

Climate Emergency and Sustainability Policy Development and Scrutiny Panel

Date: Thursday, 13th March, 2025

Time: 10.00 am

Venue: Council Chamber - Guildhall, Bath

Councillors: Andy Wait, Grant Johnson, Alex Beaumont, Anna Box, Jess David, John Leach, Deborah Collins, Joanna Wright (for Saskia Heijltjes) and June Player



Michaela Gay

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NOTES:

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:-**

The Openness of Local Government Bodies Regulations 2014 now allows filming and recording by anyone attending a meeting. This is not within the Council's control.

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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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**Climate Emergency and Sustainability Policy Development and Scrutiny Panel -
Thursday, 13th March, 2025**

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
7. LIVEABLE NEIGHBOURHOODS: NEW SYDNEY PLACE AND SYDNEY ROAD TRAFFIC REGULATION ORDER (TRO) (WL) (Pages 5 - 326)

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:	13 March 2025	EXECUTIVE FORWARD PLAN REFERENCE:
		E3601
TITLE:	Call-in of decision E3601 – Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)	
WARD:	Bathwick	
AN OPEN PUBLIC ITEM		
List of attachments to this report:		
Appendix 1 Call-in Request		
Appendix 2 Single Member Cabinet Decision		
Appendix 3 Single Member Cabinet Decision – covering report		
Appendix 4 A - A report on the public consultation outcomes to the trial relating to the six month period between April 2024-October 202		
Appendix 5 B - A report summarising our communications and the outcomes of our key stakeholder engagements.		
Appendix 6 C - A report on the outcomes of the detailed end-point survey in November/December 2024 which was specifically for residents living near the trial area		
Appendix 7 D - An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations.		
Appendix 8 E - A traffic monitoring report relating to baseline and post-installation data.		
Appendix 9 F - New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes		

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 12 councillors relating to the New Sydney Place and Sydney Road 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 Member reconsiders 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	

Notice requesting to call in of Decision E3601 made by the Cabinet Member for Resources

Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)

The undersigned Councillors wish to call in decision E3601 taken on 17 February 2025.

Decision:

- *The aim of the scheme, in line with the wider Liveable Neighbourhoods programme, is to encourage through traffic to remain on the main roads.*
- *Specifically, the aim of this trial is to prevent motorists from using New Sydney Place and Sydney Road as a shortcut to avoid the main roads, and to create a safer environment for everyone walking or cycling through the area.*
- *75% of the traffic using Sydney Road before the trial was through traffic. The trial has reduced the number of vehicles entering New Sydney Place by 85%, and Sydney Road by 70% (while maintaining vehicle access to homes).*
- *Traffic monitoring was carried out during periods when the A36 was open at Limpley Stoke, not during periods when the A36 was shut at Limpley Stoke for road works.*
- *Whilst the monitoring shows more vehicles using the A36 Beckford Road (a principle alternative route and part of the Primary Route Network) this has not translated into extended average queue lengths and / or journey times. The data shows that the change in queue length and journey times for those driving along the A36 is negligible.*
- *Those that used to drive through Sydney Road prior to the trial typically used to save, on average, between c.26 and c.40 seconds on their journey compared to staying on the main A36. They now have to use the main A36 and have seen an increase in journey time, but on average that increase is only between c.23 and c.41 seconds.*
- *In simple terms, moving the traffic from New Sydney Place / Sydney Road on to the main A36 has made no significant difference to the travel time on the A36.*
- *Air quality was monitored before and during the trial at 9 sites to ascertain whether the trial had a detrimental effect. There was no deterioration in air quality.*
- *Those responding to the consultation from outside of the scheme area and whose main mode of travel was a private motor car, expressed the greatest level of objection, citing congestion and increased pollution as the main themes for their objection.*
- *Those living closest to the scheme are most supportive citing reasons of how it has improved pedestrian and cyclist safety and improved the area.*

- *Stakeholder engagement through work with Sustrans and delivery of pop-up events has shown that whilst criticisms exist, there has been a shift in attitude to people being positive about the benefits of the scheme and facilitating walking and cycling in the scheme area. The Bath Walking Wheeling and Cycling Links project will further improve connectivity for pedestrians and cyclists to support the aim of the Liveable Neighbourhood programme to improve residential streets and encourage safe, active and more sustainable forms of travel.*

Reasons for Call In

While we support the urgent need to reduce pollution and tackle the climate and ecological emergencies, the projects, and schemes that B&NES undertake need to work for all:

1. This single member decision is unconstitutional – it is a key decision and should be presented as such.
2. The decision is widely opposed and does not satisfy the DfT guidance for consultation.
 - 76% oppose overall
 - 70% oppose in the affected area
 - The council, and the member for Transport has not engaged those suffering from the LN, only with those in support.
 - All 5 major businesses in the area oppose the LN.
 - First Bus oppose the LN.
 - The EQIA only concentrated on impact inside the LN, not on boundary roads – this may represent a breach of the Equalities Act.
3. Virtually all traffic using Sydney Road - 4,500 vehicles a day, have been displaced onto less safe roads:
 - Causing up to 50% increases in traffic.
 - Increased traffic will queue outside, or go past schools.
 - Diversion is onto less safe roads (Crashmap)
 - Will create £135k a year economic cost from delay from 1.4m vehicles, with 35 tonnes additional CO2 per year.

B&NES are pushing more traffic onto the main roads in the 5th most congested city in the UK.
4. The households who benefit are vastly outnumbered by those who suffer.
 - 87 households benefit,
 - 180 suffer on Darlington St, Sydney Place, and Beckford Road
 - 114 suffer on North Road and Cleveland Walk
 - 59 suffer on Sham Castle Lane and St Ann's Way
 - For the 1,700 residents of Bathampton, a principal route into Bath services (rail, supermarkets, RUH) has just been closed off.
 - Presently the new road layout fails cyclists turning on the Warminster Road and has increased vehicles on North Road, now making these roads more dangerous to active travel users.
5. The LN does not represent value for money.

- The delays alone will lead to a benefit-cost ratio of 0.5—meaning a return of just 50p for every £1 spent.
6. The trial data underestimates traffic on boundary roads.
 - The A36 has been under roadworks or completely closed throughout the trial- reducing 700-3000 vehicles a day from the LN area.
 7. The Reports do not support making the ETRO permanent.
 - The statement of reasons for the ETRO had no success criteria, giving the member Cabinet the opportunity to cherry pick data to support her arguments.
 - The decision brief fails to present an argument in favour of making the ETRO permanent.
 - The summary of outcomes entirely concentrates in the concluding remarks (para 7.4) on the benefits within the area being realised for the minority, rather than the considerable disbenefits suffered by the majority. The statement “without significant or intolerable displacement of traffic” beggars belief when traffic has increased by up to 50%.
 - The Press Release is even less balanced, using entirely cherry-picked data to suggest that the decision is a foregone conclusion. It also allows no freedom of choice for the single member decision.
 8. There is no sufficient evidence of any behaviour change in this report.
 9. It is our believe that understanding the implications of this individual LTN requires considering its cumulative effects, the data provided lacks a city-wide traffic management plan.

Signatories:

Councillors

Colin Blackburn (Lead)

Liz Hardman

Alan Hale

Lesley Mansell

Chris Dando

Tim Warren

Sarah Evans

Gavin Heathcote

Grant Johnson

Shaun Hughes

Robin Moss

Joanna Wright

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Single Member Cabinet Decision**Executive
Forward Plan
Reference****E3601****Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)**

Decision maker/s	Cllr Mark Elliott, Cabinet Member for Resources
The Issue	<p>In April 2024, a Liveable Neighbourhood through traffic restriction trial was introduced in New Sydney Place and Sydney Road using an Experimental Traffic Regulation Order (ETRO).</p> <p>A public consultation was completed during the formal objection period of six months from launch of the trial in April 2024. This was supplemented by engagement with key stakeholders throughout the trial, together with an end-point survey of residents living in the immediate vicinity of the trial. In addition, traffic and air quality monitoring, both before and during the trial has been completed.</p> <p>The above report and accompanying appendices present analysis of the data and public consultation feedback to enable a decision to be made on whether the trial should be made permanent.</p>
Decision Date	17 February 2025
The decision	<p>The Cabinet Member agrees:</p> <p>When noting the information relating to the public consultation responses, key stakeholder engagement and traffic and air quality monitoring and in particular, Appendix F: New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes, that:</p> <ul style="list-style-type: none">• The aim of the scheme, in line with the wider Liveable Neighbourhoods programme, is to encourage through traffic to remain on the main roads.• Specifically, the aim of this trial is to prevent motorists from using New Sydney Place and Sydney Road as a shortcut to avoid the main roads, and to create a safer environment for everyone walking or cycling through the area.• 75% of the traffic using Sydney Road before the trial was through traffic. The trial has reduced the number of vehicles entering New Sydney Place by 85%, and Sydney Road by 70% (while maintaining vehicle access to homes).• Traffic monitoring was carried out during periods when the A36 was open at Limpley Stoke, not during periods when the A36 was shut at Limpley Stoke for road works.


- Whilst the monitoring shows more vehicles using the A36 Beckford Road (a principle alternative route and part of the Primary Route Network) this has not translated into extended average queue lengths and / or journey times. The data shows that the change in queue length and journey times for those driving along the A36 is negligible.
- Those that used to drive through Sydney Road prior to the trial typically used to save, on average, between c.26 and c.40 seconds on their journey compared to staying on the main A36. They now have to use the main A36 and have seen an increase in journey time, but on average that increase is only between c.23 and c.41 seconds
- In simple terms, moving the traffic from New Sydney Place / Sydney Road on to the main A36 has made no significant difference to the travel time on the A36.
- Air quality was monitored before and during the trial at 9 sites to ascertain whether the trial had a detrimental effect. There was no deterioration in air quality.
- Those responding to the consultation from outside of the scheme area and whose main mode of travel was a private motor car, expressed the greatest level of objection, citing congestion and increased pollution as the main themes for their objection.
- Those living closest to the scheme are most supportive citing reasons of how it has improved pedestrian and cyclist safety and improved the area.
- Stakeholder engagement through work with Sustrans and delivery of pop-up events has shown that whilst criticisms exist, there has been a shift in attitude to people being positive about the benefits of the scheme and facilitating walking and cycling in the scheme area. The Bath Walking Wheeling and Cycling Links project will further improve connectivity for pedestrians and cyclists to support the aim of the Liveable Neighbourhood programme to improve residential streets and encourage safe, active and more sustainable forms of travel.

In conclusion, whilst a majority of the respondents to the consultation oppose the trial being made permanent, the reasons cited for objection (increased congestion and pollution) are not supported by the hard data from traffic and air quality monitoring. I agree that the results of the trial demonstrate that the scheme meets our LN policy, achieves the aim of keeping through traffic on the main road, and the benefits of this scheme outweigh any disbenefits.

Based upon consideration of the above information, I 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.
Rationale for decision	A decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative which was in April 2024.
Financial and budget implications	<p>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.</p> <p>Subject to the outcome of the ETRO process, the infrastructure costs (to include, but not limited to, permanent signage and kerbing) to make the scheme permanent will be funded from the CRSTS grant.</p> <p>The cost to make the scheme permanent is unable to be estimated at this stage until the outcome of the consultation relating to the Bath Walking, Wheeling and Cycling links project is confirmed.</p> <p>Should the decision be made not to make the trial scheme permanent, the costs of removal and reinstatement of the scheme would be funded from council budgets and be subject to the outcome of the Bath, Walking, Wheeling and Cycling links project.</p>
Issues considered	Social Inclusion; Customer Focus; Sustainability; Young People; Equality (age, race, disability, religion/belief, gender, sexual orientation); Human Rights; Corporate; Health & Safety; Other Legal Considerations
Consultation undertaken	Ward Councillor; Cabinet colleagues; Staff; Other B&NES Services; Service Users; Local Residents; Stakeholders/Partners; Section 151 Finance Officer; Monitoring Officer
How consultation was carried out	<p>In June 2021 15 areas were chosen for Liveable Neighbourhoods (Cabinet Report E3285). Communities were further consulted in November 2021 seeking ideas for improvement to their areas to be put forward by residents themselves during public engagement and co-design workshops, to address the issues they commonly experience.</p> <p>In November 2021, the community in the New Sydney Place and Sydney Road Liveable Neighbourhood (including neighbouring roads up to Cleveland Walk and North Road) were asked to describe the issues they experienced and what measures could help to improve the area. Among the top concerns for residents were through traffic and speeding traffic and 75% of respondents to a survey at the time were in favour of a measure to tackle through traffic New Sydney Place and Sydney Road workshop report.</p> <p>Following on from this consultation, New Sydney Place and Sydney Road was identified for a through traffic restriction trial in 2024 (Cabinet Report E3495).</p> <p>Consultation has taken place during the trial through an online survey hosted on the Council's website (paper copies made available on</p>

	request), engagement with harder to reach groups through workshops facilitated by Sustrans, direct engagement with key stakeholders in and around the trial street (including the Holburne Museum, King Edwards School and the Macdonald Bath Spa Hotel) and pop-up events in the trial street itself.
Other options considered	None as a decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative.
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	Mark Elliott 
Date of Signature	17 February 2025

Subject to Call-in until 5 Working days have elapsed following publication of the decision

Bath & North East Somerset Council			
DECISION MAKER:	Cllr Mark Elliott, Cabinet Member for Resources		
DECISION DATE:	Not before 15 February 2025	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3601
TITLE:	Liveable Neighbourhoods: New Sydney Place and Sydney Road Traffic Regulation Order (TRO)		
WARD:	Bathwick		
AN OPEN PUBLIC ITEM			
<p>List of attachments to this report:</p> <p>Appendix A – A report on the public consultation outcomes to the trial relating to the six-month period between April 2024-October 2024.</p> <p>Appendix B- A report summarising our communications and the outcomes of our key stakeholder engagements.</p> <p>Appendix C- A report on the outcomes of the detailed end-point survey in November/December 2024 which was specifically for residents living near the trial area.</p> <p>Appendix D - An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations.</p> <p>Appendix E - A traffic monitoring report relating to baseline and post-installation data.</p> <p>Appendix F - New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes</p>			

1 THE ISSUE

- 1.1 The Liveable Neighbourhood Strategy was approved in December 2020 (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 April 2024, a Liveable Neighbourhood through traffic restriction trial was introduced in New Sydney Place and Sydney Road using an Experimental Traffic Regulation Order (ETRO). This followed on from previous trials

delivered in 2022 in Queen Charlton Lane (Saltford ward), Southlands (Weston ward) and Church Street (Widcombe ward) which were subsequently made permanent through the introduction of Traffic Regulation Orders (TROs).

- 1.3 A public consultation was completed during the formal objection period of six months from launch of the trial in April 2024. This was supplemented by engagement with key stakeholders throughout the trial, together with an end-point survey of residents living in the immediate vicinity of the trial. In addition, traffic and air quality monitoring, both before and during the trial has been completed.
- 1.4 This report and accompanying appendices present analysis of the data and public consultation feedback to enable a decision to be made on whether the trial should be made permanent.

2 RECOMMENDATIONS

The Cabinet member is asked to;

- 2.1 Note the information provided in the above appendices relating to the public consultation responses, key stakeholder engagement and traffic and air quality monitoring and in particular, Appendix F: New Sydney Place and Sydney Road Experimental Traffic Regulation Order (ETRO): Summary of key outcomes.
- 2.2 Based upon consideration of 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.

3 THE REPORT

- 3.1 Following approval of the Liveable Neighbourhoods Strategy in 2020, 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 ([Cabinet Report E3285](#)). Communities were further consulted in November 2021 seeking ideas for improvement to their areas to be put forward by residents themselves during public engagement and co-design workshops, to address the issues they commonly experience.
- 3.2 In November 2021, the community in the New Sydney Place and Sydney Road Liveable Neighbourhood (including neighbouring roads up to Cleveland Walk and North Road) were asked to describe the issues they experienced and what measures could help to improve the area. Among the top concerns for residents were through traffic and speeding traffic and 75% of respondents to a survey at the time were in favour of a measure to tackle through traffic ([insert link here](#)). Following on from this consultation, New Sydney Place and Sydney Road was identified for a through traffic restriction trial in 2024 ([Cabinet Report E3495](#)).
- 3.3 The trial was launched in April 2024 where a through traffic restriction was installed on Sydney Road at its junction with New Sydney Place. The aim of

the restriction being to prevent motorists from using the street as a short cut to avoid the Bathwick Street/Beckford Road A36 junction and to create a pleasant walking and cycling route through the area.

- 3.4 Before and during the trial period, both quantitative and qualitative data has been collected by the council so that the impacts of the scheme can be understood. This data collection has included:
- 3.5 A report on the public consultation outcomes to the trial relating to the six-month period between April 2024-October 2024 (Appendix A)
- 3.6 A report summarising our communications and the outcomes of our key stakeholder engagements (Appendix B)
- 3.7 A report on the outcomes of the detailed end-point survey in November/December 2024 which was specifically for residents living near the trial area (Appendix C)
- 3.8 An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations (Appendix D)
- 3.9 A traffic monitoring report relating to baseline and post-installation data (Appendix E)
- 3.10 A report summarising the key outcomes (Appendix F)
- 3.11 A summary reviewing the key outcomes of the feedback and monitoring completed during the through-traffic restriction trial is provided at Appendix F. Feedback and opinion are presented together to inform a balanced opinion on the impacts of the trial and concluding remarks are given.

4 STATUTORY CONSIDERATIONS

- 4.1 The through traffic restriction trial has been introduced using a ETRO which has allowed public 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 Should a decision be made to make the ETRO permanent with consideration of all objections, it would be made under a new TRO. If this happens, the Council will make any permanent order (which gives effect to the ETRO) in accordance with Regulations 6,7,8,16 and 17 of The Local Authorities' Traffic Orders

(Procedure) (England and Wales) Regulations 1996, as opposed to the abridged procedure set out in Regulation 23 in relation to ETROs.

- 4.3 This means that any person wishing to object to the permanent order can do so in accordance with Regulation 8 and/or bring a Judicial Review claim within six weeks of the Traffic Regulation Order being made under Part IV Schedule 9 Paragraph 35 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 4.4 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 (including trials) has been allocated through the City Regional Sustainable Transport Settlement (CRSTS) grant following approval of a full business case by the West of England Mayoral Combined Authority (MCA) in September 2024. An early allocation of £736k was secured from the MCA to implement a series of ETRO trials in 2024, which included the trial in New Sydney Place and Sydney Road.
- 5.2 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.
- 5.3 Subject to the outcome of the ETRO process, the infrastructure costs (to include, but not limited to, permanent signage and kerbing) to make the scheme permanent will be funded from the CRSTS grant.
- 5.4 The cost to make the scheme permanent is unable to be estimated at this stage until the outcome of the consultation relating to the Bath Walking, Wheeling and Cycling links project is confirmed.
- 5.5 Should the decision be made not to make the trial scheme permanent, the costs of removal and reinstatement of the scheme would be funded from council budgets and be subject to the outcome of the Bath, Walking, Wheeling and Cycling links project.

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.

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. It is published at this link and is available in paper format upon request <https://beta.bathnes.gov.uk/equality-impact-assessments>

7.3 In addition, a specific equalities impact assessment was developed for the trial and has undergone two updates since the launch, most recently in January 2025. It is also made available at the above link and in paper format upon request.

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 as a decision on the permanency of the scheme is required to be made within 18 months of the trial becoming operative.

10 CONSULTATION

10.1 Consultation has been undertaken with the Director of Place Management, together with cabinet and ward members.

10.2 This report has been agreed by the s151 Officer and the Monitoring Officer.

Contact person	Cathryn Brown, Senior Project Manager cathryn_brown@bathnes.gov.uk Tom Foster, Head of Capital Programme and Project Delivery Tom_Foster@bathnes.gov.uk
Background papers	Cabinet report E3238 'Liveable Neighbourhoods- adoption of Liveable Neighbourhoods Strategy' dated 10/12/2020. Single Member Decision Report E3495 Liveable Neighbourhoods: implementation of a trial through-traffic restriction on Sydney Road at New Sydney Place dated February 2nd 2024
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New Sydney Place and Sydney Road Through Traffic Restriction Trial (April to October 2024)

Experimental Traffic Regulation Order (ETRO) Consultation Report

Bath and North East Somerset Council

Quality information

Prepared by	Checked by	Verified by	Approved by
JW	GB	NR	HH

Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	02/12.24	Update following initial comments	NR	NR	Associate Director
2	13.12.24	Final version	NR	NR	Associate Director

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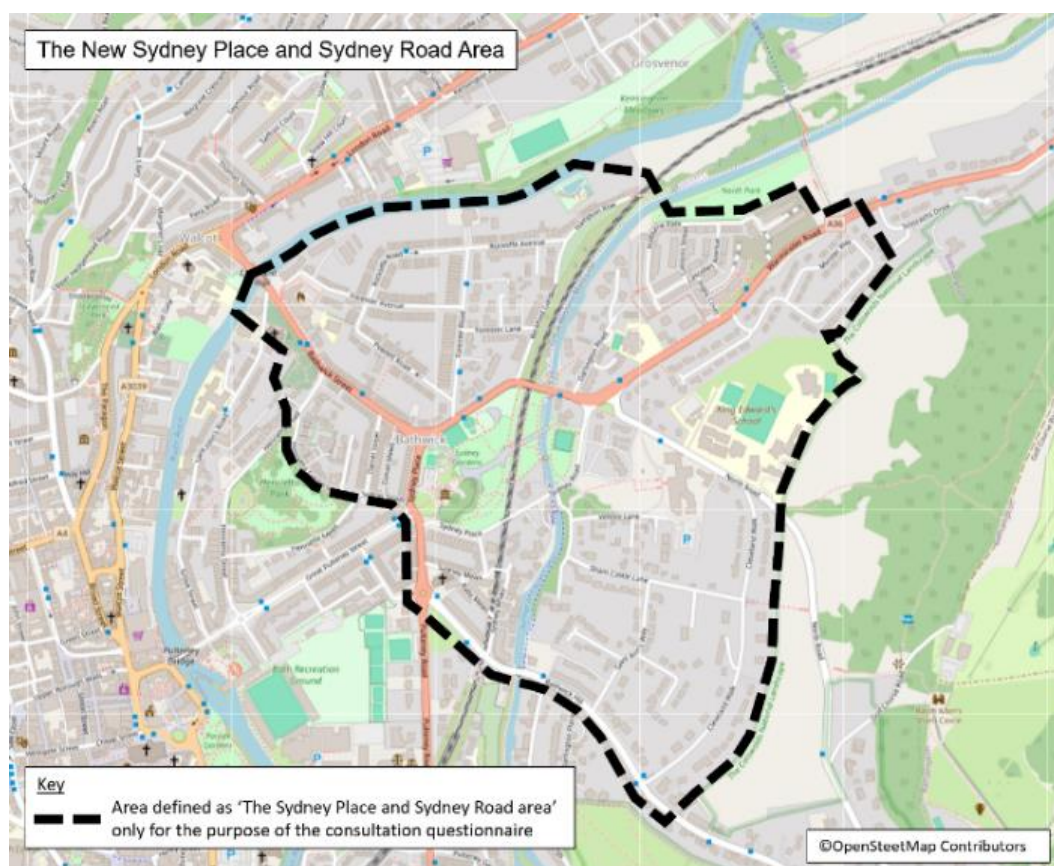
Executive summary

On the 3rd of April 2024, Bath & North East Somerset (B&NES) Council introduced a through-traffic restriction trial on Sydney Road at its junction with New Sydney Place, Bath, for a minimum of six months using an Experimental Traffic Restriction Order (ETRO). For the purpose of the report, the area referred to as New Sydney Place is Sydney Place between its junctions with Darlington Street and Sydney Mews.

The trial has been introduced under the Liveable Neighbourhood (LN) programme. In line with the broader objectives of the LN programme, the through-traffic restriction aims to:

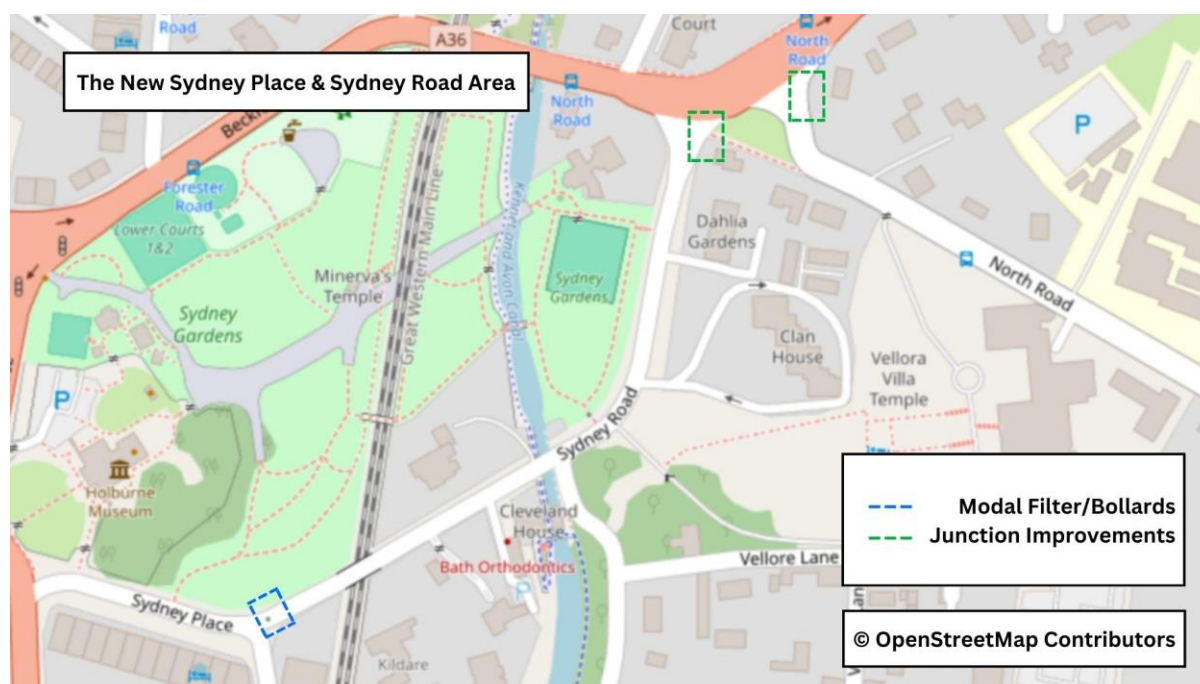
- Prevent motorists from using this residential street as a short cut (to avoid the Bathwick St/Beckford Road A36 junction).
- Improve the safety of the Sydney Road and North Road junctions with Warminster Road (A36).
- Create a safer, quieter, and healthier street for those walking, cycling, or wheeling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

Figure E1: Map of the trial area defined for the consultation



Source: [Sydney Road and New Sydney Place through-traffic restriction trial \(ETRO consultation\) | Bath and North East Somerset Council \(beta.bathnes.gov.uk/sydneyroadETRO\)](https://beta.bathnes.gov.uk/sydneyroadETRO)

Figure E2: Changes made to the trial area



Response to the consultation

There were 1,887 responses provided in an online consultation survey hosted on the council's website and 12 more responses were provided by email. The consultation was open to all and therefore respondents were self-selecting. Results and responses are considered *indicative* of the wider population and any identified sub-groups, rather than being *representative*. Free-text responses were grouped into themes for meaningful analysis.

Findings

- 76% of responses received either wholly or mainly objected to the ETRO.
- 24% of responses received either wholly or mainly supported the ETRO.

Using postcode data provided with 1,878 of the responses, the level of support and objection was:

- 72% of the 104 responses **from those who lived on Sydney Road or New Sydney Place** supported making the trial permanent, 27% objected (1% neither supported nor objected).
- 29% of the 684 responses **from those who lived in the trial area but not on Sydney Road or New Sydney Place** supported making the trial permanent, 70% objected (1% neither supported nor objected).
- 16% of the 1,090 responses **from those who lived outside the trial area** supported making the trial permanent, 83% objected (1% neither supported nor objected).

Reasons for supporting or objecting to making the trial permanent

An opportunity to comment on reasons for support or objection and provide comments about any experience of the scheme was given. All themes which were mentioned more than 100 times are shown below. A comment provided may have more than one theme, therefore, the total number attributed to all themes is higher than the 1,899 responses received.

Main themes and number of responses with comments objecting to making the ETRO permanent

- 634 felt it would, or had, caused congestion.
- 488 felt it would, or had, displaced traffic and increased traffic elsewhere.
- 368 felt it would only benefit a small number of people.
- 366 felt it would, or had, increased journey times.
- 135 felt it would, or had, reduced safety or created safety concerns about walking at night without the reassurance of traffic passing by.
- 122 felt there would, or had, been an impact on traffic on the A36, with 113 specifically mentioning Beckford Road.
- 104 felt it would, or had, caused traffic accidents elsewhere or reduced safety.

Main themes and number of responses with comments supporting making the ETRO permanent

- 152 felt it would, or had, improved safety when walking, with 117 who felt it would or had improved safety generally.
- 129 felt it would, or had, a positive impact on Sydney Road.

Mode use for those who supported or objected to making the trial permanent

- Of the 450 who supported the trial being made permanent 79% (n=355) mainly walked or cycled in the area since the introduction of the trial, compared to 16% (n=71) who used a personal motorised vehicle (the remaining 5% used a different mode of transport).
- Of the 1,421 who objected to the trial being made permanent, 19% (n=275) were from those who mainly walked or cycled in the area since the introduction of the trial, compared to 72% who used a personal motorised vehicle (the remaining 9% used a different mode of transport).

Modal shift

- 4% of responses provided by those who had driven in the trial area before the changes, had changed to mainly walking or cycling in the trial area.

1. Introduction

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

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

An ETRO allows people to experience the proposed restriction in-situ before giving their feedback during a minimum six-month public consultation. An online questionnaire was available until the 3rd of October 2024 (5pm), which was also available on request in print and alternative formats. The trial remains in place once the consultation is closed, and a decision on whether to make the ETRO permanent must be made within 18 months of the start of the trial.

1.1 Aims of the scheme

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

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

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

1.2 Background and previous consultations

During an area-wide public consultation in Autumn 2020, on Liveable Neighbourhoods, B&NES received the following results from 1,575 respondents (including residents and visitors to B&NES):

- 85% said they agreed with the principle of reducing the dominance of vehicles in residential areas.
- 84% said they agreed that to establish Liveable Neighbourhoods, it may be necessary to restrict through traffic on certain streets.
- 78% agreed that certain trade-offs are required to achieve those aims.

During public engagement on the Sydney Road Liveable Neighbourhood area in November/December 2021, the most-reported issues experienced by residents in

the area were 'through traffic' and 'speeding traffic'. The engagement also noted significant support among respondents (75%) in favour of a measure to tackle through traffic.

During B&NES co-design workshops in Summer 2022, residents suggested a modal filter (through-traffic restriction) should be considered to tackle the issue.

The New Sydney Place and Sydney Road Liveable Neighbourhood development and details of the consultation outcomes can be found [here](#).

