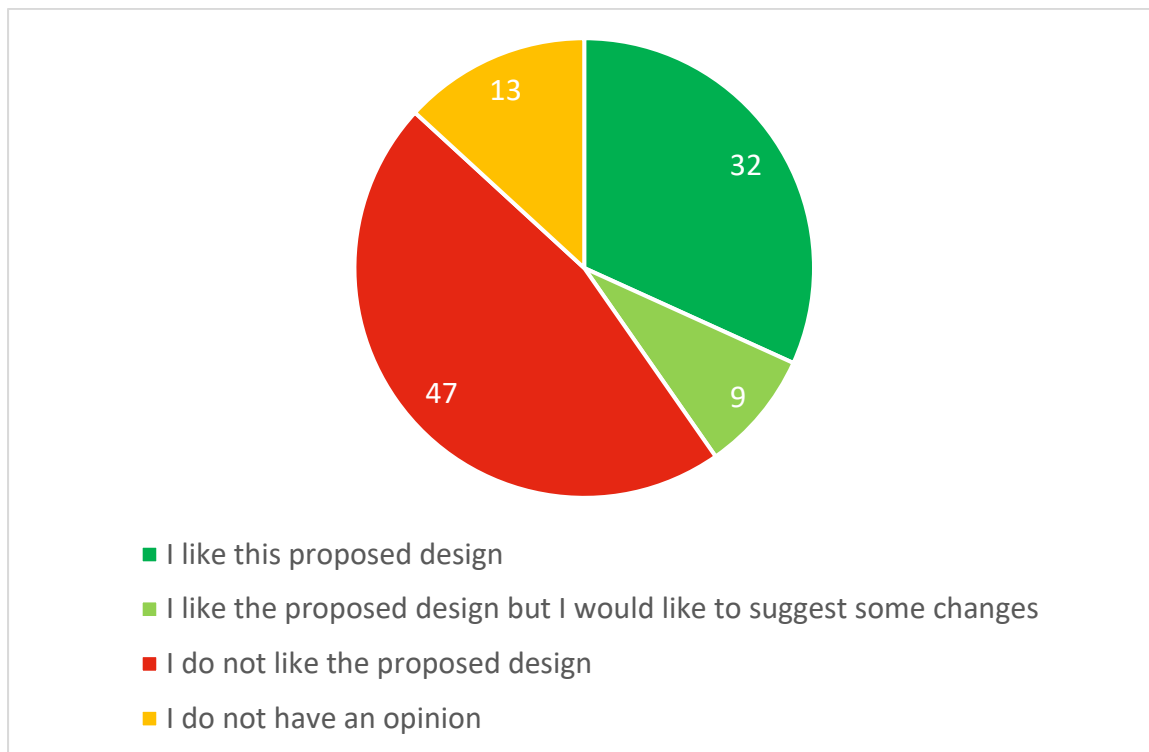
Comments were also made about safety issues for non-car users as well as difficulties for emergency vehicles with some feeling that the scheme will also impact air quality. Other suggestions were for alternatives such as speed bumps instead.

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

Southlands Experimental Traffic Regulation Order (ETRO): Summary of outcomes

This summary reviews the headlines from the consultation, traffic and air quality monitoring survey reports that were prepared to inform a decision on the through-traffic restriction trial on Southlands, Weston, installed in November 2022.

The aim of the trial was to assess the impact of a through-traffic restriction to prevent motorists from using Southlands as an inappropriate shortcut to avoid the main roads, and to create a safer environment for walking or cycling through the area.

We have prepared four reports (attached as appendices to the single member decision report):

- Appendix A - A traffic monitoring report relating to baseline and post-installation data.
- Appendix B - An air quality report relating to baseline and post-installation data.
- Appendix C - A report on the ETRO public consultation relating to the six-month period between November 2022 and May 2023
- Appendix D - A report on the outcomes of the detailed end-point survey in September/October 2023 (specifically for residents living near the trial)

You can read these reports at www.bathnes.gov.uk/SouthlandsETRO

ETRO six-month public consultation between Nov 2022 and May 2023:

There were 322 responses received within the six months of the public consultation. In summary, the level of support from those that chose to respond to the survey was:

- 85 respondents (26%) supported the ETRO
- 8 respondents partially supported the ETRO; and
- 229 respondents (71%) opposed to the ETRO.

Residents detailed end-point survey September/October 2023:

There were 132 responses to the residents' survey and the level of support was:

- 52 respondents (39%) support the trial scheme
- 75 respondents (57%) oppose the trial scheme

- 4 respondents were undecided; and
- 1 respondent did not give their opinion.