1.3 Scheme details

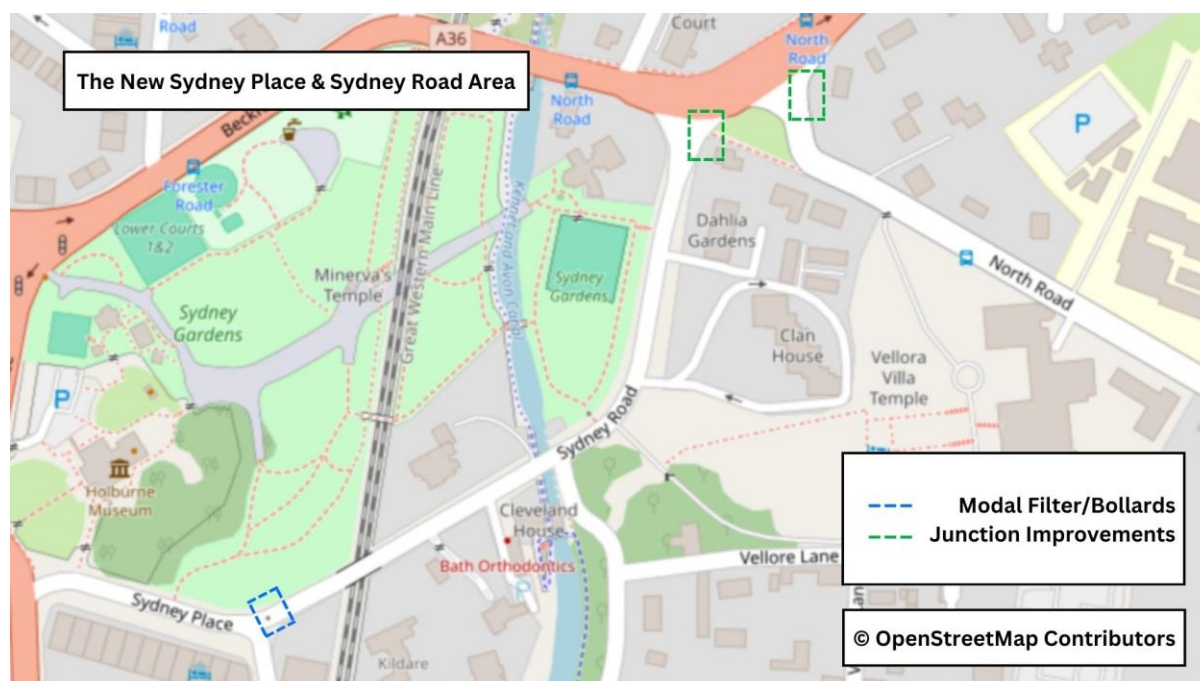
The through-traffic restriction comprises a row of bollards which were placed across Sydney Road at its junction with New Sydney Place.

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

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

Figure 1 shows the annotated map and detail of the scheme, provided by B&NES.

Figure 1: Changes made to the trial area



1.4 The ETRO consultation and questionnaire

The aims of the trial and a full summary of the proposals, including an annotated map (Figure 1) and project timeline, was available on the Council's website from the 8th of March 2023 and throughout the consultation at bathnes.gov.uk/sydneyroadETRO.

The web pages remain live until a final decision is made on the future of the through-traffic restriction, which must be made by the 3rd of October 2025.

3,139 households surrounding the trial street were sent a letter two weeks prior to installation of the modal filter informing them of the implementation plans and how they could have their say once the trial was in place. This letter included full details of the scheme, additional temporary restrictions required to install the scheme and links to the consultation web page.

A press release on the 22nd of March informed the wider public of the start date, and ETRO notices were published in local papers on Thursday the 21st of March. Notices were erected in the vicinity of the trial which directed the public to the full summary of the proposals online (or in print) and provided a contact telephone number and email address for enquiries. Notices could also be read at B&NES libraries and information centres.

The public consultation questionnaire was available on the website from the 3rd of April 2024 until the 3rd of October 2024, 5pm (in print and alternative formats on request).

At the end of April, once residents had time to experience the trial, posters/flyers were distributed to local shops, organisations, noticeboards and distributed to residents' associations to circulate. The flyers outlined how people could have their say.

The questionnaire enabled respondents to state support or objection to the trial, and their reasons for this position. It also asked detailed questions about the impacts of the trial on the area and on transport and travel behaviours. A copy of the questionnaire is provided in **Appendix A**.

Two pop-up events were held on the 9th of July and on the 20th of September in the Sydney Road/Sydney Gardens area to gather feedback from local people using this area. The feedback is recorded separately in *B&NES Council's New Sydney Place and Sydney Road ETRO Trial: Stakeholder Engagement Report*.

The council previously held a drop-in event prior to the installation of the trial on the 20th of March to speak with residents, with c.200 residents attending. A decision was made to run pop-up events in favour of another drop-in event (during the trial) to engage more directly with those using the area. Meanwhile, face-to-face engagements were set up with key stakeholders such as local schools, businesses, retirement complexes and local community groups, with the support of the Council's partner, Sustrans. The outcomes of key stakeholder meetings are outlined in the council's Stakeholder Engagement Report.

Please note: Prior engagement with the community (between December 2023 and the 22nd of March 2024) on the aims of, intention and then the decision to run the trial is outlined in a separate report: *B&NES Council's New Sydney Place and Sydney Road ETRO Trial: Stakeholder Engagement Report*.

1.5 Scheme adaptations

During the first six weeks of the trial, the Council introduced a small amendment to the design because people were driving vehicles on pavements to bypass the through-traffic restriction. The council installed two more bollards on the footway to prevent this. The width of the footway at this point is such that mobility scooters and wheelchair users are not obstructed by the additional bollards.

1.6 Key dates and events

Table 1: Timeline

Date	Event
Monday 1 st – 15 th April 2024	Phased installation works.
Wednesday 3 rd April 2024	Formal consultation with online/printed survey opened
Week of 30 th April 2024	Two additional bollards installed to prevent vehicles bypassing the through traffic restriction filter by driving on the pavement.
Monday 12 th August 2024	A36 Warminster Road Closed until Spring 2025: National Highways essential safety works on the A36 Warminster Road (between Limpley Stoke and Monkton Combe (north of the city scheduled) until Spring 2025 for National Highways essential safety works. This is resulting in fewer vehicles using the A36 Bathwick Street. All traffic monitoring was done prior to this closure.
Thursday 3 rd October 2024	Consultation questionnaire closed.

1.7 Report structure

The structure of the report shows:

- The method of receiving and analysing responses.
- The findings for the level of support or objection to the trial.
- The effect of the trial on travel and journey experience.
- Provided comments summarised to coded themes.

2. Methodology

2.1 Receiving responses

The consultation questionnaire was hosted on the Council's website www.bathnes.gov.uk/sydneyroadetro. To ensure inclusivity, B&NES Council accepted responses via email and the hard copy questionnaire as well as online.

2.2 Analysis and reporting

The consultation was open to all and therefore respondents were self-selecting and made their own decision on whether to provide a response. This means findings should not be considered representative of the population, either for the trial area or Bath and North East Somerset. The purpose of this report is to summarise the views of those who responded and the main reasons why these views were held.

Free text (open) questions

AECOM developed a robust framework to analysis the free text comments and ensure the frequency and strength of feeling is accurately reported. This process is known as coding; a list of themes was developed based on comments received. All responses received were read by a professional coder and grouped into themes, to allow meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures. A full list of themes and the frequency each theme was mentioned can be found in **Appendix B**.

Findings are reported by the number of comments made about each theme. It is important to bear in mind that a single response can have both supportive and opposing comments and raise concerns. A single response could mention more than one theme and this explains why the number of comments may add up to more than the number of responses. It is important to bear this in mind when interpreting the consultation findings.

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.

Closed questions

Closed questions are those with a set list of possible answers for a respondent to select from to complete their response. For some questions, respondents were able to select 'not applicable' and, on a question-by-question basis, the percentages shown only include those who responded to each question.

Where percentages do not sum to 100% in the main body of the report, this is due to rounding. A * in a chart denotes less than 0.5%.

Statistical analysis was completed to assess whether there was a difference in the response for different types of respondents based on their characteristics such as their age, gender, where they lived or the type of transport used for travel. If a result is statistically significant, it means it's unlikely to be explained solely by chance. Only comparisons between groups which are statistically significant are detailed in the report. For reference, significance testing was completed at the 95% confidence level for sub-groups of the full dataset.

2.2.1 Responses provided by the same respondent more than once

It was possible for the same person to respond to the consultation more than once over the six-month ETRO period. This enabled comments to be provided about the experience of the trial over time.

An email address, which was provided with all responses, along with the response to equality monitoring questions was the only method to identify respondents who provided more than one response. There were 172 respondents, identified as having provided more than one response and, in total, there were 392 responses from these 172 respondents. Nearly all of these provided two responses (n=145) with the remainder (n=27), providing 3 or more responses.

Analysing responses from the same respondent

Free text (open) questions: All comments provided by the same respondent were thematically coded and included.

Closed questions: The method of analysis of the findings for each question was completed twice:

- Firstly, using all responses even if the respondent provided more than response to the consultation, this is described as method one.
- Then, only taking the last response, described as method two.

Analysis showed there was no impact on the overall findings between the two methods. For example, the level of support or objection to the trial being made permanent was analysed using methods one and two. The findings differed by 1%, which has no impact on statistical analysis. This evidence demonstrated there would be no impact whether all responses were included (method one) or only the final response was included (method two) and for this reason it was decided to follow method one and include all responses for analysis and reporting.

2.3 Response overview

There were 1,899 responses to the proposed ETRO on Sydney Road and New Sydney Place:

- 1,887 responses were provided using the consultation questionnaire.
- 12 responses were provided by email.

The email responses are only included in the free text thematic coding and grouped into themes with the comments provided in the online survey as there were no direct answers provided to any of the consultation questions.

Note: In addition to these responses a formal letter of objection from three resident groups in the area with signatories was received. The objection consisted of a standard letter featuring some variation between the three copies. The Director of Place Management and the Council's legal team provided a direct response to the resident groups. The numbers have not been included in this report, which is an analysis of responses to the public consultation survey.

2.4 Response profile

There was an option to answer equality monitoring questions in the survey, 36% of responses (n=685) provided this information. The date of birth was categorised to match B&NES age categories. Over half (59%) of responses were from those aged

55 or over, with 6% aged under 35. **Table 2** shows an overview of the responses by age group.

Table 2: Age group

Age Group	Number	Percent
Base: All who responded to the equality monitoring questions	685	100
Under 25	12	2
25 to 34	24	4
35 to 44	94	14
45 to 54	124	18
55 or over	405	59
Prefer not to say	26	4

Table 3 shows there was a relatively even split of responses from females (51%) and males (46%) to the consultation.

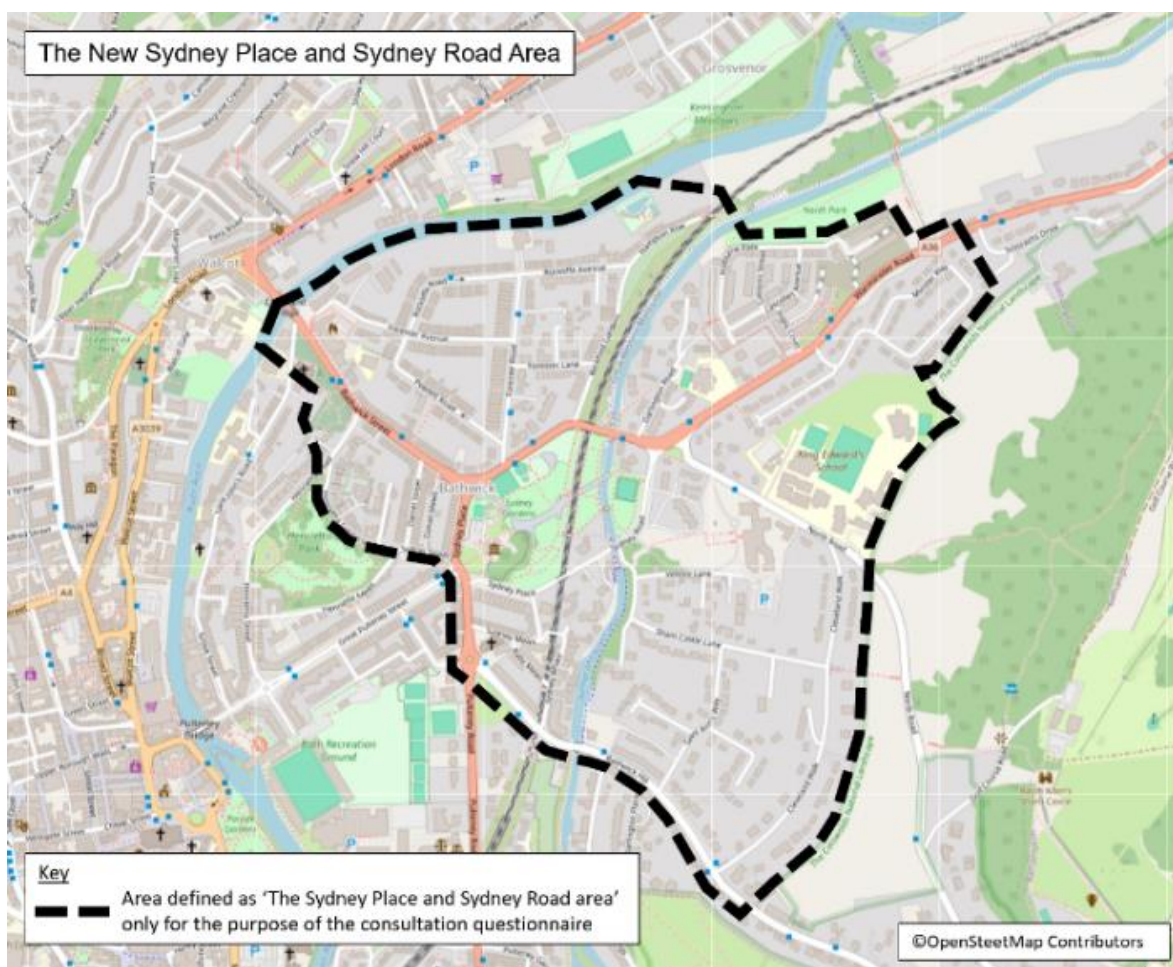
Table 3: Gender

Gender	Number	Percent
Base: All who responded to the equality monitoring questions	685	100
Male	313	46
Female	350	51
Other	1	*
Prefer not to say	21	3

150 (22%) of the 685 people who completed the equality monitoring questions stated they had a physical or mental health condition or illness expected to last 12 months or more. This data may be skewed by the age of the response profile for those who completed the equality monitoring questions, 59% were aged 55 or over.

Figure 2 shows how the trial area was defined.

Figure 2: Map of the area defined as 'The New Sydney Place and Sydney Road trial area' for this consultation



Source: [Sydney Road and New Sydney Place through-traffic restriction trial \(ETRO consultation\) | Bath and North East Somerset Council \(beta.bathnes.gov.uk/sydneyroadETRO\)](https://beta.bathnes.gov.uk/sydneyroadETRO)

Each response confirmed why they used or travelled in the area, including whether they lived in the area, and were also asked for their home postcode. Valid postcodes were provided in 1,878 of the 1,887 cases. Postcode data was used to confirm whether the response was provided by someone who lived inside or outside the trial area.

Of the 1,887 responses:

- 788 (42%) came from those who lived in the trial area illustrated in Figure 2, and of these responses:
 - 104 (6%) came from the trial street itself, with 52 (3%) from New Sydney Place and 52 (3%) from Sydney Road.
 - 684 (36%) came from those who did not live on the trial street.
- 1,090 (58%) came from outside of the trial area illustrated in Figure 2.
- 9 (<1%) were provided without a valid postcode.

There were 51 responses from those who worked at a business or organisation in the area. For analysis purposes, the postcode data was used to allocate them to either living inside or outside the trial area.

Measuring how representative the response was from those in the trial area

Of the 788 responses received from those who lived in the trial area, 289 (37%) responded to the equality monitoring questions.

To measure how representative the response was for those who lived in the trial area, 2021 Census data from the Office for National Statistics (ONS), was used to compare the age and gender of the population who lived in the trial area.

Output Areas¹ have been used to calculate the population data for the trial area using the 2021 Census data. Output Areas are the lowest level of geographical area defined in the Census data and typically consist of 40 to 250 households or between 100 and 625 residents. The trial area was made up of 10 Output Areas and the list of these, along with the postcodes in each Output Area, are shown in **Appendix C**.

Table 4 shows the percent of responses from those who completed a survey, answered the equality monitoring questions and lived in the trial area. The age provided has been compared to the age of the population at the 2021 Census:

- The proportion of responses from residents of the trial area, aged 55 or over, was higher than the population, 66% compared to 42%.
- The proportion of responses from residents of the trial area, aged 34-years-old or younger, was much lower than the population, 3% compared to 30%. Therefore, it is not possible to report how younger people who lived in the trial area felt about the trial.

Table 4: Age group of responses received from those who lived in the trial area and Census data

Age Group	Number (survey data)	Percent (survey data)	Percent (Census data*)
Base:			
All who responded to the equality monitoring questions and lived in the trial area	289	100	100
Under 25	9	3	16
25 to 34	3	1	14
35 to 44	39	13	13
45 to 54	38	13	15
55 or over	191	66	42
Prefer not to say	9	3	N/A

*Census age for all residents aged 15 or over

The split by gender in the trial area was very similar to the response from all responses received, with 55% female and 44% male (1% prefer not to say), similar to the ONS Census 2021 data, 51% female and 49% male.

¹[https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies#:~:text=Output%20Areas%20\(OAs\)%20are%20the,and%20household%20changes%20since%202011](https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies#:~:text=Output%20Areas%20(OAs)%20are%20the,and%20household%20changes%20since%202011)

3. Findings

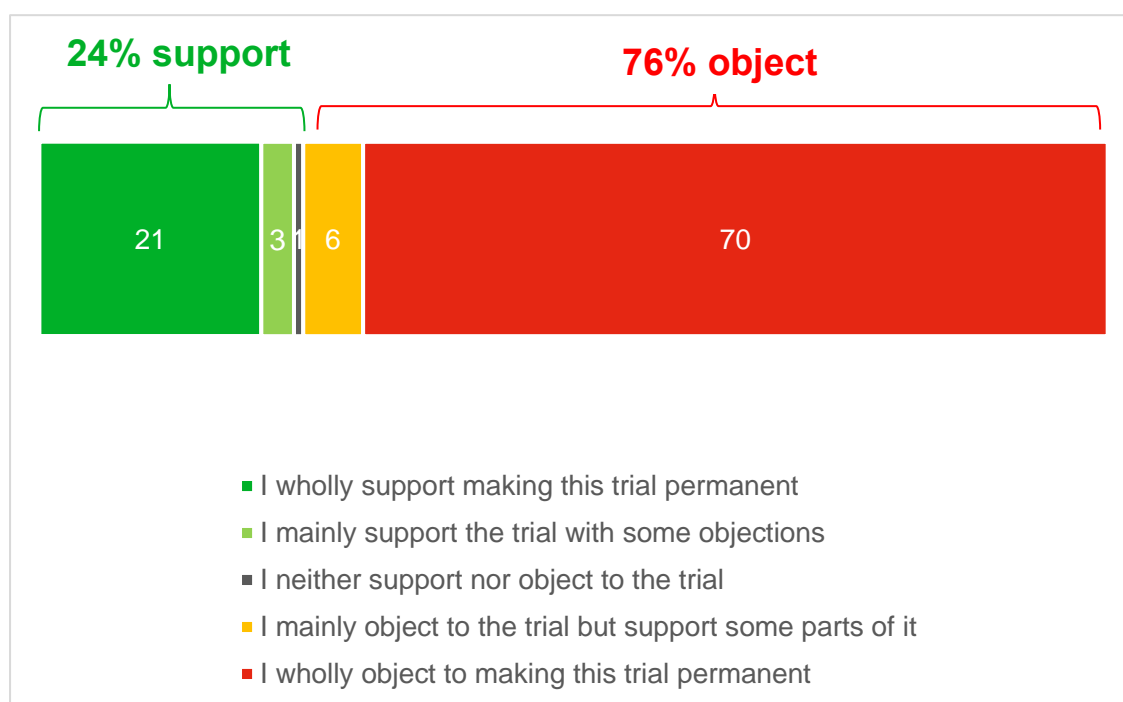
This section shows the findings from the consultation, specifically:

- The level of support for the trial scheme.
- The main mode (type of transport) used before and after the scheme was introduced.
- Impact of the trial on the area and on travel.
- Effect of the trial on travel time.
- Coded themes from the open-end, free text box, showing reasons why there was support or objection to the trial scheme being made permanent.

3.1 Levels of support for the trial scheme

More than three-quarters (76%) of the responses received were either wholly or mainly objected to making the Experimental Traffic Regulation Order (ETRO) permanent, while 24% either wholly or mainly supported it being made permanent.

Figure 3: Extent of support or objecting to making the trial permanent (%)



Base: All responses received: n=1,887

Three quarters (72%) of responses from those who lived on the trial street wholly or mainly supported the trial scheme being made permanent, more than those who lived elsewhere in the trial area (29%) or lived outside the trial area (16%) as shown in **Table 5**.

Table 5: Extent of supporting or objecting to making the trial permanent: area lived in

	Total	Lived on the trial street	Lived elsewhere in the trial area	Lived outside the trial area	No postcode provided
Base:					
All responses (number)	1,887	104	684	1,090	9
Support or mainly support (%)	24	72	29	16	11
Neither support nor object (%)	1	1	1	1	0
Object or mainly object (%)	75	27	70	83	89

As shown previously in Table 1 (section 1.6), the consultation was live before the changes were fully installed. As shown in **Table 6**, in the first two weeks, 187 responses were received and 95% of these objected or mainly objected to making the trial permanent prior to the trial starting.

Table 6: Extent of supporting or objecting to making the trial permanent: date of response

	Total	*Response date: 3 April to 15 April (Before installation)	*Response date: 15 April to 11 August (Before A36 road closure)	*Response date: 12 August to 3 October (During A36 road closure)
Base:				
All responses (number)	1,887	187	833	867
Support or mainly support (%)	24	5	19	33
Neither support nor object (%)	1	0	1	1
Object or mainly object (%)	76	95	80	66

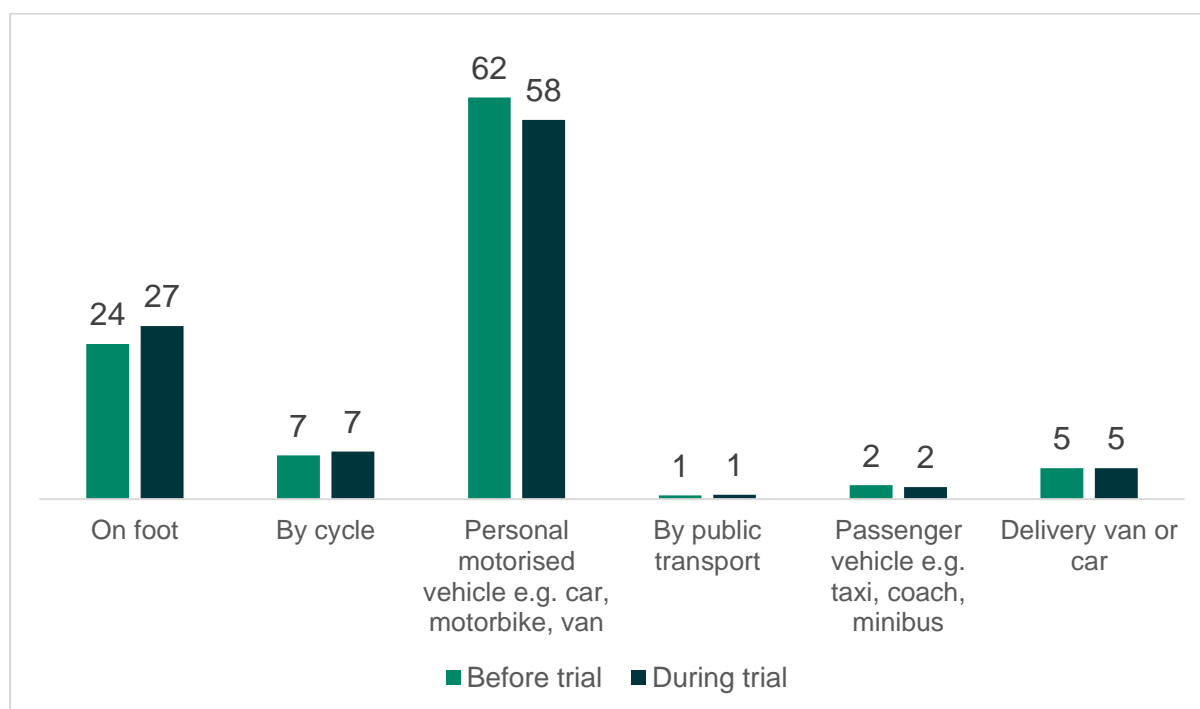
*Dates before the trial was implemented; then until the roadworks on the A36; then during the roadworks.

3.2 Main mode used in trial area

More than half of responses received were from those who mainly used a car or van to travel in the trial area (shown in Figure 2) before and during the trial. However, this

reduced from 62% before the trial to 58% during the trial as shown in **Figure 4**. There was a slight increase in walking and cycling with 69 responses (4%) received from those switching from driving to walking or cycling.

Figure 4: Main mode of travel in the area, before and during the trial period (%)



Base: All responses: n=1,887

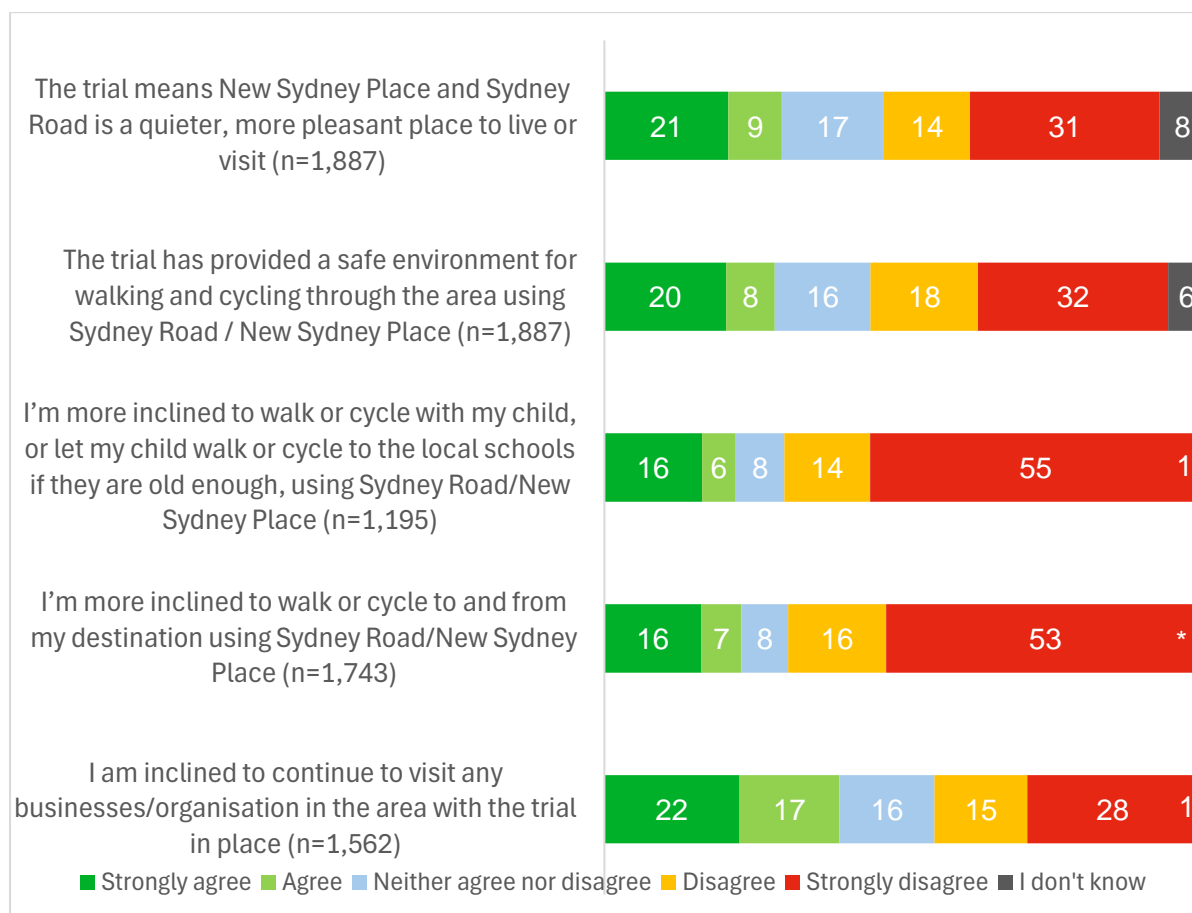
Mode used by those who supported or objected to making the trial permanent

- Of the 450 who supported the trial being made permanent 79% (n=355) mainly walked or cycled in the area since the introduction of the trial, compared to 16% (n=71) who used a personal motorised vehicle (the remaining 5% used a different mode of transport).
- Of the 1,421 who objected to the trial being made permanent, 19% (n=275) were from those who mainly walked or cycled in the area since the introduction of the trial, compared to 72% who used a personal motorised vehicle (the remaining 9% used a different mode of transport).

3.3 Impact of the trial scheme on the area and on travel

A series of questions regarding the impact of the trial specifically on Sydney Road or New Sydney Place were asked, with the overall results shown in **Figure 5**.

- Around a third (30%) of the responses received agreed New Sydney Place and Sydney Road were quieter and around half disagreed (45%).
- Similarly, 28% agreed it was a safe environment for walking and cycling and 50% disagreed.
- There were higher levels of disagreement about being more inclined to let children walk or cycle to school (69% disagreed) or to walk or cycle themselves (69%).
- Around a third of responses received (39%) agreed they would continue to visit businesses in the area while 43% disagreed.

Figure 5: Level of agreement about the impact of the trial (%)

Base (n): The total number of responses received for each question is shown in the chart as 'n'. All those who selected not applicable were removed from the data before analysis.

The level of agreement with the five statements varied depending on the level of support, or otherwise, for making the trial permanent. The data tables are provided in **Appendix D** and described in more detail in **section 3.4** and **section 3.5**.

- Typically, from the 450 responses that supported making the trial permanent, 90% **agreed** with the five statements about the environment, business use and walking and cycling, though the number of responses for each statement varied.
- Typically, from the 1,421 responses received that objected to making the trial permanent, 60% **disagreed** with the statements about the environment and business use. Around 90% (n=1,201) **disagreed** they would be inclined to walk or cycle, though 67% (n=802) were from those who lived outside the trial area.

3.4 Impact of the trial on the area

3.4.1 Making the area a quieter, more pleasant place to live or visit

As shown in **Table 7.1**, responses from those who supported or objected to the trial being made permanent had a different view for whether the area had been made a quieter, more pleasant place to live.

- 98% of responses in support of the trial agreed with this, compared to 8% of responses that objected to the trial.
- Two responses from the 450 who supported the trial disagreed with this, compared to 61% (n=862 of the 1,421) that objected to the trial.

Table 7.1: New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit: support for, or object to, the trial scheme

	Support the trial being permanent	Neither support nor object	Object to the trial being permanent	Total
Base:				
All responses (number)	450	16*	1,421	1,887
Strongly agree or agree (%)	98	31	8	30
Neither agree nor disagree (%)	1	38	22	17
Strongly disagree or disagree (%)	0	6	61	46
I don't know (%)	1	25	10	8

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

The view on whether New Sydney Place and Sydney Road is a quieter and more pleasant place to live and visit differed by the location, as shown in **Table 7.2**.

- 96% of 52 responses received from New Sydney Place agreed with this (note, a low base of 52 means this data is indicative and should be treated with caution).
- 56% of 52 responses received from Sydney Road agreed with this (note, a low base of 50 means this data is indicative and should be treated with caution).
- 37% of 684 responses received from those who live in the trial area but not on New Sydney Place or Sydney Road agreed with this.
- 21% of 1,090 responses received from those who do not live in the trial area agreed with this.

Table 7.2: New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit: agreement/disagreement and home location

	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	52*	52*	684	1,090
Strongly agree or agree (%)	96	56	37	21
Neither agree nor disagree (%)	0	8	17	18
Strongly disagree or disagree (%)	4	36	41	51
I don't know (%)	0	0	5	10

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

The benefit of walking in the area and being in a pleasant area was described in the free text responses.

“Since the trial has started I have changed my walking route to work to take the new quieter Sydney Place and Sydney Road. I have found it not only to be quieter and more pleasant but also quicker as I only have to wait at one set of traffic lights at Sydney Place.”

Others explained how previously they had been able to travel straight on to Sydney Place (A36) but now either had to travel up to Beckford Road (A36) or through residential areas.

“I now get caught in heavy traffic and pollution on Sydney Place and Beckford Road. Many of us live on Sydney Road and getting in and out now adds extra time and inconvenience to my journey.”

3.4.2 Visiting businesses/ organisation in the area

As shown in **Table 8.1** responses from those who supported or objected to the trial being made permanent had a different view for whether they would be inclined to continue to visit businesses or organisations in the area.

- 92% of responses in support of the trial agreed with this, compared to 21% of responses that objected to the trial.
- 1% of responses in support of the trial disagreed with this, compared to 58% that objected to the trial.

Table 8.1: I am inclined to continue to visit any businesses/organisation in the area with the trial in place: support for, or object to, the trial scheme

	Support the trial being permanent	Neither support nor object	Object to the trial being permanent	Total
Base:				
All responses (number)	450	13*	1,165	1,562
Strongly agree or agree (%)	92	54	21	39
Neither agree nor disagree (%)	6	23	19	16
Strongly disagree or disagree (%)	1	15	58	44
I don't know (%)	0	8	1	1

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

Table 8.2 shows indicative data that most (92%) of the 47 responses from New Sydney Place agreed they would continue to visit businesses and organisations in the area. Indicative data also shows that about half (59%) of the responses from Sydney Road agreed they would continue to visit businesses and organisations in the area, with about a fifth (20%) who disagreed.

Overall, for all 643 responses from those who lived anywhere in the trial (either New Sydney Place, Sydney Road or elsewhere in the area), just under half (46%) agreed they were inclined to continue to visit businesses or organisations in the area and a third (32%) disagreed.

A third (34%) of all responses received from outside the trial area were from those who agreed they would be inclined to continue to visit businesses in the trial area, but more (52%) disagreed they would do so.

Table 8.2: I am inclined to continue to visit any businesses/organisation in the area with the trial in place: agreement/disagreement and home location

	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	47*	39*	557	911
Strongly agree or agree (%)	92	59	41	34
Neither agree nor disagree (%)	6	21	22	12
Strongly disagree or disagree (%)	2	20	35	52
I don't know (%)	0	0	2	1

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

Businesses commented about the impact of the changes on customers, with a taxi driver stating it had increased customer costs and a doctor's surgery concerned with the time to travel and how this could impact patients.

"As a Hackney carriage operator, I have too frequently pickup and drop off at Clan House, Bath spa hotel and Velore Lane, the restriction not only makes my journey take a lot longer it also costs my customers considerably more as we have to travel further and often queue in traffic."

"[As a business] we often need to travel between sites. Since the changes this has caused us considerable delays getting to the alternative site."

3.5 Impact of the trial on active travel (walking/cycling)

3.5.1 Providing a safe environment for walking and cycling

As shown in **Table 9.1**, responses from those who supported or objected to the trial being made permanent had a different view for whether the trial had provided a safe environment for walking and cycling.

- 97% of responses in support of the trial agreed with this, compared to 6% of responses that objected to the trial.
- 1% of responses in support of the trial disagreed with this, compared to 65% that objected to the trial.

Table 9.1: The trial has provided a safe environment for walking and cycling through the area using Sydney Road / New Sydney Place: support for, or object to, the trial scheme

	Support the trial being permanent	Neither support nor object	Object to the trial being permanent	Total
Base:				
All responses (number)	450	16*	1,421	1,887
Strongly agree or agree (%)	97	38	6	28
Neither agree nor disagree (%)	1	25	21	16
Strongly disagree or disagree (%)	1	13	65	49
I don't know (%)	1	25	8	6

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

Table 9.2 shows those who lived on New Sydney Place were more likely to agree the trial provided a safe environment for walking or cycling than disagree (96% and 4% respectively from 52 responses). There was no statistical differences from the response provided by those who lived on Sydney Road (52% agreed, 39% disagreed from 50 responses, 10% neither agreed nor disagreed). The low number of responses means the data for New Sydney Place and Sydney Road should be treated with caution and considered to be indicative.

The responses from those who lived elsewhere in the trial area or outside the trial area showed that fewer agreed than disagreed that the trial provided a safe environment for walking and cycling (44% and 56% disagreed respectively) than agree (35% and 20%).

Table 9.2: The trial has provided a safe environment for walking and cycling through the area using Sydney Road / New Sydney Place: agreement/disagreement and home location

	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	52*	52*	684	1,090
Strongly agree or agree (%)	96	52	35	20
Neither agree nor disagree (%)	0	10	17	16
Strongly disagree or disagree (%)	4	38	44	56
I don't know (%)	0	0	4	8

*Low base: data should be treated with caution and considered indicative

Percentage of people agreeing with the statement, according to their mode of travel

More than half of responses received from those who either walked or cycled as their main mode of travel agreed the trial had provided a safe environment for travel through the area using active modes (57% walking, 65% cycling).

Percentage of people agreeing with the statement according to their support for the making the trial permanent.

- Of all the responses in support of making the trial permanent (n=450), 443 (97%) agreed the trial had provided a safe environment for walking and cycling in the area. There was a benefit felt of fewer vehicles and the road not being used as a rat run for through traffic.

"Sydney Road is now a pleasure to walk along. The road is now not used as a rat run with cars speeding along sometimes well over the speed limit. It is now a pleasure to be able to walk out of my home into a much quieter area. Please, please keep this scheme, Bath definitely needs more areas like this."

- Of all the responses from those who objected to making the trial permanent (n=1,321), 91 (6%) agreed that the trial had provided a safe environment for walking and cycling. Some felt the area was less safe at night now because previously, the passing cars helped pedestrians to feel less isolated.

"Consideration must also be given to the fact this road closure has made Sydney Place & Road feel dangerous to lone women & school children who walk along this now isolated road. Once the darker nights arrive, it will no longer be safe to use this area. Cars passing along this road used to work as a deterrent!! This will no longer be the case."

3.5.2 Inclination for children to walk or cycle to the local schools

As shown in **Table 10.1**, responses from those who supported or objected to the trial being made permanent had a different view for whether they would be inclined to walk or cycle with their child to school, or let their older children do this without them.

- 92% of responses in support of the trial agreed with this, compared to 1% of responses that objected to the trial.
- 1% of responses in support of the trial disagreed with this, compared to 90% that objected to the trial.

Table 10.1: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place: support for, or object to, the trial scheme

	Support the trial being permanent	Neither support nor object	Object to the trial being permanent	Total
Base:				
All responses (number)	276	5*	914	1,195
Strongly agree or agree (%)	92	0	1	22
Neither agree nor disagree (%)	6	40	9	8
Strongly disagree or disagree (%)	1	60	90	69
I don't know (%)	1	0	1	1

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

Table 10.2 shows those that of the 52 responses from either Sydney Road or New Sydney Place, 79% agreed they would be more inclined for children to walk or cycle to school, 17% disagreed, 4% neither agreed nor disagreed. The low number of responses means the data for New Sydney Place and Sydney Road should be treated with caution and considered to be indicative.

The responses from those who lived elsewhere in the trial area showed that fewer agreed than disagreed that they would be more inclined to walk or cycle with their child using Sydney Road and New Sydney Place (29% agreed and 57% disagreed from 453 responses).

Table 10.2: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place: agreement/disagreement and home location

	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	29*	23*	453	685
Strongly agree or agree (%)	90	65	29	12
Neither agree nor disagree (%)	7	0	13	5
Strongly disagree or disagree (%)	3	35	57	82
I don't know (%)	0	0	1	1

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

Those who felt the area would benefit children walking and cycling expressed the importance of child safety when travelling in the area.

“Creating roads that are safe for children to walk and cycle is a priority for me since I'd like to be able to allow a similar amount of freedom that I had growing up, when there were far fewer cars”

“This has made walking our son to school at Bathwick St Mary's far safer and now allows him to use his bike without the danger of the fast road nearby.”

However, concerns were raised about a knock-on effect to another school in the area.

“The trial has forced traffic to use Cleveland Walk as an alternative route. As a smaller road, with an even heavier residential footprint this seems counterproductive and presents a far greater risk to pedestrians, especially school children exiting/arriving by foot to King Edward's School at peak times.”

3.5.3 Inclination to walk or cycle to and from their destination

As shown in **Table 11.1**, responses from those who supported or objected to the trial being made permanent had a different view for whether they would be inclined to walk or cycle themselves.

- 88% of responses in support of the trial agreed with this, compared to 2% of responses that objected to the trial.
- 2% of responses in support of the trial disagreed with this, compared to 91% that objected to the trial.

Table 11.1: I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place: support for, or object to, the trial scheme

	Support the trial being permanent	Neither support nor object	Object to the trial being permanent	Total
Base:				
All responses (number)	423	10*	1,310	1,743
Strongly agree or agree (%)	88	0	2	23
Neither agree nor disagree (%)	10	50	7	8
Strongly disagree or disagree (%)	2	50	91	69
I don't know (%)	0	0	0	0

*Low base: data should be treated with caution and considered indicative
All those who selected not applicable were removed from the data before analysis.

Table 11.2 shows differences in views depending on whether the response was provided by someone who lived in the trial area or otherwise.

Overall, of the 99 responses from either Sydney Road or New Sydney Place, just over half (68%) agreed they would be more inclined to walk or cycle, a third disagreed (24%) disagreed, 8% neither agreed nor disagreed.

There was a difference in agreement between those who lived on New Sydney Place (92% agreed from 51 responses) and Sydney Road (42% agreed from 48 responses).

The responses from those who lived elsewhere in the trial area showed fewer agreed than disagreed that they would be more inclined to walk or cycle using Sydney Road and New Sydney Place (28% agreed and 59% disagreed from 633 responses), 12% neither agreed nor disagreed.

Table 11.2: I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

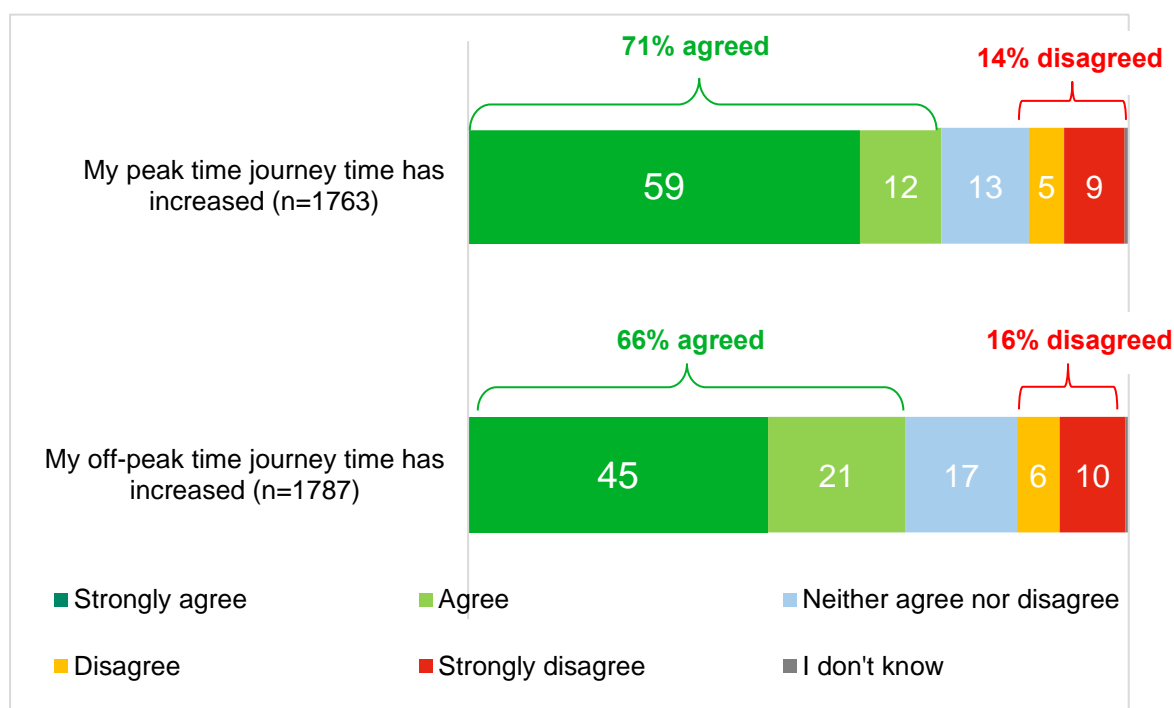
	Lived on New Sydney Place	Lived on Sydney Road	Lived elsewhere in trial area	Lived outside the trial area
Base:				
All responses (number)	51	48	633	1,002
Strongly agree or agree (%)	92	42	28	15
Neither agree nor disagree (%)	4	13	12	5
Strongly disagree or disagree (%)	4	49	59	80
I don't know (%)	0	0	0	0

*Low base: data should be treated with caution and considered indicative

All those who selected not applicable were removed from the data before analysis.

3.6 Impact of the trial on journey time

Figure 6 shows it was felt journey times through the trial area had increased during the trial period (71% felt it had increased at peak time and 66% felt it had increased during off-peak time). This applied to all types of transport used.

Figure 6: Changes to journey times through trial area (%)

Base numbers (n): The total number of responses shown in the chart as 'n='.

All those who selected not applicable for this question have not been included.

Peak time journeys

Table 12.1 shows differences in views about peak journey times increasing depending on whether the response was provided by someone who lived in the trial area or otherwise. The responses provided furthest from the trial street were more likely to agree that peak journey times had increased, 82% from those who lived outside the trial area, 61% from those who lived in the trial area but not on the trial street and 29% from those who lived on the trial street.

Table 12.1: Peak time journeys had generally felt to have increased

	Lived on trial street	Lived elsewhere in trial area	Lived outside the trial area
Base:			
All responses (number)	93	636	1,025
Strongly agree or agree (%)	29	61	82
Neither agreed nor disagreed; disagreed or strongly disagreed (%)	71	38	17
Don't know (%)	0	1	<0

Off-peak time journeys

Table 12.2 shows differences in views about peak journey times increasing depending on whether the response was provided by someone who lived in the trial area or otherwise. The responses provided furthest from the trial street were more likely to agree that off-peak journey times had increased, 77% from those who lived outside the trial area, 54% from those who lived in the trial area but not on the trial street and 25% from those who lived on the trial street.

Table 12.2: Off-peak time journeys had generally felt to have increased

	Lived on trial street	Lived elsewhere in trial area	Lived outside the trial area
Base:			
All responses (number)	93	648	1,037
Strongly agree or agree (%)	25	54	77
Neither agreed nor disagreed; disagreed or strongly disagreed (%)	75	45	22
Don't know (%)	0	<0	1

There was a view that increased journey times would be likely to result in increased pollution.

“We are adding to the local pollution as the journey is now much longer to go into Bath and most of our travel, Shops, hospital, exercise classes etc. The filter lane into Sydney Road should be reinstated, as there is more congestion, which causes more pollution. Cars are still speeding in Sydney Road.”

- 56% (n=25*) of those who lived on Sydney Road felt an increase in travel time for off-peak journeys as well as peak time journeys.

“All journey times are increased because of the added volume of traffic being forced to use the alternative route including added waiting time at the traffic lights at the bottom of the hill. During peak times, there is chaos at these traffic lights and the junction is often blocked by vehicles unable to cross. In addition, many vehicles continue to drive through this junction when their route shows a red stop light.”

*Data should be treated with caution and considered to be indicative.

Most responses received (67% n=1,272) were from those who used a car or van to travel in the area before the trial, as shown in section 3.2. Of these, 92% felt journey times had increased during peak time journeys and 85% also felt this during off-peak journeys.

3.7 Coded themes from open ended comments

This section shows the number of times each theme was mentioned in a response. When a response mentioned the same theme on more than one occasion, the theme has only been counted once. Themes with less than 20 responses are not shown in the main body of the report but are provided in **Appendix B**.

Where the theme states “causes”, this includes comments from a response which also stated these will happen, but this has been simplified for ease of reading.

3.7.1 Comments explaining reasons for objecting to the trial

In total, 1,441 responses were received which gave a comment explaining reasons for feeling the trial should not be made permanent and its effect on the area. These comments were grouped into topic areas.

- Impact on transport (1,251 comments received as shown in Table 13).
- Impact on specific roads or areas (582 comments received as shown in Table 14).
- Impact on residents (565 comments received as shown in Table 15).
- A general point of view, rather than about a specific topic (428 comments received as shown in Table 16).

In total 1,251 comments (out of a total of 1,899, i.e. 66%) were received regarding the impact on traffic and transport in the area. Some responses may have included more than one theme.

Table 13: Impact on transport

Theme	Number (n)
Total comments received about impacts on transport	1251
Causes congestion	634
Causes air pollution / will not reduce air pollution	548
Displaces traffic / increase traffic elsewhere	488
Increases journey times	366
Reduces safety / there are safety concerns with walking	135
Causes accidents / reduce safety (general comment)	104
Reduces safety / there are safety concerns with cycling	87
Has not had a positive impact on walking / cycling (active travel)	69
Causes / increase rat-running	58
Reduces safety / there are safety concerns with driving a vehicle	55
Causes confusion / road markings and signs not clear	50
Causes noise pollution / will not reduce noise pollution	41
Deters people from social/ leisure activities in the local area	38
Has not had a positive impact on public transport	30
Causes parking to issues/reduce the number of places to park	20

The theme receiving the most comments was that the scheme had caused congestion (n=634) with a further 488 comments mentioning displaced traffic.

There were also 366 comments regarding increased journey times.

This reflects the responses to the question on whether the trial had increased journey times. The roads that were felt to be affected by the trial are shown later in Table 11. Those living in the trial area (as per Figure 2), and outside the trial area commented about congestion.

“While the traffic is undoubtedly reduced in the small area of the restriction the impact on the other roads and the junction a36 Beckford Road and Bathwick Street has been significant. This junction is also a residential area. Beckford road is a residential area with a primary school close to it. It would make more sense to close Beckford Road to protect the primary school than Sydney place where the houses are very set back from the road. When travelling from bath to Warminster the Beckford Road becomes completely blocked when the bus stops which causes traffic to back up (sometimes into the box junction).”

The concern for air pollution was raised (n=548), with a view that higher traffic volumes and vehicle idling would increase pollution. There was concern about the impact on schools and parks in the trial area.

“This has increased journey times to areas south of the city. Caused greater congestion at the junction of Beckford Road and Bathwick Street, leading to much increased levels of pollution in that area for residents due to the much slower and increased volume of traffic in that area.”

There were comments received on the topic of safety (n=300), some mentioned the changes could cause accidents or reducing safety either in general (n=104), specifically for walking (n=135) or for cycling (n=87).

“This has made cycling and walking to school with my children a more dangerous experience because there are more vehicles travelling to north road for schools whereas previously the traffic was spread so the corner of both ends of Sydney is now even worse of a nightmare. I don’t feel safe in busy periods on my bike at all and by car the regular commute is much busier.”

A further 582 comments were received about the impact on specific roads. These roads are listed in **Table 14**. Some comments received may have mentioned more than one road.

Table 14: Impact on specific roads or areas

Theme	Number (n)
Total comments received about impacts on specific roads or areas	582
Impact on A36 (general comment)	122
Impact on Beckford Road	113
Impact on schools and parks (any)	89
Impact on Bathwick Street	88
Impact on Warminster Road	70
Impact on junction of Bathwick Street, Beckford Road and Sydney Place	67
Impact on Bathwick Hill/ Bathwick Estate	65
Impact on North Road	55
Impact on Cleveland Bridge	35
Impact on Pulteney Road	27
Impact on Forrester Road	25

Note: all areas and roads were coded using the terminology used in the comment.

The road mentioned most often (n=122) was the A36 generally, without a specific road name being mentioned. This is the main road through the trial area and now the primary route around the scheme, with an increase in traffic and congestion mentioned most often. While 75 of these comments came from people living outside

the trial area, 40 responses came from those within the trial area which surrounds a stretch of the A36. Beckford Road (n=113) and Pulteney Road (n=27) were mentioned specifically, these roads form part of the A36.

“The trial has moved a volume of traffic to use Cleveland Walk as a through road between North Road and Bathwick Hill. Particularly for school pick up and drop off at King Edwards and Bathwick St Mary's. Although it has reduced traffic on Sydney Place, this benefits a very small number of houses at the expense of a significantly larger number of houses who only see detrimental effects of increased journey time, increased queues around the Beckford Road and the A36. And increased traffic flow of cars using rat runs such as Cleveland Walk.”

Bathwick Street was mentioned sometimes (n=88) as the road leads directly onto / away from the A36. The main comments received were regarding increased traffic in the area.

“The added congestion from the scheme for road users who are now forced to travel via the Bathwick Street mini roundabout is considerable. The increased traffic jams and pollution from idling engines are not acceptable.”

In total, 565 comments were received about the impact on residents. The main themes are shown in **Table 15**. Some responses may have included more than one theme.

Table 15: Impact on residents

Theme	Number (n)
Total number of comments received about impacts on residents	565
Scheme will only benefit a small amount of people / those in specific areas	368
Public transport is not good enough to replace a car	88
Unfair on elderly and disabled residents	57
Will limit access to city / businesses	54
Unfair on those who cannot switch from car use to cycling or walking	51
Does not benefit pedestrian and cyclists	43
Majority of residents do not support the scheme / are against it	31
Concern about the impact on residents with lower incomes / financially challenged	20

Of the 565 comments about the impact on residents in the trial zone, over half (n=368) were about the scheme benefiting a small number of people who lived in the trial area.

“I do not see Sydney Road/ Place as a neighbourhood. There are a small number of multi million pound properties and a park. Diverting traffic via Warminster Road negatively impacts on the Bathwick/ Forester Road neighbourhood. The diversion also results in more traffic going past the children’s playground in Sydney Gardens. This scheme does not make any sense to me.”

Other frequent comments mentioned that public transport was not ready to be an alternative to a car (n=88). Two thirds (n=68) of these comments came from people who lived outside of the trial area with people feeling they had little choice but to drive. The reasons for public transport concerns were their low frequency, cost, and lack of direct routes.

“People need cars in Bath because there are a lot of hills, and the public transport system is unreliable and expensive. Give us better buses and cheaper trains and we might be able to reduce car use, but don’t try to force us to walk or cycle as for some this just isn’t possible - my 82 and 83 year old parents for example.”

Some comments (n=57) mentioned that the restrictions were unfair for older residents, this was because of the perception that older residents are less able to use active travel modes through the area and are therefore forced to use either public transport or their own vehicle through the trial area.

“I am over 80 and need to travel to and from Bathampton very regularly. I am too old to walk or cycle. I have a disabled badge. The recent proposals from the Council are making the elderly discriminated against.”

There were 428 comments received which were categorised as general comments objecting to the scheme. The main themes can be seen below. Some responses may have included more than one theme.

Table 16: Reasons for objecting to the scheme - General

Theme	Number (n)
Total comments received about objecting in general	428
Scheme is unnecessary / not needed	215
Scheme is a waste of money	205
Object to making the trial permanent/will have an Impact (general comment)	63

The most common comment was that the scheme was unnecessary (n=215), others commented that the scheme was considered to be a waste of money (n=205), and some (n=59) made both comments.

3.7.2 Comments explaining reasons for supporting the trial

In total 420 comments were received explaining reasons the trial should be made permanent. The main themes are shown below. Some responses may have included more than one theme.

Table 17: Supporting the trial

Theme	Number (n)
Total comments received in support	420
Will improve pedestrian safety	152
Positive impact on Sydney Road	130
Will improve safety (general comment)	117
Will stop rat running	91
Will reduce noise pollution	86
Will have a positive impact on walking / cycling (active travel)	69
Will reduce air pollution	59
Will improve safety with cycling	59
Will reduce congestion	47

The theme most often mentioned was an improvement in travel safety either in general (n=117), when walking (n=152) or cycling (n=59). It was noted that the decrease in traffic was leading to an increased feeling of safety in the area.

“It is now a much safer, quieter road for pedestrians and cyclists. Before the trial the traffic was non-stop up and down the road with no one taking any notice of the 20mph limit or the weight restrictions.”

“The LTN area around Sydney gardens & Sydney place is fantastic for surrounding residents. It has made travelling to the centre of town safer, more pleasant and easier by bike & on foot for our young children & makes me feel more confident about them travelling to school independently along the canal & then across the top of Sydney gardens from our house to the local school they attend.”

A positive impact on Sydney Road had been felt by an even split among residents who lived in the trial area and outside the area (n=130). The positive impacts were less traffic on the road, quieter walking and cycling routes and less rat-running.

“Our road was made very dangerous from all the speeding drivers and lorries coming off the Warminster Road and down Sydney Road. It is much safer now they have to go round the park on the A36. My walk into town is much more pleasant, quieter and safer without all the traffic in Sydney Road.”

“Cars used to fly down this road at high speeds, and I witnessed innumerable near-misses as people existed the park onto New Sydney place as they crossed the road. Without the traffic lights that appear on the symmetric side of the road, New Sydney Place becomes a natural rat-run which will always have shorter journey and GPS times than the A-road alternative, regardless of how unsuitable it is for high volumes of traffic. Since the easing measures were introduced, the area has improved for pedestrians, bikers and light vehicles, and I have noticed zero impact on traffic through the other side.”

3.7.3 Alternate suggestions for improvements

In total 250 responses were received with an alternative suggestion to the through traffic restrictions. The main themes can be seen below. Some responses may have included more than one theme.

Table 18: Alternative suggestions

Theme	Number (n)
Total comments received with alternative suggestions	250
Introduce more traffic-calming measures (e.g. speed cameras, speed bumps)	133
Need to focus on improving road conditions (e.g. fixing potholes)	51
Make an improvement to the wider road network	43
Add in a cycle lane to the A36/ Beckford Road/ Sydney Place or other areas	27
Close a different road instead of Sydney Road	23

Responses most often mentioned utilising traffic calming measures as opposed to closing the road off entirely (n=133) suggesting it would slow down and therefore deter antisocial driving. At the same time, it felt traffic calming measures would discourage rat-running by slowing down traffic and making it a less attractive alternative route

“There is no reason to close the road. A Pelican crossing would enable easier crossing and a pinch point would slow traffic and stop large vehicles from using the road without slowing emergency vehicles as this closure has done. The road already has a 20mph speed limit (as do the other three sides of the hexagon surrounding Sydney gardens) which could just have been upgrades by pinch points and increased parking (In poets corner the parking considerably slows traffic) The A36 already has a cycle lane and it is possible to cycle, walk or wheel through Sydney gardens so why would there be a need to change Sydney Place and Sydney Road to make walking, cycling and wheeling more of a priority.”

Other common suggestions were to focus on improving road conditions such as surfacing, potholes and traffic management (n=51) with 18 of these responses also stating that the scheme was a waste of public money.

“I’m happy to use the A36 over using Sydney Road but I would like to see better traffic management on the A36. In particular, the pedestrian crossing outside the Holburne Museum needs to give greater priority to cars to ease congestion at peak times.”

“I use the route to cycle up North Road to the University. North Road has a very dangerous road surface that is now far too unsafe to cycle down due to the various craters and gulleys in the road surface. This should be addressed as part of this scheme and resurfacing North Road would have provided greater benefit to cyclist safety.”

3.7.4 Criticisms of the consultation

In total 295 responses were received which related to factors other than directly about the trial itself. As seen in the table below, these comments primarily consisted of comments about the Government or local authority (n=107) or the consultation (n=114). The primary theme of these comments was that the outcome of the trial has already been decided or that the consultation would have little effect on the final outcome.

Table 19: Criticisms of the ETRO consultation

Theme	Number (n)
Total comments received criticising the ETRO consultation	295
Criticism of consultation	114
Criticism of government/council/Local authority	107
More information required	70
Comment mentioning councillor or other influential person living in area / specific street	42
Comment not related to consultation	23

4. Information about the proposals

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

Appendix A Questionnaire

New Sydney Place and Sydney Road Through-traffic Restriction Trial

Public Consultation Questionnaire and Information

We would like your feedback on a through-traffic restriction which we are trialling in Sydney Road at the beginning of April 2024. It will be in place for a minimum of six months under an experimental traffic regulation order (ETRO).

We have enclosed a copy of the information on the trial as it appears on the council's web page for background reading.

The consultation questionnaire is open from 3 April 2024 to 3 October 2024.

How to complete the survey

Before completing the questionnaire, we recommend that you experience the trial for several weeks (after installation).

- To complete the questionnaire, we require your name, address, and postcode to help us analyse the feedback.
- You are welcome to respond more than once if your position on the trial changes over the six-month consultation or should an issue arise over time.
- Please answer every question (choosing not applicable does not apply) and you can add your own comments at the end to explain your position on the trial.
- Completing the survey should take no more than around 10 minutes depending on your comments.
- If you have any questions, please contact LN@bathnes.gov.uk or call 01225 394025.

Please ensure we receive your paper response by 3 October 2024 (5pm).

To return to us, please place your responses in a sealed envelope addressed to the Liveable Neighbourhood Team and bring to a One Stop Shop. Or post to:

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

Information on the trial

The trial is being installed from 2 to 15 April under an experimental traffic regulation order (ETRO) for a minimum of six months, during which time we will also monitor any traffic and air quality impacts.

We recommend that you respond to this consultation after it's been installed, and after you have experienced the trial for several weeks. The consultation closes on 3 October 2024.

We will thoroughly consider all the consultation feedback alongside monitoring data and our wider council policy before deciding whether to remove the scheme or make it permanent.

Why are we consulting

We want your feedback on the through-traffic restriction trial, how it has improved or impacted your life and whether or not you wish for the temporary through-traffic restriction to be made a permanent fixture.

Purpose of the scheme

The trial has been introduced under our Liveable Neighbourhood (LN) programme. In line with the broader objectives of the LN programme, the through-traffic restriction aims to:

- prevent motorists from using this residential street as a short cut (to avoid the Bathwick St/Beckford Road A36 junction)
- improve the safety of the Sydney Rd and North Rd junctions with Warminster Road (A36)
- create a safer, quieter, and healthier street for those walking, cycling, or wheeling through the area
- encourage more people in the area to walk or cycle shorter journeys and reduce the numbers of short journeys made by car

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

Scheme details

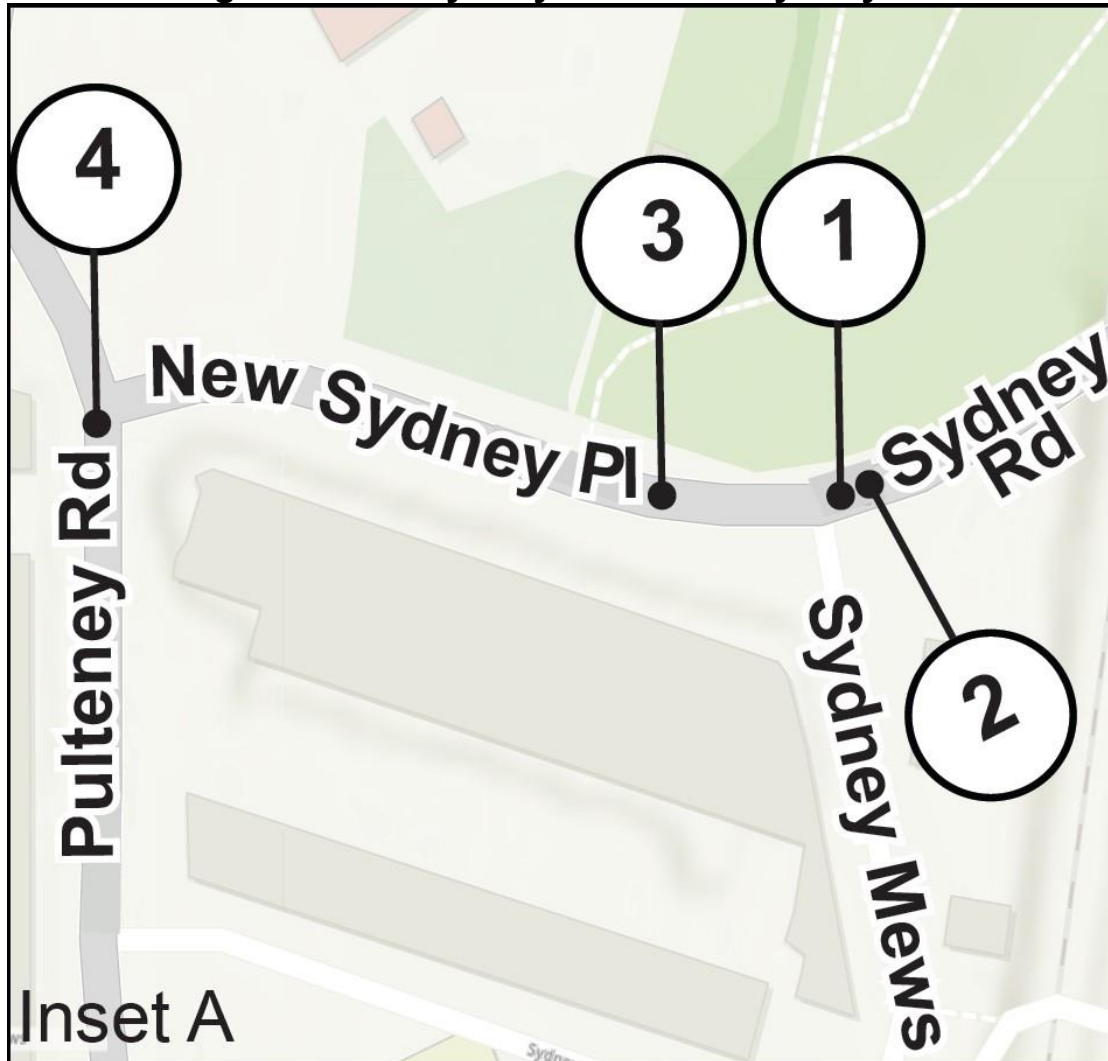
The through-traffic restriction comprises a set of six bollards placed across Sydney Road at its junction with New Sydney Place.