Of those 132 respondents, 75 said they lived on Southlands:

- 31 respondents out of the 75 agreed that the scheme has had a positive impact on themselves and their area.
- 42 respondents out of the 75 disagreed that the scheme had had a positive impact on themselves and their area.

All respondents were given an opportunity to comment on why they supported or opposed the scheme. The reasons cited for supporting or opposing the six-month trial scheme were similar in the ETRO public consultation from November 2022 to May 2023 and the residents' endpoint survey conducted in September/October 2023.

Reasons for supporting the trial:

- It was perceived to improve safety on the streets, especially for children or the elderly.
- It prevented 'rat-running', and residents commented there was less traffic around.
- It was perceived to have a positive impact on the area, for example, on noise and atmosphere, and therefore their quality of life.
- It was perceived to make walking and cycling around the area more pleasant, with some suggesting it has encouraged more active travel.

Reasons for not supporting the trial:

- It was perceived to displace traffic and cause congestion elsewhere.
- It was perceived to increase journey times by car.
- Respondents did not feel it tackled the current issues with parking; and
- It was perceived to have a negative impact on the area including dividing a community.

30 respondents in the ETRO public consultation and 16 in the residents' end-point survey voiced concerns over emergency vehicle access.

How do views compare with the traffic monitoring data?

About the monitoring

- Baseline traffic data was collected for seven consecutive days from 3 October to 9 October 2022 to gain average daily counts before the trial started in November 22.

- Post-installation traffic data was collected for seven consecutive days from 18 to 24 April 2023 and again from 3 to 9 October 2023
- By comparing post-installation average daily counts with baseline data, we can assess the impact of the trial. We did not collect data during school or university holidays or other times that impact significantly on average traffic flows.
- Please note that for the purpose of this summary **we are comparing baseline data with October 2023 data plus daily averages collected over a full week (7 days), unless stated otherwise.** You can read the full report for further details.

Reduction of traffic on Southlands

The baseline traffic monitoring data (October 2022) shows us the extent to which this residential street is used as a through route by motorists prior to the trial:

- Just under half of all vehicles entering Southlands from Dean Hill Lan /High Street were found to be using this route as a through route which is 69 out of 151 vehicles (on average, each day) observed on monitoring cameras.
- Around a quarter of vehicles entering Southlands from Penn Hill Road/Anchor Road were found to be using the route as a through route, which is 85 out of 335 vehicles (on average, each day) observed on monitoring cameras.

Post-installation traffic monitoring (April and October 2023) conducted over 7 days indicates the extent to which the trial tackled this excess traffic:

- The number of vehicles using Southlands as a through-route has now dropped to zero, as expected.
- Traffic entering Southlands from each direction reduced by around a quarter during the trial. 40 fewer vehicles entered Southlands from Dean Hill Lane/High Street each day, on average (from 151 to 111 vehicles) and 87 fewer vehicles entered from Penn Hill Road/Anchor Road each day (from 335 to 248 vehicles).

Active travel on Southlands

- Daily walking and cycling trips on Southlands toward Penn Hill/Anchor Road increased following the introduction of the trial.
- We recorded 19 more cyclists each day (from 12 to 21) but just 5 more pedestrians (from 83 to 88).
- The impact on walking and cycling on Southlands towards Dean Hill Lane/High Street is mixed. Slightly fewer pedestrians used this route each day in October 2023 than in the pre-trial period (from 86 to 83 pedestrians). However, we saw the number of cyclists increase by 4 from 17 to 21 cyclists per day.

Increase in traffic on surrounding roads

A concern raised in the ETRO public consultation and residents' end-point survey was the effect the scheme would have on surrounding roads.

There were 72 comments about this in the ETRO public consultation and 46 in the residents' end-point survey.

The traffic monitoring data conducted in October 2022 (pre-trial) and again in October 2023 (post-installation) provides the evidence and, in terms of the principal alternative routes for traffic, we saw an increase in one area and a drop in another including:

Anchor Road

- 164 more vehicles per day (5%) were recorded on Anchor Road travelling in a north-eastern bound direction.
- Around 400 more vehicles per day, equating to 1% increase, were recorded on Anchor Road in a south-eastern bound direction.
- These increases are not considered to be highly significant and can be interpreted as being within typical variance of traffic flow volumes.

Weston High Street

- We recorded a drop of up to 180 vehicles per day travelling in each direction on Weston High Street which equates a 3% drop in traffic.
- Again, these increases are not considered to be highly significant and can be interpreted as being within typical variance of traffic flow volumes.

How do views compare with air quality monitoring data?

In the ETRO public consultation, 49 respondents said they were concerned about the effect of the trial on air pollution in surrounding areas. This was also mentioned by 15 respondents in the residents' end-point survey.