The scheme does not restrict vehicle access to homes, but it may require drivers to take alternative routes from either side of the restriction. Cyclists, pedestrians, and people with mobility aids will be able to pass through the filter. The two central bollards can be removed for access by the emergency services.

Existing parking arrangements on the street have not changed, and no parking has been removed.

Additionally, we have removed the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) and made improvements to junctions. Advanced signage is provided.

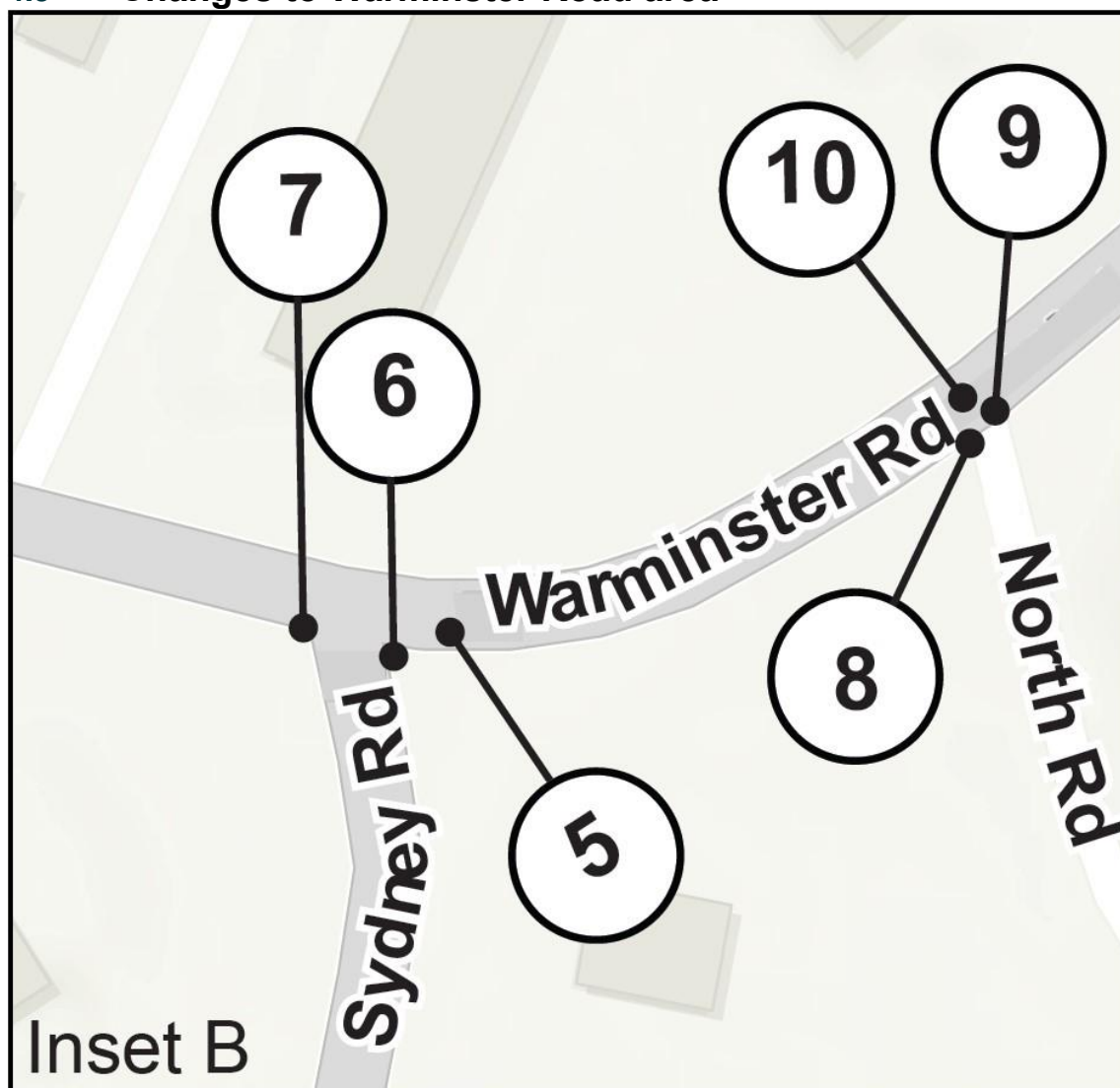
4.1 Changes to New Sydney Place and Sydney Road



1. Six bollards lie across the road at the junction of Sydney Road with New Sydney Place.
2. Vehicle access is retained for all homes and businesses on Sydney Road via the junction with Warminster Road (A36), with enough space for vehicles to turn and no loss of parking in front of the bollards.
3. Vehicle access is retained for all homes and businesses on New Sydney Place via Darlington St/Pulteney Road (A36) with enough space for vehicles to turn and no loss of parking.
4. Advanced warning signs are installed at the junction with New Sydney Place to inform motorists of the through-traffic restriction.

4.2

4.3 Changes to Warminster Road area



5. We have removed the dedicated filter lane into Sydney Road from Warminster Road/A36 (towards Bath).
6. We have widened the footpath on the eastern side of Sydney Road at its junction with Warminster Road to narrow the junction.
7. We have installed signage to alert motorists of the no-through-road.
8. We have widened the footpath on the eastern side of North Road at its junction with Warminster Road and extend the island on North Road to narrow the junction.
9. We have improved the informal crossing on North Road at the junction with Warminster Road, by installing dropped kerbs and tactile pavement.
10. Advanced warning signs inform motorists of the no-through-road to the A36 via Sydney Road.

Have your say

You can respond to this consultation by completing our online form or this paper form. We recommend that you experience the trial for several weeks after installation before you submit a response.

You will need to provide your name, address, and postcode to complete the survey, this helps us analyse your feedback. You are welcome to respond more than once during the consultation period if your opinion of the trial changes, or any issues arise.

Once you have answered the mandatory questions, at the end of the survey there is space for you to add your own comments and explain your personal position in more detail.

Accessible formats

If you need an accessible version of the consultation, or any further information, please contact us by emailing us at LN@bathnes.gov.uk, or calling **01225 394025**.

Attend a consultation event

An event will be held during the six-month consultation once residents have had a chance to experience the change in road lay out for several weeks. When event details are available, we will update this page and inform residents.

You can also subscribe to our e-newsletter and follow the council on social media to be kept informed of news and events on the LN programme (and this trial).

Monitoring

In October 2023, we collected baseline air quality and traffic data that will allow us to measure the impact of the restriction on the trial street and surrounding roads. We collected the data over a 7-day period outside of school holidays.

We aim to conduct the monitoring exercise during the first five months of the trial, to understand how traffic flows and air quality has changed.

We will compare and interpret each set of data and publish this in a report to support the final decision.

Please be aware that National Highways have informed us of potential significant roadworks on the A36 south of Bath, planned for Summer 2024. If this materialises, we will not conduct any related traffic monitoring during this time. We will plan to complete our detailed engagement and air quality readings in the first five months of the trial, before any works start. The consultation will remain open for six months.

What happens next

Once the consultation ends in October 2024, we will consider all feedback before we decide whether to permanently adopt the scheme or remove it. We will take the following into account:

- Comments received during the trial
- Monitoring data, including traffic and air quality data
- Council policies including our Corporate Strategy, and wider sustainable transport and Climate Emergency policies, such as our Journey to Net Zero ambitions

A decision on whether to make the ETRO permanent must be made within 18 months of the start of the trial.

The consultation output reports, monitoring data and decision notice, will be published on this website. We will inform residents of the outcome by letter.

ETRO documents

ETRO documentation consists of 3 documents:

- A summary of the proposed Order
- A report which shows the decisions behind the Order
- A notice and mapping, showing where the Order will apply, and the legal wording (the notice will include blanks for dates and signatories, which will be completed if the Order is approved and implemented)

These are legal documents which have to follow a standard wording and format. You may find the summary of the proposals and the map above are a clearer and simpler way to understand the details of what we are proposing. Continue reading to find out more about ETROs.

Why we have TROs and ETROs

Traffic Regulation Orders (TROs) and Experimental Traffic Regulation Orders (ETROs) are the legal documents that restrict or prohibit use of the highway network. They help manage the highway network for all road users, including pedestrians, and they aim to improve road safety and access to facilities.

We can use permanent or temporary TROs and ETROs to manage on-street parking, to ensure that this is fair to all road users, and the way that we control and enforce regulations is transparent.

For permanent changes to traffic regulation, we generally only introduce a TRO or ETRO following a period of research, consultation and discussion of proposals, leading to a decision. We invite members of the public, experts, and councillors to contribute to that discussion, and our Director of Place Management makes the final decision.

How we consult on and implement TROs

The TRO is issued when we are preparing to implement regulations. We are legally obliged to advertise all TROs and give the public an opportunity to state their support or objection to them. These comments will be publicly available after the TRO consultation.

The final decision to implement new regulations will be made after the TRO consultation. Once a TRO is sealed, or becomes official council policy, we publish it permanently on our website. It then normally takes a short period for the new regulations to come into force.

If you require paper copies of the traffic regulation documentation, please call us on **01225 394025** to request this.

The consultation questions begin on the next page.

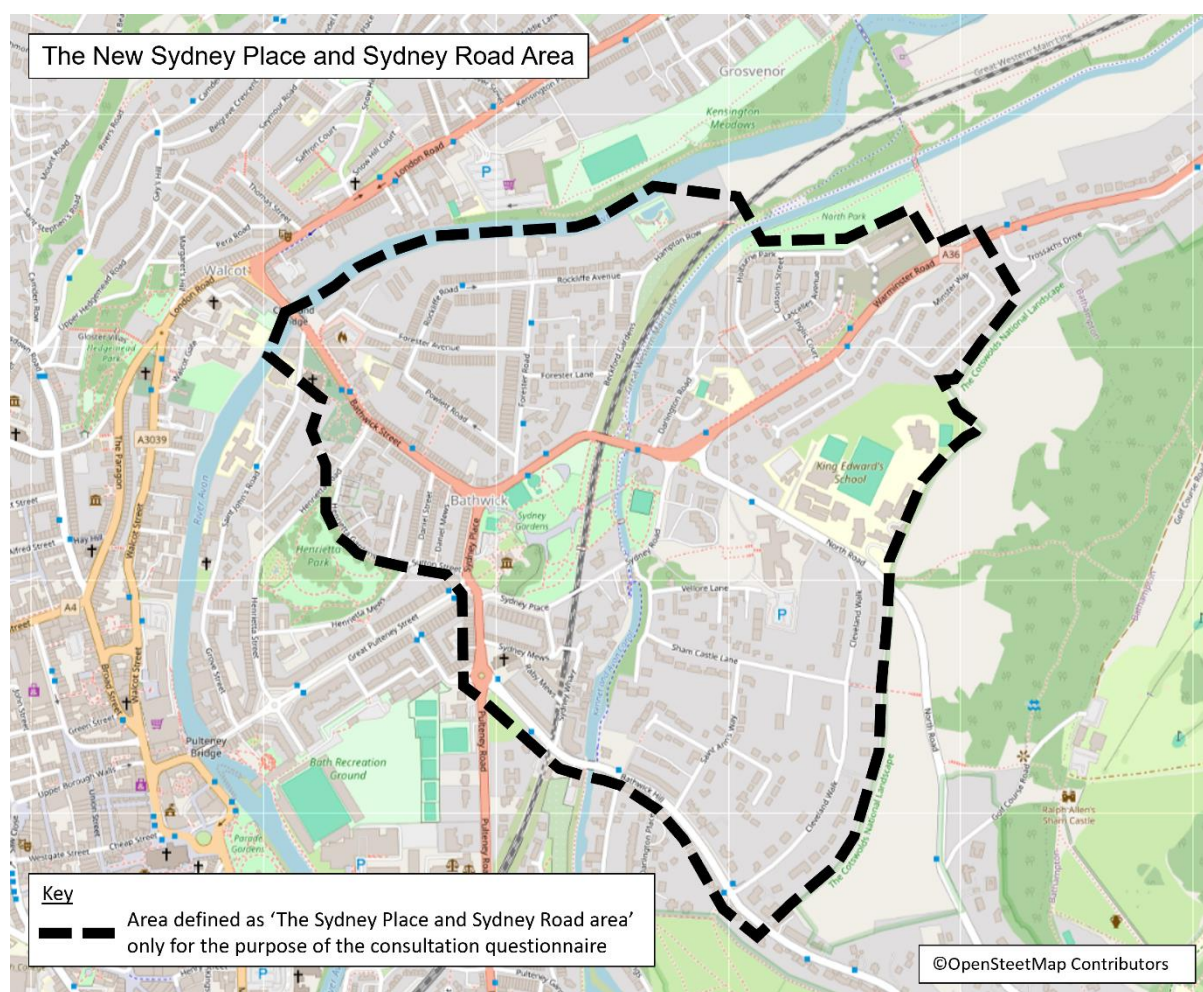
Public Consultation Questionnaire

About your use of the area

For the purposes of this questionnaire, 'the area' in and around Sydney Road/New Sydney place **includes**:

- The area bound by Sydney Gardens (including Sydney Road/New Sydney Place) and North Road, Cleveland Walk and Bathwick Hill
- Bathwick Estate to the north, bound by Bathwick Street, the River Avon, the Kennet and Avon Canal, and Beckford Road
- The area to the northeast, bound by the Kennet and Avon Canal, Holburne Park (North Park), Minster Way, the boundary of King Edward School and North Road
- The area bound by Sydney Place (A36), Sutton Street, Henrietta Gardens and Henrietta Road and Bathwick Street (to the west).

The map below shows the area as defined for this public consultation.



If your business, place of work or home is outside of this area, please choose 'I am a visitor' or 'I travel through the area'.

Answers are required to all questions in the main questionnaire. You can choose whether to answer the equalities questions starting at the bottom of page 16.

Questionnaire – Live in the area

About where you live

Please tell us where you live in the area

- ☐ I live on New Sydney Place (before the junction with Sydney Mews)
 - ☐ I live on Sydney Road
 - ☐ I live on nearby local roads (Please tell us the street name)
-

About your frequency of use before the trial

Before the trial, how often would you travel along Sydney Road and/or New Sydney Place by any mode of transport?

- ☐ Every day
- ☐ 3 to 5 days per week
- ☐ 1 to 2 days per week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ About once every 2 to 3 months
- ☐ Less than every 2 to 3 months
- ☐ Never

About your main mode of transport before the trial

Before the trial, what was your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About your main mode of transport since the trial

Since the introduction of the trial, what is your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About the environment on Sydney Road/New Sydney Place

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about the environment?

The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

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

The trial has provided a safe environment for walking and cycling through the area using Sydney Road/New Sydney Place.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times?

Peak journey times are defined as weekday 7-10am and 4-7pm.

My peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

My off-peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours
I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place.

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

I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

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

I am inclined to continue to visit businesses/organisations in the area with the trial in place.

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

About your position on the trial

Taking your answers above into account, please tell us to what extent you support or oppose making this trial permanent.

You will be able to provide comments on the next page.

- ☐ I wholly support making this trial permanent
- ☐ I support the trial and would like you to consider making improvements
- ☐ I neither support nor object to the trial
- ☐ I object to part of the trial because there are elements which you have not considered
- ☐ I wholly object to making this trial permanent

About the reasons for your position on the trial

Thinking about your response to the previous question, please explain the reasons for your position on the trial

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Works in the area

About your business, organisation, or work

Please tell us about your business, organisation, or work in the area

- ☐ The business or organisation is on Sydney Road/New Sydney Place.
- ☐ The business or organisation is on nearby local roads (see map on page 8)

Please tell us the business or organisation name and location

Business name:

.....

Street:

.....

About your frequency of use before the trial

Before the trial, how often would you travel along Sydney Road and/or New Sydney Place by any mode of transport?

- ☐ Every day
- ☐ 3 to 5 days per week
- ☐ 1 to 2 days per week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ About once every 2 to 3 months
- ☐ Less than every 2 to 3 months
- ☐ Never

About your main mode of transport before the trial

Before the trial, what was your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About your main mode of transport since the trial

Since the introduction of the trial, what is your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About the environment on Sydney Road/New Sydney Place

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about the environment?

The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

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

The trial has provided a safe environment for walking and cycling through the area using Sydney Road/New Sydney Place.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times?

Peak journey times are defined as weekday 7-10am and 4-7pm.

My peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

My off-peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours

I'm more inclined to walk or cycle to and from work using Sydney Road/New Sydney Place

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

About your position on the trial

Taking your answers above into account, please tell us to what extent you support or oppose making this trial permanent.

You will be able to provide comments on the next page.

- ☐ I wholly support making this trial permanent
- ☐ I support the trial and would like you to consider making improvements
- ☐ I neither support nor object to the trial
- ☐ I object to part of the trial because there are elements which you have not considered
- ☐ I wholly object to making this trial permanent

About the reasons for your position on the trial

Thinking about your response to the previous question, please explain the reasons for your position on the trial

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Travel through in the area

About your travelling through the area

Before the trial which roads did you mostly use to travel through the area? (outlined on the map on page 8)

- ☐ I mostly travelled through the area using Sydney Road and New Sydney Place
 - ☐ I mostly travelled through the area using the A36
 - ☐ I mostly travelled through the area using neighbouring roads
- Please tell us which roads you would use (maximum of 3):

.....

.....

- ☐ I mostly travelled through Sydney Gardens

About your frequency of use before the trial

Before the trial, how often would you travel along Sydney Road and/or New Sydney Place by any mode of transport?

- ☐ Every day
- ☐ 3 to 5 days per week
- ☐ 1 to 2 days per week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ About once every 2 to 3 months
- ☐ Less than every 2 to 3 months
- ☐ Never

About your main mode of transport before the trial

Before the trial, what was your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About your main mode of transport since the trial

Since the introduction of the trial, what is your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About the environment on Sydney Road/New Sydney Place

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about the environment?

The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

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

The trial has provided a safe environment for walking and cycling through the area using Sydney Road/New Sydney Place.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times?

Peak journey times are defined as weekday 7-10am and 4-7pm.

My peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

My off-peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours
I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place

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

I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

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

I am inclined to continue to visit any businesses/organisation in the area with the trial in place (please refer to map on page 8)

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

About your position on the trial

Taking your answers above into account, please tell us to what extent you support or oppose making this trial permanent.

You will be able to provide comments on the next page.

- ☐ I wholly support making this trial permanent
- ☐ I support the trial and would like you to consider making improvements
- ☐ I neither support nor object to the trial
- ☐ I object to part of the trial because there are elements which you have not considered
- ☐ I wholly object to making this trial permanent

About the reasons for your position on the trial

Thinking about your response to the previous question, please explain the reasons for your position on the trial

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Visits the area

About your visits

Please tell us about your main reason for visiting the area (outlined on the map on page 8)

- ☐ I visit a resident on Sydney Road
- ☐ I visit a resident on New Sydney Place
- ☐ I visit a resident on nearby roads in the area

Please tell us the street name:

.....

- ☐ I visit a nearby business

Please tell us the business or organisation name and location

Business name:

.....

Street:

.....

- ☐ I visit a nearby school

Please tell us the school name:

.....

- ☐ I visit Sydney Gardens
- ☐ I visit the Holburne Museum
- ☐ I visit the Macdonald Bath Spa Hotel

About your frequency of use before the trial

Before the trial, how often would you travel along Sydney Road and/or New Sydney Place by any mode of transport?

- ☐ Every day
- ☐ 3 to 5 days per week
- ☐ 1 to 2 days per week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ About once every 2 to 3 months
- ☐ Less than every 2 to 3 months
- ☐ Never

About your main mode of transport before the trial

Before the trial, what was your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About your main mode of transport since the trial

Since the introduction of the trial, what is your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle

About the environment on Sydney Road/New Sydney Place

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about the environment?

The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

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

The trial has provided a safe environment for walking and cycling through the area using Sydney Road/New Sydney Place.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times?

Peak journey times are defined as weekday 7-10am and 4-7pm.

My peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

My off-peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours
I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place

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

I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

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

I am inclined to continue to visit any businesses/organisation in the area with the trial in place (please refer to map on page 8)

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

About your position on the trial

Taking your answers above into account, please tell us to what extent you support or oppose making this trial permanent.

You will be able to provide comments on the next page.

- ☐ I wholly support making this trial permanent
- ☐ I support the trial and would like you to consider making improvements
- ☐ I neither support nor object to the trial
- ☐ I object to part of the trial because there are elements which you have not considered
- ☐ I wholly object to making this trial permanent

About the reasons for your position on the trial

Thinking about your response to the previous question, please explain the reasons for your position on the trial

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Questionnaire – Other

About your reason for visiting the area in and around Sydney Road/New Sydney Place

Please tell us your reasons for visiting the area

.....

.....

About your frequency of use before the trial

Before the trial, how often would you travel along Sydney Road and/or New Sydney Place by any mode of transport?

- ☐ Every day
- ☐ 3 to 5 days per week
- ☐ 1 to 2 days per week
- ☐ Once a fortnight
- ☐ About once a month
- ☐ About once every 2 to 3 months
- ☐ Less than every 2 to 3 months
- ☐ Never

About your main mode of transport before the trial

Before the trial, what was your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle
- ☐ Not applicable

About your main mode of transport since the trial

Since the introduction of the trial, what is your main mode of travel in the area (please refer to map on page 8).

- ☐ On foot
- ☐ By cycle
- ☐ By moped
- ☐ By scooter or e-scooter
- ☐ By mobility scooter or wheelchair
- ☐ Personal motorised vehicle e.g. car, motorbike, van
- ☐ By school transport e.g. coach, minibus
- ☐ By public transport
- ☐ Passenger vehicle e.g. taxi, coach, minibus
- ☐ Delivery van or car
- ☐ Heavy goods vehicle
- ☐ Not applicable

About the environment on Sydney Road/New Sydney Place

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about the environment?

The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

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

The trial has provided a safe environment for walking and cycling through the area using Sydney Road/New Sydney Place.

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

About journey times

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about journey times?

Peak journey times are defined as weekday 7-10am and 4-7pm.

My peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

My off-peak time journey time has increased (please refer to map on page 8).

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree nor disagree: Journey times have stayed the same.
- ☐ Disagree
- ☐ Strongly disagree
- ☐ I don't know
- ☐ Not applicable

About travel behaviours

Since the introduction of the trial, to what extent do you agree or disagree with the following statements about travel behaviours

I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

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

About your position on the trial

Taking your answers above into account, please tell us to what extent you support or oppose making this trial permanent.

You will be able to provide comments on the next page.

- ☐ I wholly support making this trial permanent
- ☐ I support the trial and would like you to consider making improvements
- ☐ I neither support nor object to the trial
- ☐ I object to part of the trial because there are elements which you have not considered
- ☐ I wholly object to making this trial permanent

About the reasons for your position on the trial

Thinking about your response to the previous question, please explain the reasons for your position on the trial

About you

Please provide answers to ensure we can use your responses.

Please tell us about you

Full name:

Contact email address:

Your address

Please provide your full address and postcode.

.....

Equalities monitoring

Would you like to answer the optional equalities monitoring questions?

☐ Yes

☐ No

Please tell us your age group

☐ Under 25

☐ 25 to 34

☐ 35 to 44

☐ 45 to 54

☐ 55+

☐ I prefer not to say

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

☐ Yes

☐ No

☐ Prefer not to say

Please tell us your sex

☐ Male

☐ Female

☐ Something else

☐ Prefer not to say

We may wish to contact you to discuss your responses as part of our equalities impact assessment for the scheme.

Are you happy to be contacted for this purpose?

☐ Yes

☐ No

Appendix B Full list of coded themes

The full list of coded themes and the comments provided based on location is shown in the next tables.

Table B1: Impact on transport

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Total comments received about impacts on transport	40	445	750	16	1251
Causes congestion	13	187	424	10	634
Causes air pollution / will not reduce air pollution	13	189	339	7	548
Displaces traffic / increase traffic elsewhere	13	212	258	5	488
Increases journey times	10	120	229	7	366
Reduces safety / there are safety concerns with walking	3	61	68	3	135
Causes accidents / reduce safety (general comment)	6	47	51	0	104
Reduces safety / there are safety concerns with cycling	3	46	37	1	87
Has not had a positive impact on walking / cycling (active travel)	2	36	26	5	69
Causes / increases rat-running	1	28	29	0	58
Reduces safety / there are safety concerns with driving a vehicle	3	36	15	1	55
Causes confusion / road markings and signs not clear	5	29	15	1	50
Causes noise pollution / will not reduce noise pollution	2	22	17	0	41
Deters people from social/ leisure activities in the local area	1	9	27	1	38

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Has not had a positive impact on public transport	1	13	16	0	30
Causes parking to issues/reduce the number of places to park	0	8	12	0	20
Negative impact on emergency service vehicles/provision	1	5	7	1	14
Has an impact on transport (general comment)	0	2	7	0	9
Satellite navigation maps not updated	0	1	2	0	3

Table B2: Impact on specific roads

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Total comments received about impacts on specific roads	17	249	313	3	582
Impact on A36 (general comment)	2	45	75	0	122
Impact on Beckford Road	7	61	45	0	113
Impact on schools and parks (any)	5	40	43	1	89
Impact on Bathwick Street	2	30	56	0	88
Impact on Warminster Road	4	32	34	0	70
Impact on junction of Bathwick Street, Beckford Road, Sydney Place	3	39	24	1	67
Impact on Bathwick Hill/ Bathwick Estate	0	43	21	1	65
Impact on North Road	2	24	29	0	55
Impact on Cleveland Bridge	1	8	26	0	35
Impact on Pulteney Road	1	9	17	0	27
Impact on Forrester Road	0	19	6	0	25
Impact on Bathampton	0	0	18	0	18
Impact on Darlington Road	0	6	9	1	16
Impact on junction of Darlington Road, Beckford Road, Warminster Road	0	6	7	0	13
Sydney Gardens feels unsafe at night	0	6	7	0	13
Impact on Widcombe	1	0	0	0	1

Table B3: Impact on residents

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Total comments received about impacts on residents	20	181	356	8	565
Scheme will only benefit a small amount of people / those in specific areas	14	128	219	7	368
Public transport is not good enough to replace a car	1	18	68	1	88
Unfair on elderly and disabled residents	3	15	38	1	57
Will limit access to city / businesses	3	12	39	0	54
Unfair on those who cannot switch from car use to cycling or walking	2	14	33	2	51
Does not benefit pedestrian and cyclists	2	10	30	1	43
Majority of residents do not support the scheme / are against it	1	12	18	0	31
Concern about the impact on residents with lower incomes / financially challenged	0	3	17	0	20

Table B4: Reasons for objecting to the scheme - General

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Total comments received about objecting in general	13	145	257	13	428
Scheme is unnecessary / not needed	7	78	122	8	215
Scheme is a waste of money	9	67	126	3	205
Object to making the trial permanent/will have an Impact (general comment)	0	17	44	2	63
Scheme will have no effect on me	0	7	6	0	13

Table B5: Reasons for supporting the scheme

Theme	Lived on the trial street	Lived elsewhere in trial area	Lived outside the trial area	Unknown location	Total
Total comments received supporting the trial	62	201	152	5	420
Will improve safety with walking	28	79	42	3	152
Positive impact on Sydney Road	20	49	60	1	130
Will improve safety (general comment)	20	53	44	0	117
Will stop rat running	17	41	29	4	91
Will reduce noise pollution	24	37	24	1	86
Will have a positive impact on walking / cycling (active travel)	12	34	22	1	69
Will reduce air pollution	11	30	18	0	59
Will improve safety with cycling	8	25	26	0	59
Will reduce congestion	9	28	10	0	47
Will have a positive impact on transport (general comment)	2	7	0	0	9
Will have a positive impact on public transport	2	1	6	0	9
Will improve safety with driving a vehicle	3	3	1	0	7
Will decrease journey times	0	0	2	0	2
Will have a positive impact on another specified road	0	1	0	0	1

Table B6: Alternative suggestions

Theme	On trial street	Elsewhere in trial area	Outside trial area	Unknown location	Total
Total comments offering alternative suggestions	13	109	123	5	250
Introduce more traffic-calming measures (e.g. speed cameras, speed bumps)	10	57	64	2	133
Need to focus on improving road conditions (e.g. fixing potholes)	1	17	33	0	51
Make an improvement to the wider road network	2	22	19	0	43
Add in a cycle lane to the A36/ Beckford Road/ Sydney Place or other areas	2	14	10	1	27
Close a different road instead of Sydney Road	0	12	10	1	23
Stop HGVs and coaches using Sydney Road rather than cars	0	5	2	2	9
Plant more trees / invest in parks / more green spaces	0	0	2	0	2
Reduce the number of students bringing their cars into the city	0	0	1	0	1

Table B7: Other comments

Theme	On trial street	Elsewhere in trial area	Outside trial area	Unknown location	Total
Total comments received criticising the ETRO consultation	12	108	169	6	295
Criticism of consultation	2	45	62	5	114
Criticism of government/council/Local authority	3	30	73	1	107
More information required	5	34	29	2	70
Comment mentioning councillor or other influential person living in area / specific street	1	15	25	1	42
Comment not related to consultation	5	7	11	0	23
Previous consultations/petitions about this road have been ignored	0	5	7	1	13
Disagree that non-residents are able to respond to the consultation / only residents' views should be considered	0	2	3	1	6
Too early to know the impact of the scheme	0	2	4	0	6

Appendix C Output areas for Census data 2021

The output areas used to calculate the Census data are shown below, each output area begins with the letter E. The postcodes which correspond to the output area are shown below each one.

E00072633	E00072636	E00072634	E00072581	E00072635
BA2 6BL	BA2 4BG	BA2 4EE	BA2 6LH	BA2 6BR
BA2 6DP	BA2 4DB	BA2 4EG	BA2 6LJ	BA2 6BS
BA2 6FB	BA2 4EB	BA2 6JB	BA2 6NX	BA2 6BT
BA2 6FF	BA2 4ED	BA2 6JD	BA2 6PB	BA2 6ES
BA2 6HU	BA2 4EF	BA2 6JE	BA2 6PG	BA2 6EY
BA2 6HX	BA2 4EH	BA2 6JF	BA2 6PU	BA2 6JR
BA2 6JA	BA2 4EJ	BA2 6JH	BA2 6QB	BA2 6JS
BA2 6NN	BA2 4EL	BA2 6JL	BA2 6QJ	BA2 6JU
BA2 6RG	BA2 4EP	BA2 6JN	BA2 6QY	BA2 6JY
BA2 6RH	BA2 6BH	BA2 6JP	BA2 6QZ	BA2 6LD
BA2 6RJ	BA2 6NE	BA2 6JQ	BA2 6RB	BA2 6FQ
BA2 6RL	BA2 6NJ	BA2 6JT		
BA2 6RQ	BA2 6NL	BA2 6JW		
BA2 6RW	BA2 6NR	BA2 6NP		
BA2 6RY	BA2 6NT	BA2 6NS		
BA2 6SF	BA2 6NU	BA2 6RE		
BA2 6BN	BA2 6PF	BA2 6RF		
BA2 6FG				
BA2 6FH				

E00073064	E00073065	E00072586	E00073062	E00073049
BA2 6BR	BA2 6NH	BA2 4BX	BA2 6BJ	BA2 6QE
BA2 6BS	BA2 6NQ	BA2 4BY	BA2 6QP	BA2 6QF
BA2 6BT	BA2 6NY	BA2 4BZ	BA2 6QR	BA2 6QN
BA2 6ES	BA2 6QD	BA2 4DA	BA2 6QS	BA2 6QW
BA2 6EY	BA2 6QG	BA2 6ND	BA2 6QT	
BA2 6JR	BA2 6QH	BA2 6NF	BA2 6QU	
BA2 6JS	BA2 6QL	BA2 6NG	BA2 6QX	
BA2 6JU	BA2 6QQ	BA2 6NZ		
BA2 6JY	BA2 6RA	BA2 6PQ		
BA2 6LD				

Appendix D Impact of the trial on the area

The tables below shows the level of agreement for each statement about the impact of the trial on the area, for business use and walking and cycling. Data is shown based on the level of support or objecting to making the trial permanent.

Table D1: The trial means New Sydney Place and Sydney Road is a quieter, more pleasant place to live or visit

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	374	83%	2	13%	13	1%	389
Agree	65	14%	3	19%	100	7%	168
Neither agree nor disagree	3	1%	6	38%	311	22%	320
Disagree	0	0%	1	6%	270	19%	271
Strongly disagree	2	0%	0	0%	592	42%	594
I don't know	6	1%	4	25%	135	10%	145
Base	450	100%	16	100%	1,421	100%	1,887

Base: All responses received, excluding responses selected as not applicable

Table D2: The trial has provided a safe environment for walking and cycling through the area using Sydney Road / New Sydney Place

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	373	83%	1	6%	8	1%	382
Agree	65	14%	5	31%	83	6%	153
Neither agree nor disagree	4	1%	4	25%	292	21%	300
Disagree	1	0%	2	13%	335	24%	338
Strongly disagree	2	0%	0	0%	594	42%	596
I don't know	5	1%	4	25%	109	8%	118
Base	450	100%	16	100%	1421	100%	1,887

Base: All responses received, excluding responses selected as not applicable

Table D3: I'm more inclined to walk or cycle to and from my destination using Sydney Road/New Sydney Place

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	263	62%	0	0%	18	1%	281
Agree	110	26%	0	0%	6	0%	116
Neither agree nor disagree	42	10%	5	50%	89	7%	136
Disagree	5	1%	3	30%	276	21%	284
Strongly disagree	2	0%	2	20%	919	70%	923
I don't know	1	0%	0	0%	2	0%	3
Base	423	100%	10	100%	1310	100%	1,743

Base: All responses received, excluding responses selected as not applicable

Table D4: I'm more inclined to walk or cycle with my child, or let my child walk or cycle to the local schools if they are old enough, using Sydney Road/New Sydney Place

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	192	70%	0	0%	2	0%	194
Agree	63	23%	0	0%	4	0%	67
Neither agree nor disagree	17	6%	2	40%	78	9%	97
Disagree	0	0%	1	20%	169	18%	170
Strongly disagree	2	1%	2	40%	655	72%	659
I don't know	2	1%	0	0%	6	1%	8
Base	276	100%	5	100%	914	100%	1,195

Base: All responses received, excluding responses selected as not applicable

Table D5: I am inclined to continue to visit any businesses/organisation in the area with the trial in place

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	270	70%	0	0%	81	7%	351
Agree	85	22%	7	54%	168	14%	260
Neither agree nor disagree	24	6%	3	23%	220	19%	247
Disagree	2	1%	0	0%	239	21%	241
Strongly disagree	2	1%	2	15%	440	38%	444
I don't know	1	0%	1	8%	17	1%	19
Base	384	100%	13	100%	1,165	100%	1,562

Base: All responses received, excluding responses selected as not applicable

Table D6: My peak time journey time has increased

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	7	2%	3	21%	1036	77%	1046
Agree	20	5%	3	21%	194	14%	217
Neither agree nor disagree	139	35%	7	50%	88	6%	234
Disagree	77	19%	0	0%	17	1%	94
Strongly disagree	148	37%	1	7%	12	1%	161
I don't know	4	1%	0	0%	7	1%	11
Base	395	100%	14	100%	1,354	100%	1,763

Base: All responses received, excluding responses selected as not applicable

Table D7: My off-peak time journey time has increased

Level of agreement	Support the trial Number	%	Neither Number	%	Object to the trial Number	%	Total
Strongly agree	4	1%	1	7%	806	59%	811
Agree	10	2%	3	21%	360	26%	373
Neither agree nor disagree	144	35%	8	57%	149	11%	301
Disagree	83	20%	1	7%	31	2%	115
Strongly disagree	164	40%	1	7%	13	1%	178
I don't know	3	1%	0	0%	6	0%	9
Base	408	100%	14	100%	1,365	100%	1,787

Base: All responses received, excluding responses selected as not applicable

Stakeholder Engagement Report

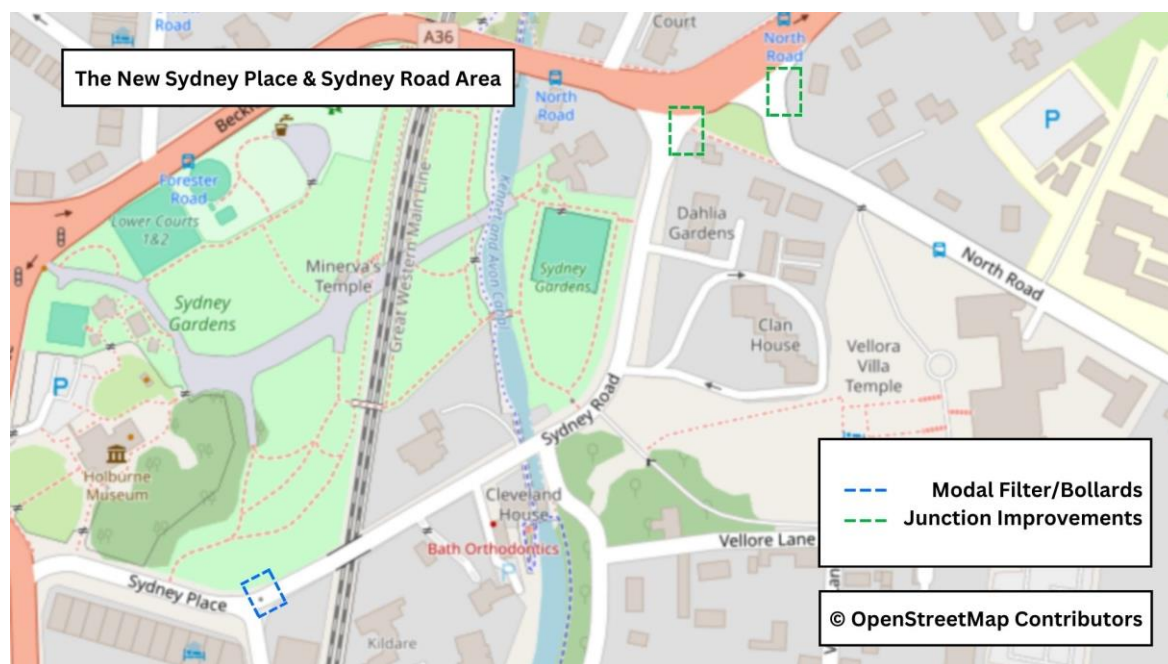
New Sydney Place and Sydney Road ETRO Trial

Prepared by the Liveable Neighbourhoods project team, Bath & North East Somerset Council

Introduction

This report sets out Bath & North East Somerset Council's (B&NES) community and key stakeholder engagement relating to the New Sydney Place and Sydney Road through-traffic restriction trial.

The trial was installed at the beginning of April 2024 for a minimum of six months under an experimental traffic regulation order (ETRO). It remains in place until all outcomes are analysed, and a decision is made on whether to make it permanent under a standard Traffic Regulation Order (TRO).



The through-traffic restriction trial encompassed a row of bollards across Sydney Road at its junction with New Sydney Place to prevent vehicles from using Sydney Road as a short cut to avoid traffic signals at the junction of Beckford Road and Bathwick Street (A36) (Figure 1 below).

Vehicle access to properties on either side of the restriction was maintained from either Sydney Road or New Sydney Place. Changes were also made to the North Road and Sydney Road junctions with the A36 Warminster Road, including removing the dedicated filter lane into Sydney Road for southbound traffic.

This report provides a log of the activity conducted by the council to communicate and engage with the community, using the following methods:

- press, print, web, events and direct mail
- more in-depth stakeholder meetings/engagement, including with schools and local businesses.

The report also references the outcome of engagement work carried out by our partner, **Sustrans**, a specialist organisation that helps us to engage directly with harder to reach groups. Their four reports on this engagement are attached to this document, **Annexe B1-4**.

Please note that separate reports present the outcomes of the **formal public consultation** that ran alongside the trial from 3 April to 3 October 2024, and the **air quality** and **traffic monitoring** that we undertook. Additionally, it does not cover the outcomes of any statutory consultation as part of the making of the ETRO. To read all our reports, including a summary of all the key outcomes and single member decision (SMD) report, please go to www.bathnes.gov.uk/sydneyetro



Fig 1: Row of bollards at the junction of Sydney Road with New Sydney Place

Section 1: Pre-trial communications and engagement

1.1 Early communications/engagement from December 2023

- The council announced its proposal to run up to five new Liveable Neighbourhoods (LN) trials (including the through-traffic restriction on New Sydney Place and Sydney Road) in a press release on 9 November 2023: <https://newsroom.bathnes.gov.uk/news/next-phase-consultation-baths-liveable-neighbourhoods>. This was followed by related social media and e-newsletter coverage.
- The proposal was the result of previous consultation and engagement on Liveable Neighbourhoods in the Sydney Road area since 2021. These consultations and engagements are outlined in more detail on our web page: www.bathnes.gov.uk/sydneyroadetro
- On 12 December 2023, the project team sent a letter to 1445 residents within a 200-metre radius of Sydney Road informing them directly of a proposal to run the trial from the Spring.

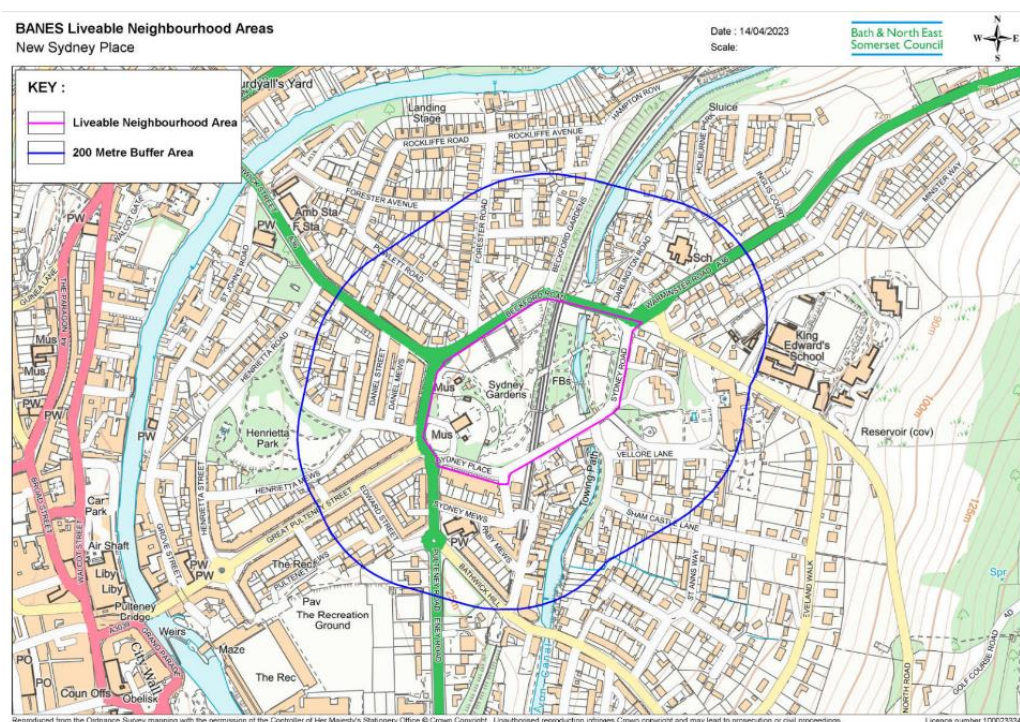


Fig 2: Initial mailing area including the LN area plus 200 metres

- The letter informed residents that a decision would be made in the new year (2024) on whether to proceed with the proposed ETRO trial in the Sydney Road area or not. An annotated map with details on the scheme was enclosed with the letter, and residents were invited to contact the council's team of advisors should they have any concerns or questions about the design. See Letter: **Annexe A1**

1.2 Communications on the decision to run the trial, from February 2024

- On 2 February 2024, the council issued a press release on the single member decisions to run five new ETRO trials from the Spring of 2024 alongside ongoing public consultations. This included the New Sydney Place and Sydney Road trial. See <https://newsroom.bathnes.gov.uk/news/five-new-liveable-neighbourhoods-trials-bath-set-go-ahead>. The news release was supported by social media posts.
- Read the single member decision report: <https://democracy.bathnes.gov.uk/mglIssueHistoryHome.aspx?Id=38060&PlanId=926&RPID=107749850> . All the comments received from residents since December 2023 were considered when making this decision, alongside council policy.

New web content

- A new webpage was launched at www.bathnes.gov.uk/sydneyroadetro to illustrate the scheme in more detail and outline the aims of the trial. Full contact details were provided for pre-trial enquiries.

Direct mail

- On 6 March 2024, a letter was sent to 3139 residents formally announcing the decision, along with an annotated map illustrating the scheme and promoting the new web pages. It also outlined how ETRO trials work and the minimum six-month consultation period. See **Annexe A2, A3**
- The letter was sent to a wider area than the previous mailing sent on 12 December 2023. This extension was in response to requests from residents in the wider Bathwick area asking to be kept directly informed.
- The comprehensive mailing area encompassed areas to the north and west including Bathwick Estate, Henrietta Gardens area, Great Pulteney Street; areas to the east bordered by North Road and Cleveland Walk and Bathwick Hill; and areas to the north-west including Holburne Park and Minster Way. This area was referred to as the 'trial area' for the purposes of the consultation questionnaire and is shown below:

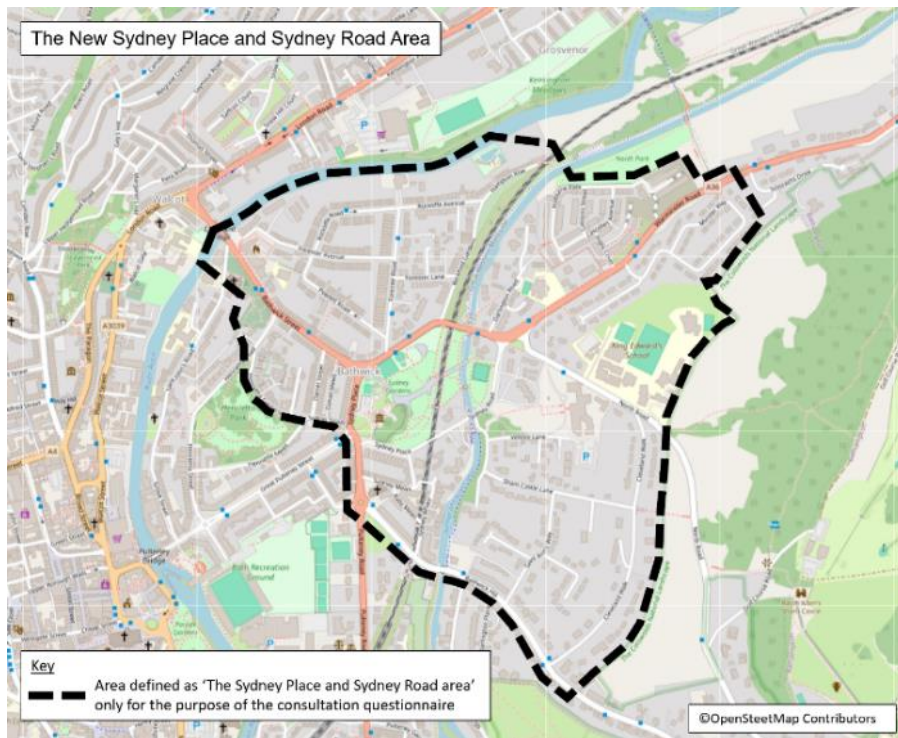


Fig 3: Extended mailing area

Event

- The letter promoted an open public drop-in event which was hosted in The Guildhall between 2-7pm on Wednesday 20 March 2024 with 200 attendees throughout the 5-hour period. There we helped people understand how ETRO consultations work, the aims of the scheme and its design.
- Press, social media, residents' associations and ward councillors helped to spread news about the trial and the event across a wider area (see above).

Early stakeholder meetings

- The council's project team and their partner Sustrans engaged key stakeholders in the area prior to installation (and during the trial). This included two schools in the area, local businesses and community **groups**. The activity and results of this engagement is outlined later in this report in **Section 3.1**.

1.3 ETRO Notice and installation information

- The same 3139 residents were sent a letter on 18 March 2024, two weeks prior to the start of the trial, informing them of the installation timetable and any temporary disruption expected (outlined on an accompanying map).
- The letter re-iterated how people could have their say, promoting the consultation web page and online survey available from 3 April following a bank holiday weekend. See Letter. **Annexe A5 and A6 (map)**.

- To help inform the wider public, the Experimental Traffic Regulation Order (ETRO) notice was issued on 14 March 2024 and published in the local press. As is legally required, notices were posted in the vicinity of the trial which directed the public to the full summary of proposals and contact details for enquiries, along with information on how to lodge an objection during the trial. Please also see the Single Member Decision Report relating to the final decision on the trial for more information on this legal order.
- The council also issued a press release prior to the start of the trial <https://newsroom.bathnes.gov.uk/news/work-start-trial-through-traffic-restriction-bath>.
- The council scheduled a series of social media posts to be sent across the 6-month period. See social posts: **Annexe A8**.
- Installation work took two weeks from 1 April, and so the scheme was not fully functional until mid-April. The council advised residents and the wider public to experience the scheme first before submitting their feedback on it.

Section 2: In-trial communications

2:1 The ETRO formal public consultation and end-point survey

A separate consultation report is available with full details of and analysis of the ETRO formal public consultation at www.bathnes.gov.uk/sydneyroadetro.

- The public were informed of the formal public consultation via ETRO notices, the council press release and the related social media posts and word of mouth (via residents' associations and neighbourhood forums, all outlined in section 1.3 above).
- Residents were informed via the letter outlined in section 1.3 above, complete with QR code. See **Annexe A5-6**.
- The web pages at www.bathnes.gov.uk/sydneyroadETRO were updated to a full formal consultation web pages from Wednesday 3 April 2024.
- The public consultation questionnaire was available from 3 April until 3 October 2024 (in print and alternative formats on request), which is the minimum six-month period. It enabled respondents to state their level of support for, or objection to, the ETRO and their reasons for this position. It also asked questions about the impacts of the trial on the area and on travel behaviours.
- The questionnaire and analysis of the feedback received is available in a separate report prepared by our partners AECOM, and this is available at www.bathnes.gov.uk/sydneyroadetro
- While the survey was taken down on 3 October 2024, the web pages will remain live until a final decision is made on the future of the through-traffic

restriction, which must be made by 3 October 2025, 18 months after the trial was launched.

Scheme adaptations

- During the six-month consultation, the council introduced a small amendment to the design because motorists were driving on a footway to bypass the through-traffic restriction. The council installed two more bollards on the footway to prevent this. The width of the footway was such that the extra bollards could be installed without creating an obstruction to wheelchair users and those using mobility aids. This adaption did not require re-starting of the trial.

On-street promotion (posters and flyers)

- At the end of April, once residents had time to experience the trial, posters/flyers were distributed to local shops, noticeboards and residents' associations outlining how people could have their say. [See Annexe A7](#)

Pop-up events

- Two pop-up events were held on 9 July and on 20 September in the Sydney Road/Sydney Gardens area to gather feedback from local people using the area. More information on this is outlined in [Section 3.4](#)

Direct mail and social media reminders

- We sent 3139 residents a letter on 23 September 2024, prior to the end of the trial on 3 October, reminding them to complete a survey before the end of the public consultation. See Letter. See [Annexe A9](#)
- Social media posts were scheduled throughout, including towards the end of the consultation to remind residents to complete the survey. See [Annexe A8](#)

End-point engagement with trial street residents

- On 23 September 2024, we invited those living on the trial streets (which is the 181 addresses in the Liveable Neighbourhood area) to take part in an end-point survey to establish any changes of sentiment or travel behaviour among those living there during the trial. See letter [Annexe A10](#)
- The outcome of this end-point engagement is included in a separate report available at www.bathnes.gov.yk/sydneyroadetro

Closure of A36 from 12 August

- Throughout, our communications highlighted the planned closure of the A36 between Limpley Stoke and Monkton Combe (north of the city until Spring 2025) for National Highways essential safety works which was forecasted to result in fewer vehicles using the A36 Warminster Road from 12 August. All

traffic monitoring was completed outside of this closure and we reminded residents of the impact when asking for their final comments on the scheme. For noting, an opportunity was taken in November 2024 to carry out some more traffic monitoring when the A36 temporarily re-opened for 3 weeks as this coincided with baseline monitoring in November 2023.

Section 3: Key stakeholder engagement

3.1 Overview of Sustrans' engagement events and summary of key findings

- Our partner Sustrans is helping to widen our engagement by talking to people in the community with different and seldom-heard voices, running hour-long in-person engagement events to gather attendees' opinions, thoughts and feedback. These are people who may or may not be motivated to take part in our consultation survey.
- Sustrans visited three groups at the end of March 2024 (just prior to the trial starting) and then again after the consultation was closed (November 2024)
- The three groups were:
 - Bathwick St Mary Primary School on Darlington Road (Yr 5 and 6 pupils)
 - An over 55s exercise class that meet in Sydney Gardens
 - Residents at MHA Walcot Court Retirement Apartments (Walcot Gate)
- The purpose was to gather opinions in person from younger and older voices living close too and using the area that may or may not have been motivated to reply to our consultation survey. Generally, it was found (in all groups) that people had more support for the trial having experienced it. But there were still dissenting voices and criticism of some aspects of the scheme.
- Comments were balanced in favour of it and against it, following similar themes from our own consultation feedback. However, in all groups slightly more people were in favour of it, rather than against it during the final engagements. A couple of people mentioned how they were once against it and now support it.
- A discussion revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it or complete the survey, particularly if they were in support.

Highlights from supportive voices:

- Children at Bathwick St Mary Primary school mentioned quieter streets, more visible wildlife, and increased opportunities for play and outdoor activities on the roads

- The over 55 group mentioned calmer traffic, safer walk-to-school routes and increased active travel – including for tourists and for people with mobility issues. It was mentioned that North Rd junction is safer as part of the scheme.
- Retirees at Walcot House were keen to see any improvement to pedestrian routes – but would also want to see better crossings and improvements to main routes.
- A discussion in the over 55 exercise group revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it, particularly if they were in support.

Highlights from critical voices:

- People wondered why Sydney Road/Sydney Place was chosen as an LN over other areas given the lack of residential density.
- Members of the over 55 exercise class who were not in support mentioned worsened traffic conditions on Beckford Road (A36) and dangerous junction (Beckford Road/Bathwick Road/Sydney Place).
- Some were also worried about the impact of a quieter road at night, especially for women walking through the area.
- Children from the school mentioned that it did take them/their parents longer to get to school, work or sports if they were driving, and those coming from the other direction did not know how to answer the questions as they had not experienced the changed road layout. One also mentioned the safety of Sydney Road in the dark now its quieter.

Please see [Appendices B1-6](#) containing Sustran's reports from pre and post intervention engagement events with each group.

3.2 Overview of local businesses and school engagement

- The council identified key stakeholders in this area as:
 - Bathwick St Mary's Primary School
 - King Edwards School
 - Bath Orthodontics
 - Macdonald Bath Spa Hotel and Leisure Facilities
 - The Holburne Museum
- Before the trial was installed, all these stakeholders were contacted by email, inviting them to join a call with the LN Senior Project Manager and Engagement Team Leader.
- At the beginning of the trial, these stakeholders were also sent posters and flyers advertising the consultation [See poster, Annexe A7](#)

- Because of its location on Sydney Road (between the trial street and North Road), Macdonald Bath Spa Hotel was also sent posters advertising the road closures and alternative routes associated with installation works to share with customers.
- Schools were sent sample newsletter articles to help them communicate with parents and carers about the trial, any disruption during installation, and also how they could feedback their thoughts once the trial started.

3.3 Summary of engagement outcomes with local businesses and school offices

Bath Orthodontics

Prior to and during the trial we engaged the Practice Manager and Specialist Orthodontist/ Clinical Lead.

- Via email, the practice manager expressed their concern that patients would seek alternative practices because of the trial, along with their concern about potentially displaced traffic onto the main routes causing congestion and therefore delays for patients getting to their appointments.
- An offer for a virtual meeting/call was not taken up at this stage.
- Posters outlining the trial and promoting the public consultation were delivered to the practice.

From June 2024:

- The Senior Project Manager and Engagement Team Leader from the council visited the practice in June after the practice manager raised concerns about the number of patients arriving late to appointments. During the visit the practice manager said that patients had shared that this was because they either did not know about the changes, followed their sat nav to get to site, got caught in traffic on the main road or could not find parking.
- The practice team said that they had shared details about the changes with their patients via email but the constraints on their operational software had prevented them from taking further action.
- The clinical lead shared that while patients arriving late was commonplace before the trial (and also that patients often turn up at the wrong practice), they felt the situation had worsened during the first 3-months of the trial.
- Our Senior Project Manager asked if the practice would be able to share some data on patient arrival time, but when requested the practice had not been able to collect this, so it was not available.

- At this meeting, the practice team made a request for additional signage directing patients to the practice. This would be considered if the trial was made permanent and needs to take account of the BBWCL project at the Sydney Road/A36 junction.

Bathwick St Mary's Primary School

Prior to and during the trial, we engaged the headteacher, deputy headteacher and school governor.

- The deputy headteacher and school governor shared their experience of working on safer active routes to school given that access to the school by private vehicle is challenging. 75% of their pupils are local to the school, and 50% of their pupils walk to the site. The school said that they had also worked with other council teams to help facilitate a crossing point on Warminster Road, south of the junction with Sydney Road. They are also discussing other potential schemes to help with traffic in Darlington Road (outside the school) with a local councillor.
- They shared their concerns that the trial could cause displacement of traffic onto the main roads thus making it more challenging for visitors and staff to access the site, especially on turning right onto the main road. They also shared concerns about parking availability around the school if the trial went ahead.
- They were eager to facilitate opinions about the trial from their pupils through work done by Sustrans to engage some of their Year 5 and 6 pupils
- Posters and newsletter articles were provided to the school encouraging their community to share feedback on the trial. In addition, we supplied paper copies of the consultation questionnaire.

From June 2024:

- During a meeting in June the headteacher shared that traffic had significantly increased on the main road and that this not only made it more difficult for vehicles to exit Darlington Road safely, but also that more traffic is regularly stacked back on Darlington Road – with an immediate impact on children's safety.
- Due to not being able to access parking on Sydney Road via New Sydney Place, parents no longer use the spaces there to drop their children off and walk in, and many more parents now drive down Darlington Road which is a dead end.
- There is no safe crossing on Darlington Road for the 220 children and families at the school. The headteacher is hugely concerned about children's safety and sees the Sydney Road closure as have a direct and serious impact on the safety of children. When coupled with changes to parking restrictions nearby,

and removal of parking spaces on the main road due to the cycle lane, this only exacerbates the issue. School continues to meet to discuss on-street parking with residents of Darlington Road and has received more complaints about parking and traffic during the trial.

- School strongly believes, due to reasons of child and pedestrian safety, that the Sydney Road closure is negatively impacting children being able to safely walk to their local school. The headteacher believes it is imperative to reopen Sydney Road to keep children safe and equally increase the number of short-term parking bays on other local roads meaning that school traffic would not need to enter Darlington Road by motor vehicle.
- Links to the consultation were included in the monthly school newsletter at regular intervals during the consultation period.
- Please see the school pupil's feedback on the trial as outlined in Sustrans reports annexed to this report: [Sustrans Stakeholder Engagement Reports Annexe B1-6](#)

[The Holburne Museum](#)

Prior to and during the trial we engaged with the Director

- The director shared thoughts that the trial was not needed as there was not much traffic on the trial streets, other than between 8 and 9am, and that it would compound existing congestion. This would lead to more stationary traffic adversely affecting residents of the A36 side of Sydney Place and adjacent streets (including to access the museum car park).

From June 2024:

- During a meeting, the director shared that the staff and volunteers had not actively been seeking feedback about the trials from visitors, but that their staff and volunteers felt strongly that traffic had been displaced onto the main roads and that traffic was always queuing at the traffic lights which has inconvenienced them and had a negative impact.

[King Edwards School](#)

Prior to and during the trial we engaged the School Bursar and its Estates and Security Manager

- In a meeting in February, concerns were expressed about potential traffic displacement and changes that parents would need to make if they were using Sydney Road or New Sydney Place to reach the school.
- It was their understanding that school coaches were currently using Sydney Road, so these would need to re-route and potentially leave earlier.

- The School had received communication from parents and local Residents' association concerned with the proposed changes.

From October 2024 (at the end of the trial)

- In a meeting in October, it was confirmed that the School remains neutral in their opinion of the trial and was keen to read the final report. As expected, the School received more communication about the trials after launch, but this had subsided as the trial progressed.
- It was shared that, during the trial, the School had also made significant changes to their own school transport service which had resulted in a 30% increase in users.

Macdonald Bath Spa Hotel and Leisure Facilities

Prior to and during the trial we engaged the General Manager.

- In a meeting in March 2024, the general manager revealed how leisure members had expressed their dislike of the trial because it meant that some members would need to travel on the main roads rather than cutting through the trial streets to reach the hotel. Broadly speaking it was not felt that the change would cause a problem for hotel guests.
- Prior to the trial we sent posters advertising the road closures and alternative routes associated with installation works to share with their customers. We also provided posters and articles promoting the public consultation.

From July 2024

- In a meeting in July, the manager shared that leisure membership had decreased by 12 (net) members (2% of total membership) in the 5 months since the trial started. We received the data in August following meeting. Their feeling was that members were making a stand against the principle of LNs and that they were losing members because of the trials.

3.4 Overview of on-site pop-up events

- On 9 July and 20 September 2024, council officers set up pop-up events to gather the feedback and opinions of people using the area, which included people parking or walking in the trial streets and people visiting the park or on their way to local amenities such as the museum.
- The aim was to hear more of the experiences of people using the area who might not feel strongly enough or be motivated to take part in our online consultation survey.
- Council officers stationed themselves by the modal filter (row of bollards on New Sydney Place and Sydney Road) and in Sydney Gardens, and asked

passers-by whether they had used the trial street and to share their experience of the trial.

- The questions asked were different according to the location of the officers , given that not all users of Sydney Gardens may have used Sydney Road or New Sydney Place.
- It should be noted that on 20 September, New Sydney Place was closed to all traffic due to works to replace a gas main.

A summary of the outcomes is presented in section 3.3 The questions asked, and answers provided are provided in [Annexe C](#).

3.5 Summary of pop-up outcomes

At the modal filter, July 2024

48 people stopped to answer questions about their experience of the trial.

About their use/travel

- 17 were travelling actively through the area (walking/cycling)
- 11 had parked locally and were either visiting a person or business locally or travelling further afield
- 10 were local residents
- 10 were walking to access a local business.
- 45 of these people had used the road before the trial was installed. Of these, 29 felt that their experience traveling through in July was better than before the trial was installed and 8 felt it was worse.