In the Southlands area, Weston High Street, Penn Hill Road, Southlands and Anchor Road, levels of nitrogen dioxide (NO₂) were monitored.

- Southlands saw a 10% reduction from 10 to 9 µg/m³ as an annual average.
- Penn Hill Road saw a 20% reduction from 15 to 12 µg/m³ as an annual average.
- Anchor Road saw a 21% reduction from 24 to 19 µg/m³ as an annual average.
- Weston High Street saw a small (6%) increase in NO₂ concentrations from 16 to 17 µg/m³ as an annual average.

All these readings are well below the Government legal limit of 40 µg/m³ and are not seen as cause for concern when considering the impact of the trial, especially when considering typical seasonal variations in air quality levels.

Parking spaces on Southlands

There were comments from respondents in the surveys that the proximity to the Royal United Hospital had an impact on their (and their visitors') ability to park near their homes on Southlands because spaces were used by commuters and visitors to the hospital.

It should be noted that the purpose of the trial was primarily to reduce through-traffic and speeding through the area, rather than tackle parking issues, but it was hoped that the restriction might contribute to a reduction in the number of commuters using Southlands for parking given the no-through-route.

Parking was therefore not monitored as part of the trial, however, comments were gathered about the impact of the trial on parking during the end-point survey with residents:

- Just under half the residents who responded to the survey (33 out of 74 residents) felt there had been an improvement in parking or said that it had 'stayed the same'.
- Just over half felt it had become worse, with many stating it was much worse (41 out of 74 residents).

This data can only be considered indicative because these residents chose to participate in the survey. These comments cannot be considered representative of the demographic profile of the area.

Conclusions

The purpose of the trial was to prevent motorists from using Southlands as a short cut to avoid the main roads and to provide a safer environment for walking and cycling through the area.

Support for the scheme

It is noted that support for the scheme, in general, is low when considering both the ETRO public consultation survey (26%) and the resident's end-point survey results (29%).

However, of note is that 41% of residents responding to the end-point survey and who also live on Southlands, agreed that the scheme has had a positive impact on themselves and their area.

Achieving objectives

In terms of the trial achieving its objective, the data tells us that prior to the restriction, nearly half of all vehicles travelling on Southlands was through traffic.

The restriction has effectively prevented this and reduced the number of vehicles entering Southlands at either end (while maintaining vehicle access to homes).

The data also tells us that walking and cycling has increased on Southlands and that cyclists and pedestrians feel that it's a safer environment for this activity.

Opposition to the scheme

Drawing on survey analysis, it's noted that amongst the reasons for not supporting the scheme was the perception that the trial was displacing traffic and congestion elsewhere. However, the traffic monitoring data shows that the introduction of the

restriction has reduced through-traffic on Southlands, without significant increase in traffic on the alternative routes. Indeed, Weston High Street experienced a small reduction in traffic following the implementation of the scheme.

Another common reason for opposing the trial was that it failed to tackle on-street parking issues. Those responding to the survey were split on their opinions of whether the availability of on-street parking had improved. It is noted, however, that improving parking is not the primary intention for the through-traffic restriction. Other measures, such as residents parking zones, could be considered to tackle this issue.

Air quality

The air quality monitoring data shows there has been a marginal increase in NO₂ concentrations on Weston High Street, but Anchor Road, Penn Hill Road and Southlands all saw larger reductions in NO₂ concentrations. However, all readings are well below the government legal limit of 40 µg/m³ and therefore not seen as cause for concern.

Emergency access

It's noted that residents voiced concerns about access for emergency vehicles during the trial. Emergency services were consulted and briefed about the restriction before the trial. We continue to actively engage with these services on Liveable Neighbourhood trials to ensure access is not compromised. There is potential for improving the scheme design on Southlands for emergency access if the trial is made permanent.

On balance, it is felt that the trial has been successful in reducing the excess traffic on this residential road without significant displacement of traffic or congestion onto neighbouring roads. In addition, there has been no significant impact on the environment in terms of air pollution.

The trial has been successful in providing a safer route for walking and cycling in the area by virtue of fewer vehicles; benefiting children, pedestrians, cyclists, and older people. There is opportunity to improve the design of the restriction in its final form, subject to the outcome of a traffic regulation order (TRO) decision making process, especially with regards to emergency access.

Further information

To obtain a link to the single member decision report (SMD), and the full reports attached as appendices to the SMD, please go to <https://beta.bathnes.gov.uk/southlands-through-traffic-restriction-trial-etro-consultation> or www.bathnes.gov.uk/LNPIlots (Through Traffic Restriction ETRO consultation).