Some people provided their positive experience and thoughts:

- | | |
|---|---------------------------------------|
| • Improved safety for pedestrians and cyclists | • Completely different, so much nicer |
| • Noise reduction | • Less dangerous |
| • Pollution reduction | • Let my children scoot on pavement |
| • Quieter area, feels more pleasant | • It transformed the area for better |
| • Cleaner air, the area is more liveable | • It's safer to walk |
| • Less vehicular traffic | • It improved the air quality |
| • More people walking, cycling, more individual children, quieter | • It improved the traffic |
| • Safer to cross | • Less noise, fewer bigger vehicles |
| • Driving on the A36 hasn't been problematic | • Reduced speed and volume of traffic |
| | • Reduced traffic noise |

Some people provided their negative experiences and thoughts:

- | | |
|--|---|
| • Longer travel time for local residents as they need to go around | • It's a disgrace |
| • More pollution, congested roads, idling cars | • It only benefits a few privileged people |
| • It didn't resolve speeding as cars speed after making U-turns | • I don't see a purpose of it |
| • It's solving a problem that didn't exist | • It's pushing the traffic to other roads |
| • It's pushing the traffic to other roads | • Worse for drivers |
| | • When the nights are darker it doesn't feel as nice as when the nights are lighter |
| | • It's pretty much the same on Sydney Rd |

Most people (30/48) shared that they used the route the same amount as before the trial. 10 said they use it more, and 5 said they used it less.

Some people went on to share their thoughts on their use of the route:

- It's safer and more pleasant to walk and visit the park
- Using the car less (but getting around is still fine on A36), thinking about getting a bike, so much easier to walk now
- Feels like more people using the area to walk
- Nicer place to be
- Calmer
- I live nearby so nothing's changed for me
- I don't have a choice, so I use this road
- It's a work journey
- More pleasant to be here
- It's safer for children to have a bit more independence
- The road is blocked so I can't use it
- It's impossible to use the road now
- I get stuck in traffic
- It doesn't make a difference to me
- Used to park closer to town but now park and walk
- It makes the buses later on A36

On whether they felt the trial had improved the environment

Of the 48 people who stopped to answer questions, 30 people felt that the trial had improved the environment, whereas 11 people disagreed with this.

On whether they supported making the trial permanent or not?

23 people supported making the trial permanent and 21 people did not.

Some people shared their thoughts on making the trial permanent:

- It's working, prevents through traffic
- It's safer for me and my child
- I don't drive and I appreciate the initiatives like this one
- It reduced the noise and speeding and I like it
- Nicer way to walk to work
- It's reduced the speed and volume of traffic
- Feels like an extension of the quiet zone (the park)
- Brilliant
- Calmer
- It's no worse driving around the A36
- It can stay but the road needs to improve
- It's beneficial for the area More children using the area and able to cross the road
- 100% better all round and much safer If made permanent, maybe more parking in the area to enable people to use the park
- More traffic on the A36, but not much change most of the time, just peak times
- More people walking in the area
- It improved the speeding in the area, but I don't like the fact that I have to drive around and often get stuck in traffic

- I don't like it
- It's pointless, prevents use of the route by vehicles
- Didn't seem busy before when used
- Only benefits 4 houses
- Only doing it to spend money
- Has increased AP on surrounding roads
- Trade vehicles using alternative routes locally
- It doesn't make sense, it serves only a few privileged people
 - It makes our life miserable
 - It's confusing and dangerous
- It's pointless
- It benefits a small minority while affecting negatively many more people
- It's much safer now to walk and scoot in the area
- Does not improve the experience for pedestrians and worsens the experience for drivers
- Buses on the A36 at peak time are delayed
- Better balance of needs
- Made things more awkward for driving

In Sydney Gardens, July 2024

51 people answered officers' questions in Sydney Gardens:

About their use/travel

- 23 had used the trial streets on their way to the gardens.
- 15 of these 23 had walked, the others had parked locally to access the gardens.
- Of the 28 people who had not used the trial street to get to the gardens on the day, 8 had used the trial street on other occasions.

On whether they felt the trial had improved the environment

Of the 31 people who had used the trial street, 11 felt that the trial had improved the environment, but 16 did not agree with this.

On whether they supported making the trial permanent or not?

9 people felt that the trial should be made permanent, but 19 did not want to see the trial made permanent.

- If it is what the local residents want then I don't mind. Speed bumps could have helped
- It was a major mistake that people in Bathampton stopped the bypass being built. Most traffic goes towards Cleveland Bridge anyway.
- Although I have to use the A36, I would like to see it made permanent
- Traffic displacement
- Unable to use Sydney Road
- Has impacted on the poorer people to the benefit of the richer people
- Dangerous for children crossing
- Pollution has increased outside our house
- Traffic now going past other people's homes

- More traffic on the main road
- The road wasn't busy before
- Not many houses on the trial street
- Traffic worse at school times/peak times
- Should be free flowing traffic
- Should narrow the road and use traffic calming/chicanes instead
- Needs a crossing
- Harder to cross (main) roads

At the modal filter, September 2024

In September, we positioned ourselves at the modal filter to talk to people who were travelling through New Sydney Place and Sydney Road i.e. walking, scooting through or running, and with those who had parked locally.

About their use/travel

We spoke to 14 people. 12 had used the route before. Of those 12, 10 felt it had improved the route/their journey.

8 out of 12 were using the route the same amount as before (usually because it was a route to work or a route they used regularly).

People had the following comments on whether the trial had improved the route:

- | | |
|---|--|
| • Quieter, safer for active travel especially children | • Makes me think of all the period drama |
| • Still traffic on roads so why bother? Waste of money. Close whole of Bath next | • Is very quiet everywhere. Bathwick estate and Bathampton benefitting. Would be better without any cars |
| • I like it. I use a car too. Not noticed much difference in the car. But nicer here (on Sydney Road) | • Better with less cars |
| • Didn't use before (guests at hotel), I would come back because it's just so British. | • Lots of noise from the "anti" group. But people support it, they just don't want to talk about it. Scared to |

On whether they felt the trial had improved the environment

- 7 out of the 12 agreed that preventing through traffic improved the environment in that location.

On whether they supported making the trial permanent or not?

- 7 people supported making the trial permanent
- 3 were neutral and
- 2 were against it.

People shared a range of comments when asked about making it permanent:

- Ban all cars altogether
- Keep it and do more
- Waste of money for few people to benefit
- Love it. So much nicer and cleaner
- No real disbenefit even to car users (me included)
- People will get used to it
- Better for Sydney Gardens and park and Holburne Museum
- Love it as it is (gas works). Can we do more?
- I use it for tennis courts regularly and it has made access worse by car (at times), but much nicer to be in Sydney Gardens

In Sydney Gardens, September 2024

21 people stopped to answer questions about the trial, but three had not used Sydney Road/New Sydney Place to get to the gardens so didn't answer further questions. 18 people replied to our questions.

About their use/travel

Of the 18 people who had used Sydney Road or New Sydney Place to access the Gardens:

- 10 had travelled actively (walked/cycled)
- 7 had parked on local roads
- and 1 had used a mobility scooter.

On whether they felt the trial had improved the environment

9 people, or half of the 18 people who answered questions, felt that preventing through traffic on Sydney Road and New Sydney Place improves the environment.

On whether they supported making the trial permanent or not?

Out of the 18 people who answered our questions, 11 agreed with making the trial permanent. 9 people were neutral or did not agree.

People shared a range of comments when asked about making the trial permanent:

- Better, quieter, safer for all. No issue if I queue on main road. Never very long.
- Extension of SG on this side. Traffic was always bad on A36 at peak times. But that shouldn't stop this. (two people)
- I loved it before the gas works. I love it more now with the gas works!
- Gives a sense of freedom especially for children.
- It is better but slightly more traffic on main road sometimes
- It's so quiet. I wish it could be done everywhere!
- Journey to school much nicer (child new starter to St Marys).

- It is quieter and the rest, but waste of money. We pay road tax. Bath needs a ring road to take the traffic away from the centre.
- Please don't take it out, this would be a backward step.
- I didn't like it before (when it first went in), but now I walk around the roads that I didn't before with dog & it's quiet.

End

Appendices below.

Annexe A1

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Road ETRO Trial Proposal

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 12 December 2023

Dear Occupant

Re: Proposal to trial a through-traffic restriction on Sydney Road at the junction with New Sydney Place

We are writing to inform you of a proposal to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place from spring 2024.

The proposal is the outcome of significant consultation and co-design already carried out with the local community as part of our Liveable Neighbourhood (LN) programme. You will find more information overleaf and attached.

Should the proposal be approved, we would install the trial in spring 2024 for a minimum of six months as part of an ongoing consultation. During this time, you would be able to feedback your thoughts on how it works before a decision is made or whether to make it permanent or not.

A report is currently with the relevant cabinet member to inform their decision on whether this trial should go ahead. We expect a decision in January.

A link to the report is available on our website at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road) which you can visit by scanning the QR code opposite. You can also request the report in a printed or alternative format. See over for contact details.



Aim of the proposed trial

The idea for a through-traffic restriction was put forward for the area by the local community during earlier LN consultations.

The aim is to reduce speeding and excessive through traffic, improve pedestrian safety, and encourage more walking and cycling in the area. Motorists often use these residential streets to avoid the main roads and the A36/Bathwick Street junction.

Scheme details

The proposed trial for Sydney Road is for a through-traffic restriction which would comprise a modal filter (in this case a set of bollards) placed across Sydney Road at its junction with New Sydney Place. The filter would allow pedestrians, cyclists, and people with mobility aids to pass through, but not motor vehicles.

Vehicle access to all homes and businesses (including the Bath Spa Hotel) would be retained from either end of the restriction. There would be space for turning vehicles without loss of parking. Emergency and service vehicles would also be able to access homes and businesses from either end of the restriction or, in an emergency, collapse the bollards.

Additionally, the scheme would feature the removal of the dedicated left-turn lane into Sydney Road from Warminster Road (southbound). It also features a wider footpath on the eastern side of Sydney Road and North Road (where it meets Warminster Road) to make the junctions narrower and safer.

Having your say

This proposal is the outcome of previous LN engagement and co-design opportunities with the local community. You can find out more about the outcome of these consultations on our website at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road area).

We would introduce the trial under an experimental traffic regulation order (ETRO), which is an ongoing public consultation for a minimum of six months with the trial in place. During this time, you would be able to feedback your experience of the trial via an online or paper consultation form. We would also monitor any impact on traffic and air quality in the local area.

A decision on whether to remove the trial or make it permanent would be made within 18 months of its start, considering traffic and air quality data, public feedback, and relevant council policy. We would publish all consultation reports and decisions on our website, and keep you informed by letter.

Next steps

Should we decide to proceed with the trial, we will send you another letter outlining the next steps and the opportunities to engage with us on the detailed, technical designs (prior to installation). Your comments are important to us, and our advisors will be happy to talk to you and address any concerns you might have.

In the meantime, you are welcome to contact an advisor on 01225 394025 or at LN@bathnes.gov.uk

Yours sincerely

The Liveable Neighbourhoods Team

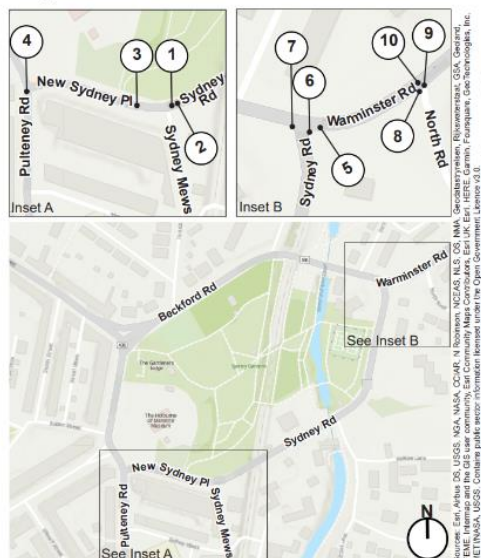
Bath & North East Somerset Council

Proposed through-traffic restriction trial on Sydney Road and New Sydney Place

Bath & North East
Somerset Council

Improving People's Lives

We are proposing to trial a modal filter on Sydney Road at its junction with New Sydney Place (in this case a set of bollards) to prevent motorists from using this residential road as a short cut. Vehicle access to all homes and businesses would be maintained from either end of the restriction with adequate space to turn. Emergency vehicles would be able to collapse the bollards. The dedicated left-turn lane into Sydney Road from Warminster Road (southbound) would also be removed and the junction narrowed. The aim is to tackle speeding and excessive through traffic and provide a safe space for walking and cycling through the area.



Proposals for New Sydney Place and Sydney Road

- 1 A set of bollards across the road would allow pedestrians and cyclists to pass, but not motor vehicles.
- 2 Vehicle access is retained for all homes and businesses on Sydney Road via the junction with Warminster Road, with adequate space for vehicles to turn and no loss of parking in front of the bollards.
- 3 Vehicle access is retained for all homes and businesses on New Sydney Place via Pulteney Road (A36) with adequate space for turning and no loss of parking.
- 4 Advanced warning signs at the junction with New Sydney Place to inform motorists of the through-traffic restriction.

Proposals for Warminster Road

- 5 Removal of the dedicated left-turn lane into Sydney Road from Warminster Road (southbound).
- 6 Wider footpath on the eastern side of Sydney Road at its junction with Warminster Road (to narrow the junction).
- 7 Signage to alert motorists to the no-through-road.
- 8 Wider footpath on the eastern side of North Road at its junction with Warminster Road, plus an extension of the North Road island, to narrow the junction.
- 9 Improved informal crossing on North Road at the junction with Warminster Road (with dropped kerbs and tactile pavement).
- 10 Advanced warning to inform motorists of the no-through-road to the A36 via Sydney Road.

Keep up to date at www.bathnes.gov.uk/yourLN (New Sydney Place and Sydney Road).

Annexe A3

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Road ETRO Trial

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 6 March 2023

Dear Occupant

Decision to trial a through-traffic restriction on Sydney Road and New Sydney Place

We are writing to inform you of the decision to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place from the week beginning **1 April 2024** (excluding the bank holiday) for a minimum of six months.

During the trial, the council will monitor its impact and invite people to share their views in a public consultation.

The trial is the result of significant consultation already conducted under the Liveable Neighbourhood (LN) programme. You can find out more about this, and the decision on the trial, at www.bathnes.gov.uk/sydneyroadETRO.

Aims of the trial

The aim of the restriction is to stop motorists from using these residential streets as a short cut to avoid the A36/Bathwick Street junction, while maintaining vehicle access to homes and businesses from either side of the restriction. We also want to improve the environment for residents and create a safe and pleasant route for walking and cycling through the area. This is important, because not everyone owns a car, and our wider policy is to provide people with more choice on travelling safely, fairly, and sustainably.

While some residents may have to drive a little longer to access properties in the area (depending on their route), it's expected that the trial will also encourage more people to choose active travel for short, local journeys. This would reduce short car trips, with benefits to health, well-being, and the local environment.

Scheme details

The through-traffic restriction comprises a set of six bollards placed across Sydney Road at its junction with New Sydney Place. Access to properties is maintained from either side of the restriction. Additionally, we will remove the dedicated filter lane into Sydney Road from Warminster Road (A36, towards Bath) and make improvements to junctions. See the annotated map enclosed with this letter.

About the public consultation

- We will be installing the trial from week beginning 1 April (excluding the bank holiday) for a minimum of six and a maximum of 18 months, by which time we must decide on whether to modify, remove it or make it permanent.
- During the first six months we will hold a public consultation, inviting local residents and the wider public to share their views.
- A public consultation questionnaire will be available online and in other accessible formats (on request) from the beginning of April for six months. It will ask questions on your where you live, how you travel in or use the area, and your experience of the trial. We suggest you complete the questionnaire after several weeks of the trial starting.
- We will also hold a public consultation event during the trial, open to residents and the wider public.
- We will engage key stakeholders directly, such as local schools and businesses and local community groups.
- We will continue to engage the emergency services and other key services.
- Within five months, we will also conduct further detailed engagement with residents and businesses close to the trial street to understand more about their experiences and how travel choices and behaviours may have changed over the course of the trial. We will define this engagement area when the initial impacts of the scheme have fully emerged. This letter you have received today was sent to residents and businesses across a wider area for information and awareness.

Monitoring and evaluation

We have already collected baseline traffic and air quality data from around the area. To measure the impact of the trial, we will repeat the same exercise within five months, and again after one year of operation. See our website for more details.

We will analyse and report on all the consultation outcomes and consider these in the context of wider council policy to inform a decision on the trial within 18 months.

Please note that National Highways has informed us of emerging plans for significant roadworks on the A36 to the south of Bath that could begin in late summer 2024. If this happens, we will not conduct any related traffic monitoring during this time and will plan to complete our detailed engagement within the first five months of the trial, prior to any work starting. Air quality readings will also be taken outside of this period. The public consultation will remain open for six months.

Installation of the trial

We will install the trial from the week beginning 1 April taking up to two weeks. We aim to keep disruption to a minimum, but access restrictions will apply at certain times. A schedule will be available by letter and online in due course.

Pre-installation drop-in event

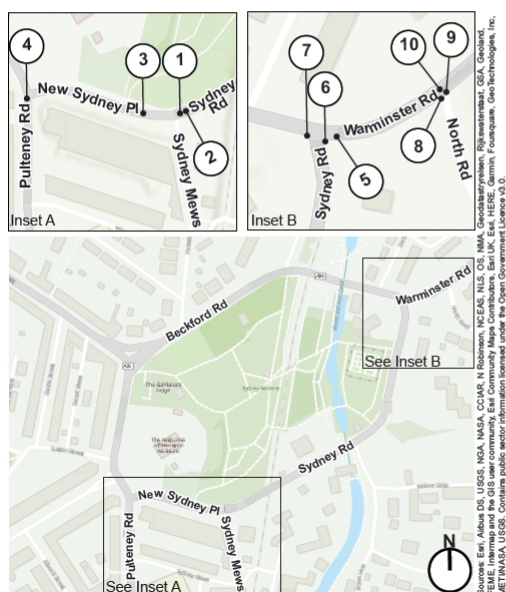
We are inviting residents receiving this letter to attend a drop-in event on **20 March** at the **Guildhall, High Street, Bath between 2-7pm**. Here you can view the detailed technical designs and find out more about how we will run the consultation. Please inform us in advance if you require disabled access or additional support.

More information on the trial is available at www.bathnes.gov.uk/sydneyroadETRO.

Yours sincerely
The Liveable Neighbourhoods Team
Bath & North East Somerset Council

Through-traffic restriction trial on Sydney Road and New Sydney Place

From April 2024, we are trialling a modal filter (in this case a set of six bollards) across Sydney Road at the junction with New Sydney Place to prevent motorists from using this residential road as a short cut. Vehicle access to all homes and businesses will be maintained from either end of the restriction with adequate space to turn. Emergency vehicles will be able to remove the central bollards. The dedicated filter lane into Sydney Road from Warminster Road (A36) will also be removed and the junctions here will be narrowed. The aim is to tackle speeding and excessive through traffic and provide a safe route for walking and cycling through the area. During the trial we will monitor any impacts and gather feedback in a public consultation.



Proposals for New Sydney Place and Sydney Road

- 1 A set of bollards across the road will allow pedestrians and cyclists to pass, but not motor vehicles.
- 2 Vehicle access is retained for all homes and businesses on Sydney Road via the junction with Warminster Road, with adequate space for vehicles to turn and no loss of parking in front of the bollards.
- 3 Vehicle access is retained for all homes and businesses on New Sydney Place via Pulteney Road/Darlington St (A36) with adequate space for turning and no loss of parking.
- 4 Advanced warning signs at the junction with New Sydney Place to inform motorists of the through-traffic restriction.

Proposals for Warminster Road

- 5 Removal of the dedicated filter lane into Sydney Road from Warminster Road (towards Bath).
- 6 Wider footpath on the eastern side of Sydney Road at its junction with Warminster Road (to narrow the junction).
- 7 Signage to alert motorists to the no-through-road.
- 8 Wider footpath on the eastern side of North Road at its junction with Warminster Road, plus an extension of the North Road island, to narrow the junction.
- 9 Improved informal crossing on North Road at the junction with Warminster Road (with dropped kerbs and tactile pavement).
- 10 Advanced warning to inform motorists of the no-through-road to the A36 via Sydney Road.

Keep up to date and find out how to have your say at www.bathnes.gov.uk/sydneyroadetro

Annexe A5

Bath & North East Somerset Council

Improving People's Lives

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Team name
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@southbathnes.gov.uk
Telephone: 01225 39 40 25
Our ref: Sydney Road Trial Installation:

Date: 18 March 2024

Dear Occupant

Through-traffic restriction trial on New Sydney Place and Sydney Road

We wrote to you recently to inform you of our decision to trial a through-traffic restriction on Sydney Road at its junction with New Sydney Place. This letter tells you more about the installation of the trial from Tuesday 2 April 2024 (which will take up to two weeks) and how to take part in the six-month public consultation.

About the scheme

A set of bollards will be placed across Sydney Road (at its junction with New Sydney Place and Sydney Mews) to prevent motorists from using the road as a short cut and to create a safer and more pleasant walking and cycling route.

Vehicle access will be maintained from either side of the restriction and, if required, the two central bollards can be removed for access by the emergency services. On-street parking in the area will be unaffected, but some temporary suspensions are required during construction (see below). We will also remove the dedicated filter lane from the Warminster Road/A36 into Sydney Road and improve the Sydney Road and North Road junctions.

Use the QR code opposite or visit
www.bathnes.gov.uk/sydneyroadetro for more information.



Construction work (2-15 April)

Installing the scheme will take up to two weeks, starting with work on the Warminster Road, followed by work at the Sydney Road junction with New Sydney Place/Sydney Mews. During this time, additional restrictions will be in place, so please plan your journeys accordingly. Footways remain open and official diversions will be signed on the road.

Bad weather can delay work so, while we aim to complete all the work by Friday 12 April, please refer to the construction schedule online for updates. We have also enclosed a map illustrating the additional restrictions.

Warminster Road construction works (est. 2-10 April)

Please note the following restrictions will be in place from 2-10 April (and potentially to 12 April) while we conduct work on the Warminster Road junctions with Sydney Road and North Road.

- The Sydney Road junction with Warminster Road will be closed c.2-10 April
- The North Road junction with Warminster Road will be closed c.2-10 April
- 24 hr parking suspensions will apply on the north side of Warminster Road near the Darlington Road bus stop from 2-12 April.
- Darlington Road bus stop on Warminster Road is suspended from 2-12 April
- Bus stops on the North Road servicing the Skyline Tour and the 734 services are suspended, and the routes are on diversion from 2-12 April.

During this time, vehicle access to North Road, Sydney Road, and New Sydney Place (entry and exit) is from the south via Bathwick Hill only. To plan a bus journey, please go to <https://journeyplanner.travelwest.info/>

Sydney Road, New Sydney Place and Sydney Mews works (est. 10-12 April)

Once the Sydney Road and North Road junctions with Warminster Road are re-opened, we will install the bollards at Sydney Road and New Sydney Place. This work is scheduled from 10-12 April and potentially to 15 April.

- Six bollards will be installed across Sydney Road at its junction with New Sydney Place to create the through-traffic restriction. These will remain in place for a minimum of six months.
- 8 residents' parking bays on New Sydney Place will be suspended c.10-12 April.
- 22 residents' parking bays on Sydney Mews will be suspended c.10-12 April.

Parking restrictions will be signed on the street and, if you park in these locations, alternative parking should be sought from Tuesday 9 April, ready for work to start on 10 April. These 24-hr restrictions are required to ensure the safe passage of vehicles, including construction vehicles, and we appreciate your cooperation.

From 10 April, and for the duration of the trial, access to Sydney Road is from the Warminster Road junction and access to New Sydney Place is from Darlington Street/Pulteney Road. There is ample space to turn vehicles with no loss of parking.

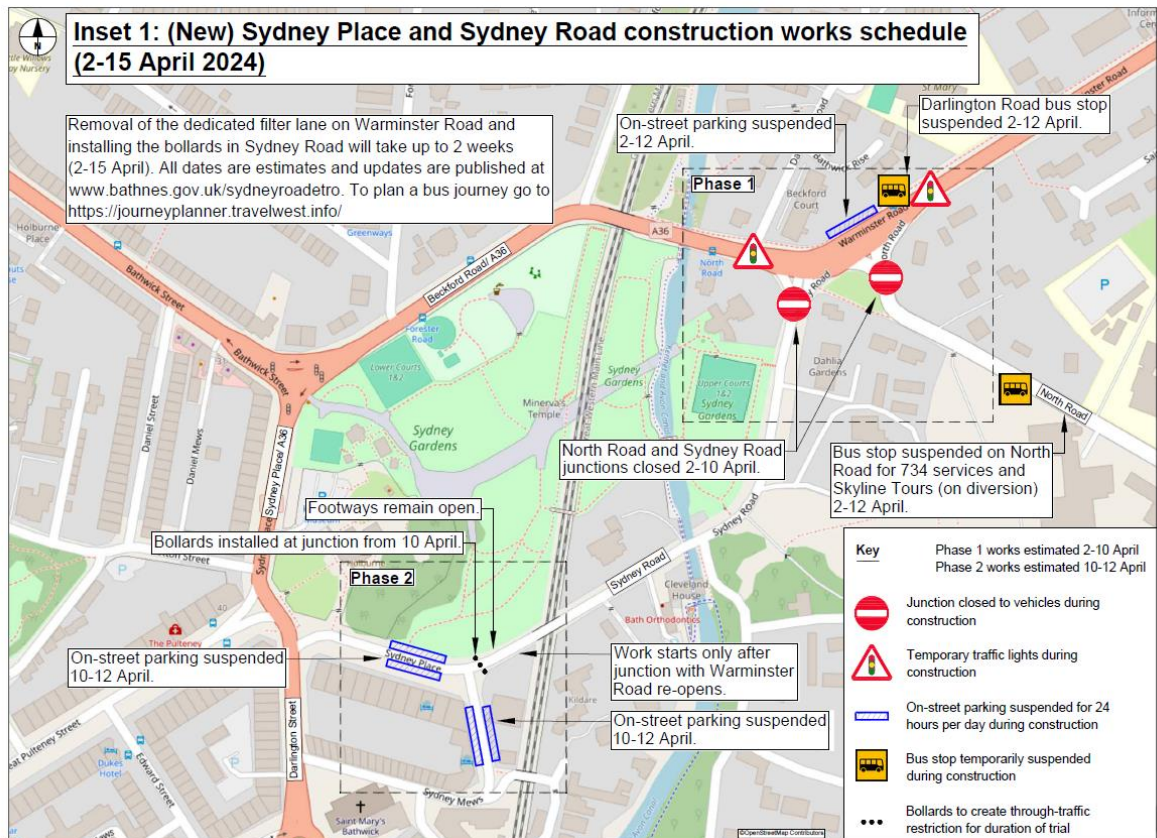
Have your say on the through-traffic restriction

Once work is complete, the through-traffic restriction will remain in place for a minimum of six months under an experimental traffic regulation order (ETRO). During this time, we will monitor the impact of the trial on traffic and air quality and invite feedback from residents and the wider public in a six-month public consultation. We advise that you experience the trial for several weeks before completing the questionnaire. A decision on whether to keep or remove the trial will not be reached until all the evidence is considered.

To complete the public consultation questionnaire and find out more about how the trial works, visit www.bathnes.gov.uk/sydneyroadetro or scan the QR code overleaf. Information will also be available at your local Bathnes Library and Information Centre and in print and other formats on request (from 2 April) by emailing LN@southgloucestershire.gov.uk or calling 01225 39 40 25.

Yours sincerely
The Liveable Neighbourhoods Team
Bath and North East Somerset Council

Annexe A6



Share your views on the Sydney Road through-traffic restriction



The scheme is part of our Liveable Neighbourhoods programme which aims to:

- encourage safe, active and more sustainable forms of travel
- create fairer road space for pedestrians, cyclists and motorists
- reduce excess traffic in residential areas

Share your feedback

The Sydney Road trial allows residents to feedback their experience of the trial over six months (April to 3 October 2024).

Find out more and complete our online questionnaire at

www.bathnes.gov.uk/sydneyroadETRO

Scan me



For alternative formats of the questionnaire,

Call: 01225 394025

Email: LN@bathnes.gov.uk

Or visit your local B&NES Council Library and Information Centre



**Bath & North East
Somerset Council**

Improving People's Lives

Annexe A8

Social media posts scheduled for through-out the trial period



**Social
Media
account to
be posted
on**

Date and time

Message including weblink

4/18/2024 9:00 Facebook

Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro

4/18/2024 9:00 Twitter


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4/18/2024 9:00 Instagram

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**4/22/2024
10:00** Facebook


We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.

 Take part in the public consultation before 3 October at 5pm.

 Go to: www.bathnes.gov.uk/sydneyroadetro

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
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
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









We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.












**4/22/2024
10:00** Instagram

 Take part in the public consultation before 3 October at 5pm.

 Go to: www.bathnes.gov.uk/sydneyroadetro

5/2/2024 13:00	Facebook	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
5/2/2024 13:00	Twitter	Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
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5/14/2024 12:00	Facebook	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
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6/28/2024 11:00	Facebook	<p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p> <p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p>

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11:00	Twitter		 Go to: www.bathnes.gov.uk/sydneyroadetro
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7/16/2024			
14:30	Facebook		
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7/31/2024 9:00	Facebook		 Go to: www.bathnes.gov.uk/sydneyroadetro
			We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.
			 Take part in the public consultation before 3 October at 5pm.
7/31/2024 9:00	Twitter		 Go to: www.bathnes.gov.uk/sydneyroadetro
			We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.
			 Take part in the public consultation before 3 October at 5pm.
7/31/2024 9:00	Instagram		 Go to: www.bathnes.gov.uk/sydneyroadetro
			Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
8/8/2024 11:00	Facebook		
			Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
8/8/2024 11:00	Twitter		

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8/23/2024 12:00	Facebook	<p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
8/23/2024 12:00	Twitter	<p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>We are currently trialling a through-traffic restriction on Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life.</p>
8/23/2024 12:00	Instagram	<p> Take part in the public consultation before 3 October at 5pm.</p> <p> Go to: www.bathnes.gov.uk/sydneyroadetro</p> <p>Reminder </p>
9/2/2024 9:00	Facebook	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.</p> <p>Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder </p>
9/2/2024 9:00	Twitter	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.</p> <p>Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder </p>
9/2/2024 9:00	Instagram	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.</p> <p>Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder </p>
9/20/2024 13:00	Facebook	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.</p> <p>Go to: www.bathnes.gov.uk/sydneyroadetro.</p> <p>Reminder </p>
9/20/2024 13:00	Twitter	<p>Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.</p> <p>Go to: www.bathnes.gov.uk/sydneyroadetro.</p>

Reminder ¶

9/20/2024		Remember to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes 3 October 2024 at 5pm.
13:00	Instagram	Go to: www.bathnes.gov.uk/sydneyroadetro .
9/26/2024		Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
10:00	Facebook	
9/26/2024		Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
10:00	Twitter	
9/26/2024		Have your say on a through-traffic restriction trial in Sydney Road. We want to hear how you experience the change in road layout and how it improves or impacts your life. Find out more and have your say before 3 October 2024. www.bathnes.gov.uk/sydneyroadetro
10:00	Instagram	
10/2/2024 9:00	Facebook	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/2/2024 9:00	Twitter	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/2/2024 9:00	Instagram	Tomorrow is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
10/3/2024 9:00	Facebook	Today is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro
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10/3/2024 9:00	Instagram	Today is your last chance to have your say on a through-traffic restriction trial in Sydney Road. The public consultation closes today at 5pm. Find out more about the trial and have your say at www.bathnes.gov.uk/sydneyroadetro

Annexe A9

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods Team
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 39 40 25
Our ref: Sydney Road Trial Consultation:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 23 September 2024

Dear Occupant

Have your say on the Sydney Road trial before 3 October 2024



We are currently trialling a through-traffic restriction on Sydney Road and would like to hear your views on it before we close the consultation on 3 October 2024 at 5pm.

If you have not already completed a survey, it will take 5-10 minutes online at www.bathnes.gov.uk/sydneyroadetro. If you have already submitted a survey but your position on the trial has changed since it was first installed, you may submit another. There is no need to submit an additional survey if your position has not changed.

We are aware of the current disruption on Sydney Place due to a gas main replacement. To complete the survey, please draw on your experiences prior to this event and the closure of the A36 (at Limpley Stoke) on 12 August which is currently impacting traffic levels and travel times/patterns.

The trial has been in place since early April and, while the consultation will close on 3 October, the through-traffic restriction will remain in place until we have considered and analysed the consultation feedback and monitoring data* alongside council policy.

The outcome will inform a final decision on whether to make the trial permanent or not. We aim to make this decision in the New Year with any updates on this published at www.bathnes.gov.uk/sydneyroadetro. The final decision must be made within 18 months from the start of the trial (3 April 2024) which is 3 October 2025.

About the scheme

We placed a set of bollards across Sydney Road (at its junction with New Sydney Place and Sydney Mews) to prevent motorists from using the road as a short cut and to create a safer and more pleasant route for walking, wheeling, and cycling.

Vehicles can access Sydney Road and New Sydney Place from either side of the restriction and turn in-front of the bollards. The restriction does not stop motorists from reaching anywhere that they could before, however they may need to take a different route. On-street parking in the area is unaffected. If required, the emergency services can remove the two central bollards for access.

Pedestrians and cyclists can access Sydney Road and New Sydney Place from either direction to enjoy a quieter, safer active travel route. As part of the trial, we also removed the dedicated filter lane from the Warminster Road/A36 into Sydney Road to discourage turning into Sydney Road, and we improved the Sydney Road and North Road junctions to slow turning vehicles and improve the crossing for pedestrians.

Please use the QR code at the top of this letter or visit www.bathnes.gov.uk/sydneyroadetro to find out more and complete a survey. If you cannot go online, information and support to complete surveys is available at your local Bathnes Library and Information Centre.

If required, the survey is also available in print and other formats by emailing LN@bathnes.gov.uk or call 01225 39 40 25.

Yours sincerely
The Liveable Neighbourhoods Team
Bath and North East Somerset Council

*Please note that traffic and travel data was collected before installation and during the trial during school terms and prior to the A36 road closure (for the purposes of comparison). We will also look at wider trends and traffic events across the city to interpret the data.

Annexe A10

Bath & North East Somerset Council

Improving People's Lives

Liveable Neighbourhoods
Bath & North East Somerset Council
Lewis House, Manvers Street, Bath. BA1 1JG
www.bathnes.gov.uk
Email: LN@bathnes.gov.uk
Telephone: 01225 394025
Our ref: Sydney Trial End Survey
Your ref:

Name
Address 1
Address 2
Address 3
Address 4
Postcode

Date: 27 November 2024

Dear Occupant,

Re: New Sydney Place and Sydney Road Trial – End-point Survey



As a resident and/or businesses located on the trial street, we are inviting you to submit your final thoughts on the through-traffic restriction which we installed in April 2023.

You may have already given your feedback during the six-month public consultation, but this is an additional survey designed to capture some more detail from those living on the trial street itself.

Summary of aims

The aim of the restriction is to provide a safer, pleasant environment for residents, and a quiet walking and cycling route for those without a vehicle or who choose to travel actively through the area. It is designed to prevent drivers from using Sydney Road and New Sydney Place to avoid the lights at the Bathwick Street/Beckford Road junction, while still enabling vehicle access to homes and businesses. It may, however, require drivers to take alternative routes to reach a property. More information on the trial is available at www.bathnes.gov.uk/sydneyroadetro

How to complete the survey

To complete the online survey, visit <https://bit.ly/4fVU9GA> or scan the QR code above with your smartphone. It will not be available via our public website. If you cannot access the online survey, or you would like the survey in a printed or accessible format, please call or email an advisor using the details overleaf.

Completing the survey should take no more than 5 minutes and it is available until 5pm on Friday 20 December 2024.

Please be conscious that the A36 at Limpley Stoke is closed and this has reduced traffic volume on Warminster Road. It was closed on 12 August but reopened

Annexe B1-6: Sustrans Strakeholder Engagement Reports

Bathwick St Mary's Primary School

Annexe B1: Bathwick St Mary Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Thursday 28th March 2024, 09:45 – 10:35

Venue name and address: Bathwick St Mary Church Primary School,
Darlington Rd, Bath BA2 6NN

Purpose

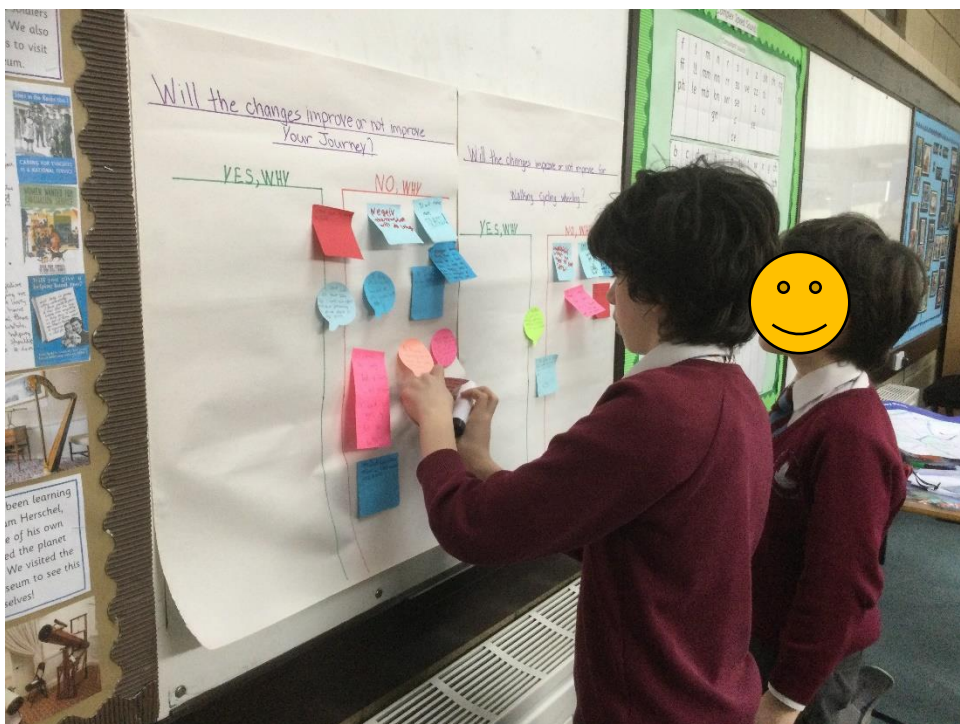
- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and the potential benefits.
- To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
- How we collected our data
 - Sticker voting on sliding scale questions filled out by students to understand how they feel about street changes.
 - Post-its stuck onto big flipchart paper to convey students' answers/feedback, when prompted with questions about the impact of the ETRO.

Photos

Credit to Bathwick St Mary Primary School.



Workshop staff talking to the group about the ETRO.



Local children sharing their views on the ETRO with sticky notes.

Attendance

20 attendees total (7 boys, 13 girls) in Years 5 & 6 of Bathwick St Mary Church Primary School.

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Most of the pupils who attended the workshop felt the new ETRO designs on Sydney Place/Warminster Road make the areas safer and more welcoming and inviting. However, this came with the caveat that some children had concerns about their/parents being inconvenienced, they felt the ETRO would add extra effort/time to their journeys to both school and work.
- Views on active travel: There was more positivity when discussing the impact of the ETRO on walking, wheeling and cycling. Students noted quieter roads as beneficial and encouraging for active travel. Yet some were sceptical, feeling that the ETRO wouldn't significantly impact walking, as the pavement was already accessible.
- Criticism of the ETRO trail: We noted general criticism of the ETRO's impact on convenience and journey times from a driver perspective, citing concerns about themselves or their parents, particularly for school or work commutes.
- Formation of opinions: Before the workshop, some children appeared to have discussed the ETRO changes with their parents/caregivers, influencing their opinions, whilst others were engaging with the topic for the first time.

Key Insights / Contributions from Participants

- When asked if the ETRO will improve their journey (yes/indifferent/no), most students said no, it would not improve their journey. Students provided a lot of criticism towards the trial.
 - Many children had concerns about the ETRO inconveniencing them/their parents relating to going to school/work. They felt that the ETRO would add extra effort/time to their journeys.
 - There was concern from certain children about emergency vehicles getting through the bollards blocking traffic along Sydney Road/Place, despite staff making children aware that emergency vehicles would have an access key to remove bollards in case of emergency. Children mentioned that the time taken to use the key could delay emergency services.
 - Some children had concerns that the ETRO would push the traffic elsewhere/push issues elsewhere.
 - Some students felt they were indifferent and did not feel it would make their journey better or worse. Although indifferent, one student felt there was no point in running the trial.
- When asked if the ETRO will improve walking/cycling/wheeling (yes/indifferent/no), there were more positive comments offered than when asked about their personal journeys.
 - Several students commented the ETRO will make the roads quieter, which will be better for active travel users. Another commented that the scheme will help to encourage walking/cycling/wheeling.
 - One student shared that they didn't think the ETRO would impact walking, as people can already use the pavement.

- Despite clear explanations from staff, when asked if the ETRO will improve walking/cycling/wheeling many of the students were possibly getting confused, making comments from the perspective of a car driver, rather than an active travel user.
- It appeared that some children had already had conversations with their parents/caregivers about the ETRO changes and had already formed thoughts and opinions around the trial.
- For others, this was the first time they had talked about the trial.
- When students were asked about their opinions and feelings about the new Sydney Pl/Rd and Warminster Rd ETRO design, they shared the following feedback. Though 20 attendees were registered for the workshop, we are aware that during this hands-up survey, some pupils could have possibly put their hands up twice resulting in question four having 22 responses.

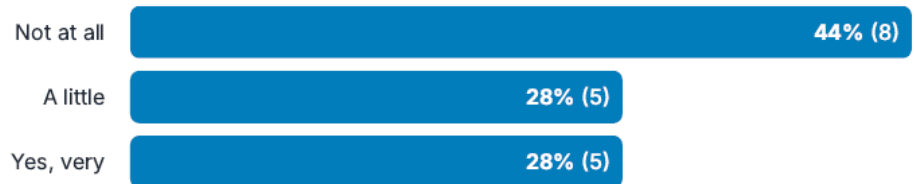
1. Would the new design make the location easy to travel? - Sydney Place/Warminster Road

Responses: 20



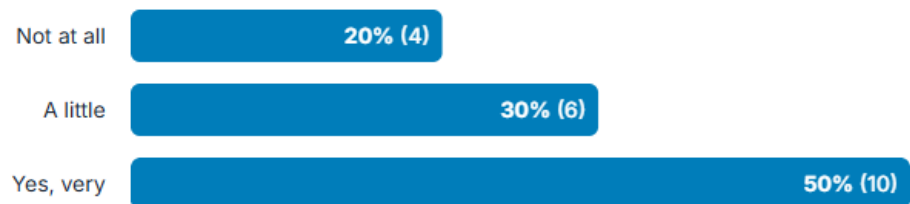
2. Is the new design friendly and accessible for all ages? - Sydney Place/Warminster Road

Responses: 18



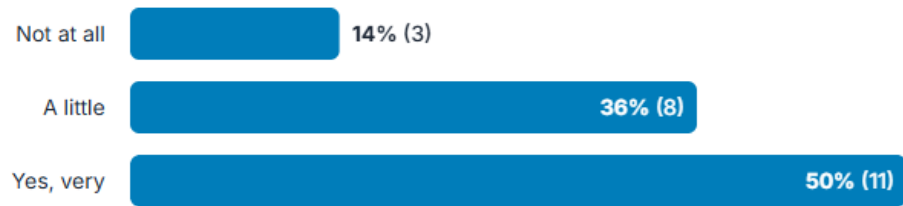
3. Does the new design feel welcoming and inviting? - Sydney Place/Warminster Road

Responses: 20



4. Does the new design make the location feel safer? - Sydney Place/Warminster Road

Responses: 22



Key Quotations

Written comment from pupil: ***'Yes [I agree with the ETRO], it will encourage people to cycle and walk more'***

Written comment from pupil: ***"I don't think it [the ETRO] is that good because then the traffic will be in one place"***

Learning from Event

- What went well?
 - The children were engaged with the session and were keen to let us know their views.
 - Taking quick hands-up polls was a useful technique for gaining quantitative data when pressed for time.
 - Having large, printed pictures of Sydney Rd etc. to show students was vital for referencing the different locations and explaining the changes.
- What challenges were there?
 - We had a limited amount of time with the children (~50 minutes) but could have gained more opinions/useful data with more workshop time.

Any Other Information

We have agreed with the school we will be running a follow-up workshop.

Annexe B2 Bathwick St Mary Sydney Post-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Rd/Place and Warminster Rd ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Tuesday 19th November 2024, 08:45 – 10:15

Venue name and address: Bathwick St Mary Church Primary School,
Darlington Rd, Bath BA2 6NN

Purpose

- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road, and the possible benefits.
 - To understand residents' opinions, thoughts and feedback regarding the bedded-in ETRO trial of the Sydney Place/Road and Warminster Road.
 - How we collected our data
 - Sticker voting on sliding scale questions filled out by students to understand how they currently feel about street changes.
 - Post-its stuck onto flipchart paper to convey students' answers/feedback, when prompted with questions about the impact of the ETRO.
-

Photos

Credit to Bathwick St Mary Primary School.

Two Sustrans officers standing in front of a full classroom of children, presenting the project.



Workshop staff talking to the pupils about the ETRO.

Attendance

Approx. 30 attendees total (~13 boys, ~17 girls) in Year 5/6 of Bathwick St Mary Church Primary School.

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Based on our voting polls, pupils are broadly supportive of the ETRO street changes. The majority of students feel that the ETRO has made Warminster Road more safe, accessible, inviting, welcoming and easier to travel. Our polls also evidence that most students feel that the ETRO has made Sydney Place/Road more safe, accessible, inviting and welcoming.
- Sentiment shift: Six pupils directly expressed wanting to keep all the ETRO changes, and many highlighted safety and accessibility improvements. Broadly, compared to the pre-intervention workshop, pupils were significantly more positive about the ETRO after experiencing its effects.

- Positive impacts of ETRO: Participants mention that reduced traffic on Sydney Place/Road has led to quieter streets, more visible wildlife, and increased opportunities for play and outdoor activities on the roads. Participants highlighted they feel safer due to fewer lorries and large vehicles, whilst perceiving the changes as encouraging more walking, wheeling and cycling. Lastly, it's worth highlighting that the participants who come to and from school via car say the ETRO has not impacted their journey.
- Concerns of ETRO: A lot of the disapproving comments and feedback regarding the ETRO changes appear angled from a driver's perspective, particularly around ETRO inconveniencing them/their parents related to going to school/work. They perceived that the ETRO adds extra effort/time to their journeys. However, one pupil highlighted the lack of smooth surfaces for skateboarding, whilst another mentioned safety concerns in dark conditions due to reduced lighting and natural surveillance from drivers.

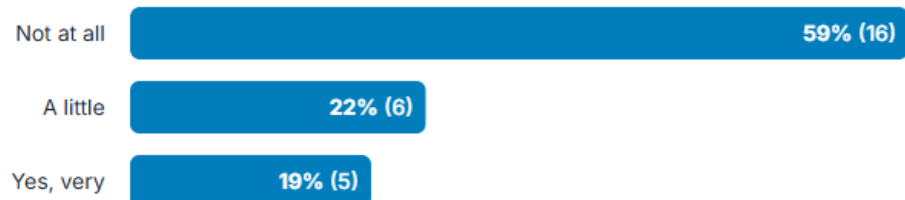
Key Insights / Contributions from Participants

- Some children questioned why the project would spend money on delivering something that has the potential to be reversed.
- Some of the oppositional comments from the children were very much from a driver's perspective, though our staff did not hear them specifically say they heard this from their parents. However, there were several comments about how the changes impact people getting to work if driving or in a rush.
- Some children do not come to school from the direction of the Sydney Place/Road and Warminster Road interventions so were unsure how to respond to some of the engagement.
- One child asked if emergency vehicles could still get through, to which we answered yes with a special bollard key.
- Some children mentioned that they get taken in a private car to various sports activities such as football and rugby and they perceived the ETRO changes have made this a longer journey.
- Questions from the children also surrounded where the money came from to do the work, to which we explained about B&NES applying for the money from the central government and being awarded it to spend on the liveable neighbourhood scheme, to which this one of the project areas.
- When asked 'Have the ETRO changes improved your journey?' via the post it notes activity, the key themes were seen to be:
 - Now that there are fewer cars, it is less loud; you can hear your surroundings better and sometimes see more wildlife.
 - Now there appears to be more space to run, play and walk on the road without being worried about cars.
 - They felt the changes have encouraged them, their friends and family to walk to school more.
 - One student mentioned how they can play more whilst travelling to/from school.
 - Some mention that fewer lorries and large vehicles add to Sydney Place/Road feeling safer.
 - Six students said directly they want to keep the changes.
 - When asked 'Have the ETRO changes improved your journey?', several comments from the group say yes. We also saw considerable mentions of increased safety.
 - It appears that with the children who said the ETRO changes have not improved their journey, the responses are sometimes framed from a driver's perspective. In particular, we received mentions that the changes create inconvenience for drivers particularly those getting to school/work. They perceived that the ETRO adds extra effort/time to their journeys.
 - Several pupils are concerned that the ETRO changes on Sydney Place/Road have just pushed traffic (and therefore pollution) onto Beckford Rd and Warminster Road which also is used by children.
- When asked 'Have the ETRO changes improved walking/cycling/wheeling locally?' via the post it notes activity, the key themes were seen to be:

- Yes, by getting more people active and therefore healthy. Encouraging them to actively travel.
 - They also mentioned it now feels safer than it did before, therefore they feel it encourages people to walk/wheel/cycle.
 - A particular child did mention that he likes to skateboard, but the ETRO changes have not included smooth surfacing, and he gets told off going through the park, so he does not feel it made as much of a difference.
 - A female student mentioned that she broadly supports the changes, and it does encourage her to walk/cycle more. However, when she travels via Sydney Place/Road in the dark she feels like it is less safe as there are fewer people/cars around, particularly without additional street lighting. On Sydney Road around the railway bridge, she finds it a little scary when you cannot see round corners of the railway bridge or the side of drive/street walls.
- When students were asked about their opinions and feelings about the Sydney Place/Road and Warminster Road new ETRO design they shared the following:

1. Have the street changes made the location easier to travel? - Sydney Place

Responses: 27



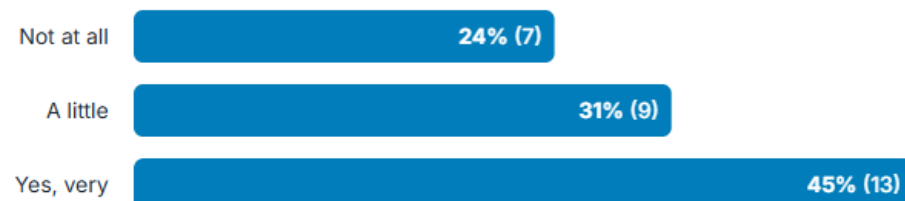
2. Have the street changes made the location easier to travel? - Warminster Road

Responses: 27



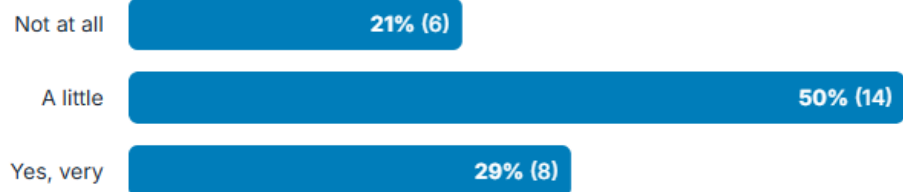
3. Have the street changes made the location more accessible for all ages? - Sydney Place

Responses: 29



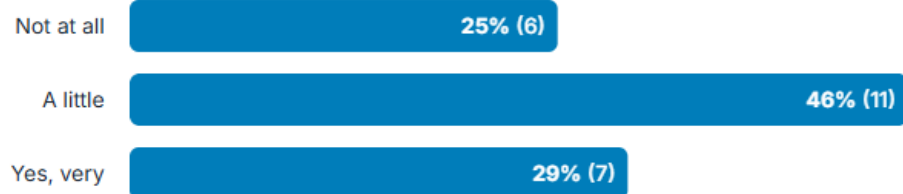
4. Have the street changes made the location more accessible for all ages? - Warminster Road

Responses: 28



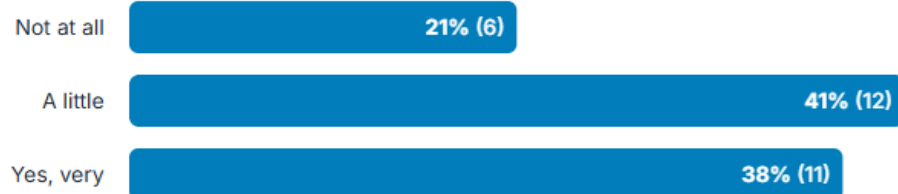
5. Have the street changes made the location more welcoming and inviting? - Sydney Place

Responses: 24



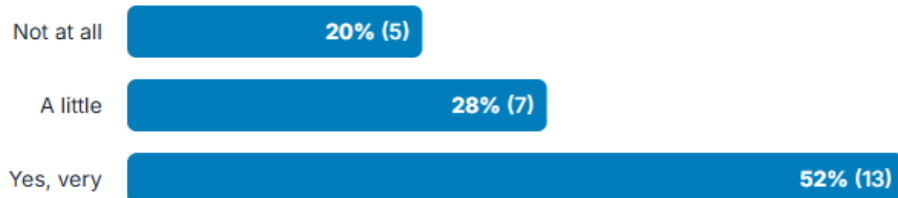
6. Have the street changes made the location more welcoming and inviting? - Warminster Road

Responses: 29



7. Have the street changes made the location feel safer? - Sydney Place

Responses: 25



8. Have the street changes made the location feel safer? - Warminster Road

Responses: 30



- When comparing these post-intervention results against the pre-trial poll using the same type of questions/answer options, the students are significantly more positive about the ETRO, now that they have had time to experience the changes. It is important to consider that the previous trial engagement had 20 pupil attendees and therefore this would influence the overall proportionality. Post-intervention, the majority of pupils think that Sydney Place/Road and Warminster Rd are now more accessible for all ages, more welcoming/inviting and safer. Furthermore, the majority of pupils think Warminster Rd is now easier to travel due to the ETRO. However, the majority of students polled feel that the ETRO has not made Sydney Place/Road easier to travel.

Key Quotations

Written comment from pupil: ***'Yes, it has changed my journey, as when me and my friends go to school, we are more relaxed walking'***

Written comment from pupil: ***'I think because I go to the rugby a lot it's dangerous because if you want to go up the road it is quiet and not a lot of people there.'***

Learning from Event

- What went well?
 - The children were engaged with the session and were keen to let us know their views.
 - Using sticking votes for polling was a useful technique for gaining quantitative data in a relatively short time period, though was subject to confusion around gender associated with colour stickers and the number of stickers used.
 - Having large, printed pictures of Sydney Road etc. on hand to show students was vital for referencing the different locations and explaining the changes.
 - Having the supply teacher present helped reinforce good behaviour.
- What challenges were there?
 - We had a limited session length with the children (~90 minutes), and we could have gained more opinions/useful data with more workshop time.
 - We had snow on this day falling in the playground outside, which distracted the pupils for a short period.

Annexe B3 Over 55s Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Tuesday 26th March 2024, 11:35 – 13:00

Venue name and address: Garden Cafe - Holburne Museum, Great Pulteney St, Bathwick, Bath, BA2 4DB

Purpose

- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and the potential benefits.
- To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
- How we collected our data:
 - Recording key discussion points and comments made by participants.
 - Sticky notes stuck onto maps of local area capturing residents' comments.

Attendance

6 attendees total (2 women / 4 men) in the 55-75 age bracket, all part of the local over 55's exercise class in Sydney Gardens.

All attendees were sourced from an over-55's exercise class that takes place in Sydney Gardens. We met willing participants at a nearby café after they had finished their class.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- **Traffic Shift Concerns:** Many residents were worried the ETRO would move congestion to other areas, especially Beckford Rd.
- **Prioritisation Issues:** Some attendees supported the ETRO but felt more urgent issues like public transport improvements should come first.
- **Alternative Strategies:** Others disagreed with the ETRO, advocating for different approaches to improve Bath's transport.
- **Positive Safety Change:** The ETRO's impact on pedestrian safety at the Warminster Rd junction was welcomed, particularly for Bathwick Primary School.
- **Traffic Data Concerns:** Residents argued that the council's traffic baseline data may be skewed due to Cleveland Bridge's closure, which they believe could add a confounding variable to the ETRO data.

Key Insights / Contributions from Participants

- Concerns were expressed that the ETRO will 'just push the traffic elsewhere' and load the congestion issue in Bath on other residents.
 - There was particular concern about congestion along Beckford Rd from residents in the Forester Rd area.
- Some residents did see the usefulness of an ETRO on Sydney Place/Road as part of a holistic approach to encourage active travel and reduce congestion in Bath. However, they felt strongly that there were more fundamental and urgent issues to address before pursuing an ETRO (such as public transport improvements). They saw the ETRO as generally being a lower priority when compared to more general local travel concerns, like reliable, well-funded public transport.
- Some people in the group disagreed with using an ETRO on Sydney Place/Road. They feel other strategies should be employed to improve transport in Bath.
- Certain residents welcomed the added road crossing safety for pedestrians that the ETRO offers on the Warminster Road junction. This is a change which people were very positive about generally. They liked that it would also support Bathwick Primary School.
- Several people in the group felt strongly that the ETRO data team would have a skewed understanding of the pre-ETRO traffic baseline. They explained that this is because when the baseline of traffic flow was taken, heavy goods vehicles/lorries were still able to use Cleveland Bridge, and therefore heavy goods vehicles/lorries were routinely using Bathwick St/A36 as a travel route, and traffic flow was higher as a result. Now (as of March 2024), the Cleveland Bridge is closed to heavy goods vehicles/lorries, which residents say has improved traffic locally. Residents feel that if another reading of traffic flow is taken, the ETRO team might claim that it was the ETRO which has reduced local traffic, while certain residents feel it is the Cleveland Bridge which is responsible for any positive impact on congestion.
- A common challenge in this session was that discussion often drifted onto wider transport issues in Bath, and we had to refocus the conversation back on the ETRO and the specific questions we wanted to investigate. Attendees had a lot of general complaints about transport in the local area, and there was somewhat of a generalised sentiment in the group that they hadn't been listened to

regarding their local transport needs/opinions (apart from in the ETRO session that they were part of). Here are some of the issues raised:

- Some residents felt the lorries which used to use Bathwick St/A36 as a transport route were a significant problem. They feel that the Cleveland Bridge should be permanently closed to heavy goods traffic.
- Concerns that traffic doesn't abide by the 20mph limit in the local area.
- Complaints that the bollards next to Beckford Rd are dangerous.
- No crossing point across the bottom of upper Sydney Place, despite many people crossing here.
- Interest in creating more crossing points for pedestrians in the local area (e.g. from the [canal under new Beckford Rd](#) into Sydney Gardens).
- Many (if not all) of the residents who attended said they already knew information about the ETRO trial and seemed to have already formed general opinions about it before they attended our session.

Key Quotations Written comment from local resident: *'[The ETRO will] just push the traffic elsewhere'*

Learning from Event

- What went well?
 - Holding a session close to where the exercise group takes place, reducing the barrier to entry for attendees.
 - The café was also a useful location as it is a shared space. Several people saw what we were doing whilst passing by and stopped to discover what was happening. Some even gave us a quick opinion on the ETRO (but did not want to officially take part in the session).
 - Having clear maps and photos to discuss talking points was essential.
 - The format for the workshop worked well for the audience, with a nice mix of discussion using the maps and also time for residents to write down feedback/opinions.
- What challenges were there?
 - Conversation often drifted onto wider transport issues in Bath, and we had to refocus the conversation back on the ETRO and the specific questions we wanted to investigate.
 - A loud café environment meant that communication was harder between people.
 - Limited seating meant that we had a smaller event capacity if more people from the exercise class had decided to come along.

Any Other Information

The residents were open to us getting in contact with them in a few months to run a follow-up workshop.

Annexe B4 Over 55s Sydney Post-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Tuesday 5th November 2024, 11:30 – 12:30

Venue name and address: Garden Cafe - Holburne Museum, Great Pulteney St, Bathwick, Bath BA2 4DB

Purpose

- To refresh the group's understanding regarding the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road.
- To understand residents' experience of local travel in the Sydney Place/Road and Warminster Road area since the ETRO trial has been active.
- To understand residents' opinions, thoughts and feedback regarding the ETRO trial of Sydney Place/Road and Warminster Road.
- How we collected our data
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback when prompted with questions about the impact of the ETRO.
 - Asking residents if they thought the ETRO had improved Sydney Place/Road and Warminster Road, and if it had improved their local journeys.

Attendance

Almost all attendees were sourced from an over-55's exercise class that takes place in Sydney Gardens. We met willing participants at a nearby café after they had finished their class.

We had 8 attendees in total (2 men, 6 women). All those who shared their age with us were aged 65 or over. All participants who offered their postcode (5 attendees) lived in the BA2 area.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- When contrasted against the pre-intervention workshops back in March, the balance of attendee opinions was significantly more positive in this post-intervention workshop, albeit with some attendees still disagreeing with the changes or criticising certain aspects of the ETRO scheme. Many of the comments made were based on attendees' real-world experience (e.g. seeing more pedestrians enjoying the route), which was enabled by this trial being put in place.
- 3 participants believed the changes improved the area around Sydney Place and Warminster Road, while 2 disagreed; mixed opinions were shared about improvements to personal journeys.
- Support for ETRO Benefits: Many participants supported the ETRO, highlighting benefits for pedestrians, calmer traffic, safer school routes and increased active travel activity, including more tourists and people with mobility issues.
- Safety Concerns: Some participants raised concerns, particularly about safety at night due to reduced traffic on Sydney Road, and there were reports of intimidating behaviour from opponents of the ETRO.
- Increased Traffic Issues: Participants noted worsened traffic conditions on Beckford Road, concerns about unsafe crossings, and a more dangerous junction at Bathwick Street/Beckford Road/Sydney Place.
- Diverse Perspectives on the ETRO: Some questioned the need for changes along Sydney Road due to its supposedly low residential density, others saw poor coordination among local travel interventions, and one resident suggested preserving parking and adding angled parking spaces for space efficiency.

Key Insights / Contributions from Participants

- When asked 'Have the changes improved the local area in/around Sydney Place & Warminster Road?'. 3 participants agreed, with another 2 participants disagreeing. The rest of the group did not comment.
- When asked 'Have the ETRO changes at Sydney Place & Warminster Road improved your journeys?', 2 participants agreed, with another 2 participants disagreeing. The rest of the group did not comment.
- Benefits of the ETRO: A significant amount of conversation within the group revolved around support for the ETRO changes.
 - One resident noted that they had seen lots of groups benefitting from the ETRO. Not just local residents, but school children, tourists and visitors from other areas of the city.
 - Lots more tourists/walkers were noticed walking along Sydney Road to get to the 'Bath Skyline Loop'
 - Residents commented that the area is much better for pedestrians since the ETRO. They highlighted that the Warminster Road changes have calmed traffic and made the North Road junction safer for pedestrians, including children going to local schools.
 - An attendee let us know that, since the ETRO was installed, they had noticed more people with mobility differences using the route.
 - One attendee let us know they were previously against the ETRO before the scheme was put in place. However, since the ETRO was installed, they have been able to see the great benefit of the changes, and now support keeping the ETRO. They commented that it seems safer for pedestrians in both the day and night.

- Negative outcomes of the ETRO: there was a significant theme of discussion regarding negative impacts of the ETRO. Many people who were raising these comments were against the ETRO, due to the perceived negative impacts.
 - There was a significant amount of conversation between two women in the group about concerns for the safety of women or vulnerable people when walking along Sydney Road at night. They were concerned that the decreased level of traffic along Sydney Road meant that they felt much less safe to walk there alone at night. If any crime were to take place against a woman or vulnerable person, there would be much less chance of a car passing by which could intervene or act as a deterrent. The women commented that they would not now use Sydney Road at night, as the road is not busy enough with cars. We did also have a comment from another female member of the workshop, who did not share these safety concerns; she felt safe using Sydney Road as a walking route.
 - In the session, we did receive comments from an attendee explaining that they had heard of intimidating behaviour being delivered by those who oppose the ETRO, being directed at people living along Sydney Place/Road, as there is a general perception that these locals are responsible for encouraging/initiating the ETRO changes. The session attendee also commented that construction workers who were working on installing the ETRO had also received intimidating behaviour from people opposing the ETRO.
 - There were concerns raised by multiple participants regarding a supposed increase in traffic flow along Beckford Road. Comments were made that this increased traffic flow worsened the established issue of a lack of safe crossing points. One participant felt Beckford Road was more dangerous now that the ETRO was in place. This person explained that many people also do not follow the 20mph speed limit on Beckford Road.
 - An additional comment was made that the already unsafe junction at the meeting of Bathwick Street/Beckford Rd/Sydney Place had been made even more dangerous for pedestrians/cyclists.
 - We heard comments from an attendee that First Bus had altered one of the local bus routes due to the ETRO. They thought that the new route organised by First Bus has caused big traffic delays, and this should be changed. Note: No bus route has been changed due to the ETRO.
- Other views/opinions expressed:
 - One workshop participant held the view that there were very few residents actually living along Sydney Place/Road, and most of the properties were non-residential. The participant questioned why this ETRO was put in place on Sydney Place/Road, a location where they thought few residents lived.
 - Comments were received from one attendee who did not see the need to implement an ETRO at all. They noted that Sydney Gardens is right next to Sydney Place/Road which is enough space for people to walk/cycle.
 - There was a perception held by several participants that there is poor coordination between local travel interventions, roadworks etc. They suggested that when multiple schemes/strategies are happening locally that impact roads, they need to work in synchronicity. They say multiple schemes all running at the same time in Bath have created or compounded lots of local travel issues. They are looking to B&NES to ensure that local schemes are delivered in a coordinated manner, to limit negative impacts and compounding issues.
 - One resident, although supportive of the ETRO changes, was adamant that the parking along Sydney Place/Road should not be reduced. They commented that the extra road space created by the ETRO should be used to create 45-degree angled parking spaces, to enable more people to use Sydney Gardens park.

Key Quotations

Written comment from local resident: ***'[The ETRO changes] have been very beneficial for many people, not just residents. Also school kids, visitors to Sydney Gardens, inc. playground, tourists to/from hotel, Nordic walkers and other walkers, walking route from city to Sham castle and to canal. The remodelling of the upper junction has calmed Warminster Road traffic and made North Road junction safer for pedestrians including local kids going to school'***

Written comment from local resident: ***'I am in support of the closure...even though I am a car driver and it is more difficult to drive to my house'***

Written comment from local resident: ***'[The ETRO has] increased traffic for Beckford Rd. Traffic ignores speed limits. Good for Sydney Road residents but improvements need to be made'***

Written comment from local resident: ***'[The ETRO is] like walking through a park at night, which is exactly what our parents told us not to do!'***

Learning from Event

What went well?

- Holding a session close to where the over 55's exercise group takes place, reducing the barrier to entry for attendees.
- Timing the session to start immediately after the Sydney Gardens over 55's exercise class finished, so attendees could seamlessly transition from their class to our ETRO session.
- The café was a valuable location to use as it is a shared space; some other users of the cafe saw what we were doing and stopped to discover what was happening. Some even gave us a quick comment on the ETRO whilst passing by.
- Having clear maps and photos to discuss talking points was essential.
- The format for the workshop worked well for the audience, with a nice mix of discussion using the maps and also featuring time for residents to write down comments using post it notes.

What challenges were there?

- Conversation did sometimes drift onto wider transport issues in Bath, and we had to often refocus conversation back on the ETRO and the specific questions we wanted to investigate.
- Limited seating meant that we had a smaller session capacity.
- A certain local resident was, at first, a little confused about the scope of our consultation workshop. Although clearly titled and introduced to the group by Sustrans staff, early on the resident thought that the session was centred around a different local travel consultation. Sustrans staff highlighted the scope of the session again to ensure this resident was clear on the subject matter.

Annexe B5 Walcot Court Sydney Pre-intervention Community Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Pre-ETRO launch – session 1 of 2)

Date & Time of Activity and Location

Date: Tuesday 26th March 2024, 14:00 – 15:30

Venue name and address: MHA Walcot Court - Retirement Apartments,
Walcot Gate, Bath BA1 5UB

Purpose

- To understand residents' current experience of travel in the Sydney Place/Road and Warminster Road area.
 - To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and its potential benefits.
 - To understand residents' opinions, thoughts and feedback regarding the incoming ETRO trial of the Sydney Place/Road and Warminster Road.
 - How we collected our data
 - Recording key discussion points and comments made by participants.
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback, when prompted with questions about the impact of the ETRO.
-

Photos



Workshop staff are gathering residents' opinions about transportation in the local area.



Local residents discuss their opinions of the ETRO.

Attendance

10 attendees total (all women) in the 60-100 age bracket, all residents of MHA Walcot Court.

Many of the group had additional mobility needs (e.g. using a walking aid - perhaps were registered as disabled but we were not able to confirm this).

Note: Pre and post-trail engagement mostly had different participants.

Findings from the Event

Summary of key findings

- Many participants were concerned that the ETRO would create other traffic problems elsewhere and that, from the residents' perspective, their primary focus was on the wider need for better public transport provision and effectiveness.
- ETRO criticism and concerns: Significant concerns were raised about the ETRO trail shifting traffic and congestion to other areas of Bath. Participants raised that interventions proposed could create delays to emergency vehicles getting through bollards, despite assurances that emergency services had keys to remove them quickly.
- Broad transport issues: Though engagement and facilitation were focused on the ETRO, many felt that more urgent and fundamental transport issues, such as improving public transport and main road movement safety, should take precedence.

Key Insights / Contributions from Participants

- We did hear a significant amount of criticism in the session around the ETRO trial.
 - We heard widespread concerns that the ETRO will 'just push the traffic elsewhere' and shift the congestion issue in Bath to other residents.
 - There was concern from certain participants about emergency vehicles getting through the bollards blocking traffic along Sydney Place/Road, despite staff making participants aware that emergency vehicles would have an access key to remove bollards in case of emergency. Participants mentioned that the time taken to use the key could cause slight delays to emergency services.
 - Some residents felt strongly that there were much more fundamental and urgent issues to address before implementing an ETRO, such as public transport improvements. They saw the ETRO as generally being a lower priority when compared to things like reliable, well-funded public transport and safer, easier road crossings.
 - Residents were particularly concerned about the current state of public transport in Bath, which they deemed to be inadequate. Many of the residents would rather see investments and improvements in this area than an ETRO.
- A common challenge was that discussion often drifted onto wider transport issues in Bath, and our staff had to often refocus conversation back on the ETRO and the specific questions we wanted to investigate. Local people had a lot of general complaints about transport in the local area, and there was somewhat of a widespread sentiment in the group that they hadn't been listened to in their local transport needs/opinions (apart from in the ETRO session that they were part of).
- Most residents seemed to travel by Dial a Ride, a service which is of great importance to them.

- A minority of the residents who attended said they already knew information about the ETRO trial and seemed to have already formed general opinions about it before they attended our workshop.
-

Learning from Event

- What went well?
 - When given the right space, most of the residents had plenty to say on local travel/the ETRO and were keen to share their views.
 - Residents found the maps and resources very useful, as it gave them reference material to discuss different locations in the area.
 - What challenges were there?
 - Some participants were particularly vocal, meaning that other naturally quieter residents found it harder to have space to speak. We were mindful of this and made sure to make space for certain quieter people to have their voices heard too.
 - One participant was newer to the area and Walcot Court, which meant their local area knowledge was limited.
-

Any Other Information

We agreed to return to Walcot Court in July/September 2024 for a follow-up session.

Annexe B6 Walcot Court Sydney Post-intervention Engagement Report

Community Engagement Client Summary BaNES Wider Engagements Liveable Neighbourhoods/ETRO Engagement (Project 15172)

Engagement Activity

Sydney Place/Road and Warminster Road ETRO engagement workshop (Post-ETRO launch – session 2 of 2)

Date & Time of Activity and Location

Date: Wednesday 20th November 2024, 10:30 – 11:45

Venue name and address: MHA Walcot Court - Retirement Apartments,
Walcot Gate, Bath BA1 5UB

Purpose

- To explain the nature of the ETRO trial being delivered on Sydney Place/Road and Warminster Road., and its potential benefits.
- To understand residents' opinions, thoughts and feedback regarding the bedded-in ETRO trial of the Sydney Place/Road and Warminster Road.
- How we collected our data
 - Recording key discussion points and comments made by participants.
 - Post-its stuck onto A3 printout maps that capture thoughts, feelings and other relevant information that we captured/feedback, when prompted with questions about the impact of the ETRO.

Photos



Workshop staff talking to the group about the ETRO.



Workshop staff talking to the group about the ETRO.

Attendance

6 attendees total (2 men, 4 women) were residents and those from Walcot Court – all attendees aside from one were 65 and over.

Many of the group had special mobility needs (e.g. using a walking aid – perhaps were registered as disabled but we were not able to confirm this).

At least 4 members of the group identified as having long-term physical or mental health conditions or illnesses.

Note: Pre and post-trail engagement mostly had different participants in.

Findings from the Event

Summary of key findings

- When comparing the outputs of the pre-intervention engagement workshops back in March, we found that participants from the post-intervention workshop were now more broadly supportive of the ETRO changes. However, the participants continued to have a desire to focus on broader critical transport issues such as general traffic in Bath and the bus services.
- General feedback on ETRO changes: There was support for changes that improve walking, wheeling and cycling, with no significant negative feedback on Sydney Place/Road and Warminster Road changes. Notably, a participant initially was sceptical of the ETRO changes but then went on later to support them, appreciating the reduction in rat-running on Sydney Place/Road.
- Concerns about priorities and council engagement: Several participants highlighted they felt the B&NES wouldn't listen to their input from the workshop. This sentiment could be attributed to their experience of having no formal response to their 30-signature petition requesting a pedestrian crossing for Walcot St. This led to frustration with a perceived lack of communication and prioritisation by B&NES.
- Accessibility challenges: Many of those who attended raised specific concerns about inadequate pedestrian infrastructure for people with mobility aids.

Key Insights / Contributions from Participants

- General concerns about the amount of traffic overall in Bath were highlighted, noting the increase in vehicular use the participants had noticed in their lifetime. They understood why people may have used the Sydney Place/Road as a through route, but there was not any specific opposition to keeping the ETRO changes.
 - This led to highlighting that often walking is faster in some scenarios to get around.
 - No notable residents in the workshop had negative views of the ETRO changes on Sydney Place/Road and Warminster Road.
 - From a few attendees, there was a commonality in being supportive of changes to Bath that make it easier and safer for people to walk, wheel and cycle.
- One participant shared that they were initially feeling negative about the restrictions when they first heard about the ETRO. However, they explained that since the ETRO has been in place, they have changed their view and are now supportive of the changes, as the Sydney Place/Road route is not used as a 'rat run' anymore.

- There was a broad acknowledgement that Bath's road network is antiquated and therefore creates challenges when looking at changing/improving transport across all the transport modes.
- An attendee mentioned they never found the Sydney Place/Road and Warminster Road a difficult place to walk, they perceived the area as quiet already.
- One question from the attendees was about why the Sydney Place/Road area has been funded as an ETRO. This was framed in the context of it already being a nice area, it being easier to change the traffic routes due to it not being a main route and residents of the street were perceived as likely to be wealthier and more influential. Therefore, some participants thought the money/project would have been better placed on the main movement route area such as near Walcot Court.
- Most of the participants shared they do not often walk over to Sydney Place/Road area due to distance and challenging street experience – i.e. uneven pavements, not enough time given at controlled crossings and wide distances between informal drop kerb crossing points on junctions onto secondary/tertiary streets.
- Many of the participants were concerned and vocal in their views of how difficult London Road and Walcot Street were to cross the carriageway and walk on the pavement.
 - One resident participant requires a walking frame to be mobile, therefore they mentioned how Walcot Street is a difficult surface for walking with not enough crossing points or drop kerbs.
 - Participants shared that they had created a petition for a pedestrian crossing for Walcot St, this was signed by 30 residents and shared with the B&NES on 15th May 2023. There has yet to be any formal response or acknowledgement.
 - The attendees shared that the controlled pedestrian crossing between London St and Cleveland Place does not give enough time to cross. This is due to the speed at which they can move, combined with the distance between the smaller pedestrian refuge to the Cleveland Place pavement near Avellinos Italian Deli.
- Participants were concerned that B&NES would not listen to the engagement outcomes. They perceived that people were feeling left behind.
- Most residents who attended said they didn't know information about the ETRO before the workshop.
- Similarly to the pre-intervention workshop, some residents felt strongly that there were much more fundamental and urgent issue solutions to address before looking at something like an ETRO (such as public transport improvements). They saw the ETRO as generally being a lower priority compared to things like reliable, well-funded public transport.
 - Residents were particularly concerned with the state of buses, particularly with the rise in the ticket price cap.
 - Noted that the closure of the coach station has caused problems, particularly with them stopping on the parade island nearby.
 - Some residents mention the use of dial-a-ride to travel to certain destinations, alongside the use of combined walking and bus journeys.

Key Quotations

Noted verbal comment from a local female resident (age 83): ***"Anything to get people on their feet is always welcomed"***

Written comment from local resident: ***"I can't get out very easily as a disabled person with a walking frame, bumps in the pavement"***

Learning from Event

What went well?

- When given the right space, most of the residents had plenty to say on local travel/the ETRO and were keen to share their views.
- Residents appreciated the engagement activity and being listened to.
- Residents found the maps and resources very useful, as it gave them reference material to discuss different locations in the area. Some of the residents even asked to keep their paper maps for their personal interest.
- Taking the time to delve deeper into attendees' views, actively listening and having conversations about their perspectives was appreciated by the residents.

What challenges were there?

- Some participants were particularly vocal, meaning that other naturally quieter residents found it harder to have space to speak. We were mindful of this and made sure to make space for certain quieter people to have their voices heard too.
- One participant was newer to the area and Walcot Court, which meant their local area knowledge was limited.
- That many of the residents were more focused on movement/street environment barriers within Walcot Street/London Road.

Any Other Information

We mentioned we would share a copy of the petition the residents made for a pedestrian crossing on Walcot Street. We did manage expectations for any follow-up actions from B&NES regarding this.

Annexe C 1

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY ROAD BY MODAL FILTER

Date: 9th July 2024

- a) 08:00 - 09:45
- b) 14:45 - 16:00
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) What best describes your use of this route today?

Walking through	Cycling or scooting through	Running through	Using mobility scooter travelling through	Parked near & visiting business/ person locally	Parked near & visiting destination further afield	Resident living locally come to speak with us
a) 12 b) 3 c) 15	a) 1 b) 1 c) 2			a) 1 b) 3 c) 4	a) 2 b) 5 c) 7	a) 8 b) 2 c) 10
Walking to access business/ person locally	Cycling or scooting to access a business/ person locally	Running to access business/ person locally	Using a mobility scooter to access business/ person locally			
a) 7 b) 3 c) 10						

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

2) Did you regularly use this route before the trial using the same mode of travel?

Yes	No
a) 28 b) 17 c) 45	a) 3 c) 3 Go to question 7

3) If YES, how does your experience of using this route today compare with using it before the trial by the same mode of travel?

Better	Worse	The same
a) 19	a) 4	a) 5
b) 10	b) 4	b) 3
c) 29	c) 8	c) 8

4) Summary on why:

- Improved safety for pedestrians and cyclists,
- Noise reduction
- Pollution reduction
- Quieter area, feels more pleasant
- Cleaner air, the area is more liveable
- Less vehicular traffic
- More people walking, cycling, more individual children, quieter
- Safer to cross
- Driving on the A36 hasn't been problematic
- Completely different, so much nicer
- Less dangerous
- Let my children scoot on pavement
- Longer travel time for local residents as they need to go around,
- More pollution, congested roads, idling cars
- It didn't resolve speeding as cars speed after making U-turns
- It's solving a problem that didn't exist
- Its pushing the traffic to other roads
- It transformed the area for better
- It's safer to walk
- It improved the air quality
- It improved the traffic
- Less noise, fewer bigger vehicles
- Reduced speed and volume of traffic
- Reduced traffic noise
- It's a disgrace
- It only benefits a few privileged people
- I don't see a purpose of it
- It's pushing the traffic to other roads
- Worse for drivers
- When the nights are darker it doesn't feel as nice as when the nights are lighter
- It's pretty much the same on Sydney Rd

5) Compared to before the trial, how often do you use this route using the same mode of travel?

More than before	The same as before	Less than before
8	16	4
2	14	1

10	30	5
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6) Summary on why

<ul style="list-style-type: none"> - It's safer and more pleasant to walk and visit the park - Using the car less (but getting around is still fine on A36) , thinking about getting a bike, so much easier to walk now - Feels like more people using the area to walk - Nicer place to be - Calmer - I live nearby so nothing's changed for me - I don't have a choice so I use this road - It's a work journey - The road is blocked so I can't use it - It's impossible to use the road now - I get stuck in traffic - It doesn't make a difference to me - More pleasant to be here - Used to park closer to town but now park and walk - Its safer for children to have a bit more independence - It makes the buses later on A36

7) To what extent do you feel that preventing through traffic here improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
12 5 17	10 3 13	3 4 7	3 4 7	3 1 4	

8) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
15 4 19	3 1 4	2 2 4	3 5 8	8 5 13	

9) Summary on why:

<ul style="list-style-type: none"> - It's working, prevents through traffic - It's safer for me and my child - I don't drive and I appreciate the initiatives like this one - It reduced the noise and speeding and I like it - Nicer way to walk to work - Its reduced the speed and volume of traffic - Feels like an extension of the quiet zone (the park) - Brilliant - Calmer - Its no worse driving around the A36

- It improved the speeding in the area but I don't like the fact that I have to drive around and often get stuck in traffic
- I don't like it
- It's pointless, prevents use of the route by vehicles
- Didn't seem busy before when used
- Only benefits 4 houses
- Only doing it to spend money
- Has increased AP on surrounding roads
- Trade vehicles using alternative routes locally
- It doesn't make sense, it serves only a few privileged people
- It makes our life miserable
- It's confusing and dangerous
- It's pointless
- It can stay but the road signs need to improve
- It's beneficial for the area
- It benefits a small minority while affecting negatively many more people
- It's much safer now to walk and scoot in the area
- Does not improve the experience for pedestrians and worsens the experience for drivers
- More children using the area and able to cross the road
- 100% better all round and much safer
- Buses on the A36 at peak time are delayed
- Better balance of needs
- Made things more awkward for driving
- If made permanent, maybe more parking in the area to enable people to use the park
- More traffic on the A36, but not much change most of the time, just peak times
- More people walking in the area

Annexe C2

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY GARDENS

Date: 9th July 2024

- a) 08:15 – 10:00
- b) 14:30- 15:45
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) Did you use Sydney Road or New Sydney Place to reach Sydney Gardens today?

Yes	No
a) 17 b) 6 c) 23	a) 10 b) 18 c) 28 Go to question 3

2) If YES, how did you use Sydney Road or Sydney Place?

Parked on Sydney Road	Parked on Sydney Place	Parked locally other roads	Walked through	Cycled/ scooted through	Used mobility scooter through
a) 4 b) 2 c) 6	a) 1 c) 1	a) 1 c) 1	a) 10 b) 5 c) 15		

3) If NO, do you ever use Sydney Road or Sydney Place?

Yes	No
a) 5 b) 3 c) 8	a) 5 b) 15 c) 20 Thank you for your time

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

4) To what extent do you feel that preventing through traffic on Sydney Road and Sydney place improves the environment?

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

a) 8	a) 2	a) 2	a) 5	a) 5	
	b) 1	b) 2	b) 4	b) 2	
c) 8	c) 3	c) 4	c) 9	c) 7	

5) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 7	a) 1	a) 1	a) 8	a) 5	
	b) 1	b) 2	b) 3	b) 3	
c) 7	c) 2	c) 3	c) 11	c) 8	

6) Summary on why

Traffic displacement
 Unable to use Sydney Road
 If it is what the local residents want then he doesn't mind. Speed bumps could have helped also
 Has impacted on the poorer people to the benefit of the richer people
 Dangerous for children crossing
 Pollution has increased outside house
 Traffic going past other people's homes
 More traffic on main road
 It was a major mistake that those in BH stopped the bypass being built. Most traffic goes towards Cleveland Bridge anyway
 Although they have to use the A36, they still would like to see it made permanent
 It was a major mistake that those in BH stopped the bypass being built. Most traffic goes towards
 Traffic displacement
 The road wasn't busy before
 Not many houses
 Traffic worse at school times/peak times
 Should be free flowing traffic
 Should narrow the road and use traffic calming/chicanes
 Needs crossing
 Harder to cross roads

Annexe C3

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY ROAD BY MODAL FILTER

20th September 2024, 08:30 - 09:35

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) What best describes your use of this route today?

Walking through	Cycling or scooting through	Running through	Using mobility scooter travelling through	Parked near & visiting business/ person locally	Parked near & visiting destination further afield	Resident living locally come to speak with us
5	3	1			3	
Walking to access business/ person locally	Cycling or scooting to access a business/ person locally	Running to access business/ person locally	Using a mobility scooter to access business/ person locally			
2						

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

2) Did you regularly use this route before the trial using the same mode of travel?

Yes	No
12	2 Go to question 7

3) If YES, how does your experience of using this route today compare with using it before the trial by the same mode of travel?

Better	Worse	The same
10		2

4) Summary on why

Quieter, safer for active travel especially children
 Still traffic on roads so why bother? Waste of money. Close whole of Bath next.
 I like it. I use a car too. Not noticed much difference in the car. But nicer here (on Sydney Road)
 Didn't use before (guests at hotel), I would come back because its just so British.
 Makes me think of all the period dramas!!!!
 Is very quiet everywhere. Bathwick estate and BH benefitting. Would be better without any cars.
 Better with less cars.
 Lots of noise from the "anti" group. But people support it, they just don't want to talk about it. Scared to.

5) Compared to before the trial, how often do you use this route using the same mode of travel?

More than before	The same as before	Less than before
3	8	1

6) Summary on why:

I work less so come through less
 Same as before because of work
 This is my typical journey locally

7) To what extent do you feel that preventing through traffic here improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
4	3	5			

8) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
2	5	3	2		

9) Summary on why:

Ban all cars altogether
 Keep it and do more.
 Waste of money for few people to benefit.
 Love it. So much nicer and cleaner
 No real disbenefit even to car users (me included).
 People will get used to it
 Better for Sydney Gardens and park and Holburne Museum
 Love it as it is (gas works). Can we do more?

I use it for tennis courts regularly and it has made access worse by car (at times), but much nice to be in SG.

Annexe C4

Sydney Road and New Sydney Place in-trial engagement.

POP UP EVENT: SYDNEY GARDENS

Date: 20th September 2024, 08:30-09:35

- a) By park
- b) In Gardens
- c) TOTAL

Do you have 2 minutes to share your experience of using some of the roads surrounding Sydney Gardens?

1) Did you use Sydney Road or New Sydney Place to reach Sydney Gardens today?

Yes	No
a) 11 b) 7 c) 18	a) 3 Go to question 3

2) If YES, how did you use Sydney Road or Sydney Place?

Parked on Sydney Road	Parked on Sydney Place	Parked locally other roads	Walked through	Cycled/ scooted through	Used mobility scooter through
a) 4 b) 1 c) 5		a) 1 b) 1 c) 2	a) 4 b) 3 c) 7	a) 1 b) 2 c) 3	a) 1 c) 1

3) If NO, do you ever use Sydney Road or Sydney Place?

Yes	No
	a) 3 Thank you for your time

At the beginning of April, we installed bollards at the junction of New Sydney Place and Sydney Road to close this route to through traffic. Access to properties on the roads remains.

4) To what extent do you feel that preventing through traffic on Sydney Road and Sydney place improves the environment?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 2 c) 2	a) 5 b) 2 c) 7	a) 3 b) 4 c) 7	a) 1 c) 1	a) 1 c) 1	

5) To what extent do you support making this through traffic restriction permanent?

Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know
a) 5 b) 1 c) 6	a) 2 b) 3 c) 5	a) 3 b) 2 c) 5	a) 1 c) 1	a) 1 c) 1	

6) Summary on why

Better, quieter, safer for all. No issue if I queue on main road. Never very long. Extension of SG on this side. Traffic was always bad on A36 at peak times. But that shouldn't stop this. (x2 people)
 I loved it before the gas works. I love it more now with the gas works!
 Gives a sense of freedom especially for children.
 It is better but slightly more traffic on main road sometimes
 Its so quiet. I wish it could be done everywhere!
 Journey to school much nicer (child new starter to St Marys).
 It is quieter and the rest, but waste of money. We pay road tax. Bath needs a ring road to take the traffic away from the centre.
 Please don't take it out, this would be a backward step.
 I didn't like it before (when it first went in), but now I walk around the roads that I didn't before with dog & its quiet.

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

Residents Detailed End-point Survey Report

Bath and North East Somerset Council

January 2025

Quality information

Prepared by	Checked by	Verified by	Approved by
GB	JW	NR	HH

Revision History

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

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1. Executive Summary

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

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

The trial was introduced under the Liveable Neighbourhood (LN) programme. In line with the broader objectives of the LN programme, the through-traffic restriction aimed to prevent motorists from using the road as a short cut and to create a safer environment for those walking and cycling.

More information on the scheme is outlined below and a full summary of the through-traffic restriction is available online at <https://www.bathnes.gov.uk/sydneyroadETRO> (and in print on request).

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

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

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

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

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

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

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

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

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

2. Introduction

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

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

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

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

2.1 Aims of the scheme

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

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

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

Background and additional reports are available at:
<https://www.bathnes.gov.uk/sydneyroadETRO>.

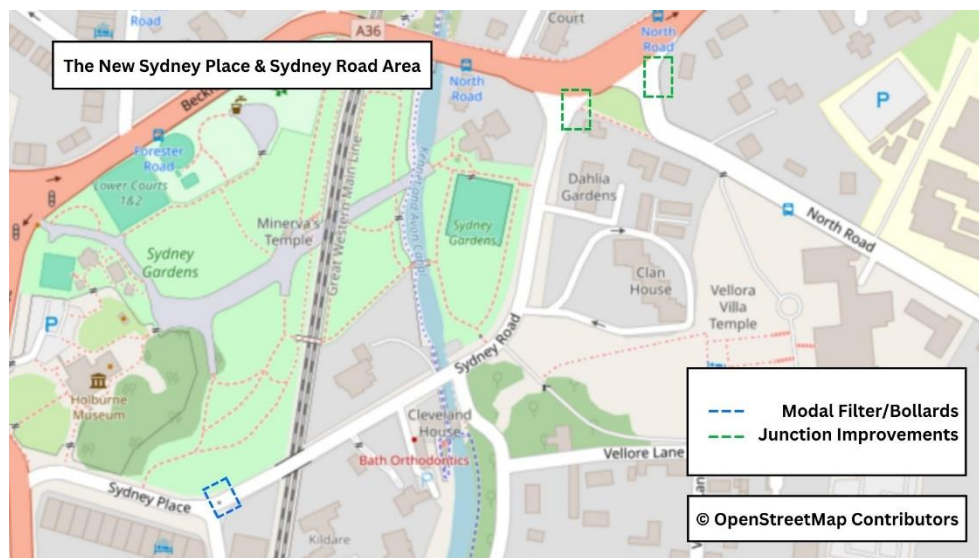
2.2 Scheme details

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

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

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

Figure 1 Changes made to the trial area



3. Methodology

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

3.1 Questionnaire

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

The questionnaire enabled residents to state their level of support for the through-traffic restriction, looking at which factors had or had not improved since its introduction. The questionnaire also gave residents the opportunity to explain any reasons they had for not fully supporting the proposals. The questionnaire is shown in **Annex A**.

3.2 Receiving responses

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

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

3.3 Analysis and reporting

The survey was open to residents of Sydney Road and New Sydney Place who were sent a letter inviting them to participate, and respondents chose whether to complete the survey. This, and the low number of responses (n=50) means the results should be viewed as indicative of the wider population and any identified sub-groups, rather than representative.

3.4 Thematic coding

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

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

4. Respondent Profile

This section shows the profile of the residents who responded to the detailed survey. In total, there were 50 responses. Two of these responses were made on behalf of businesses located on New Sydney Place. A further two responses were from business addresses, but confirmed they were not responding on behalf of the business; therefore, they have been recorded as individuals.

4.1.1 Respondent type

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

Table 1 Respondent Type (Number)

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

4.1.2 Age

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

Table 2 Age of respondents (Number)

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

4.1.3 Children

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

4.1.4 Main mode of transport

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

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

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

4.1.5 Physical or mental health conditions lasting 12 months or more

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

5. Findings

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

5.1 Impact on Sydney Road/New Sydney Place

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

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

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

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

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

5.1.1 Impact of the trial based on where the respondent lived

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

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

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

5.1.2 Feedback from cyclists

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

5.1.3 Feedback from parents

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

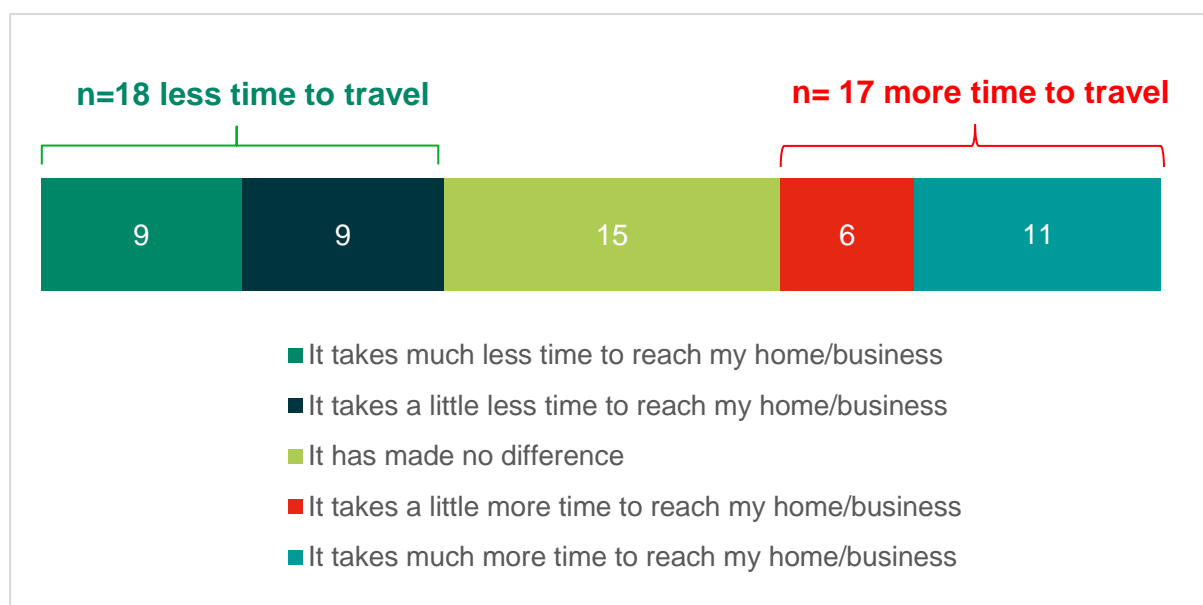
5.2 Changes in travel time

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

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

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

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



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

5.2.1 Impact on travel time based on where the respondent lived

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

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



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

5.3 Likelihood to walk, cycle or wheel now

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

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

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

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

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

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

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

5.4 Support for the through-traffic restriction

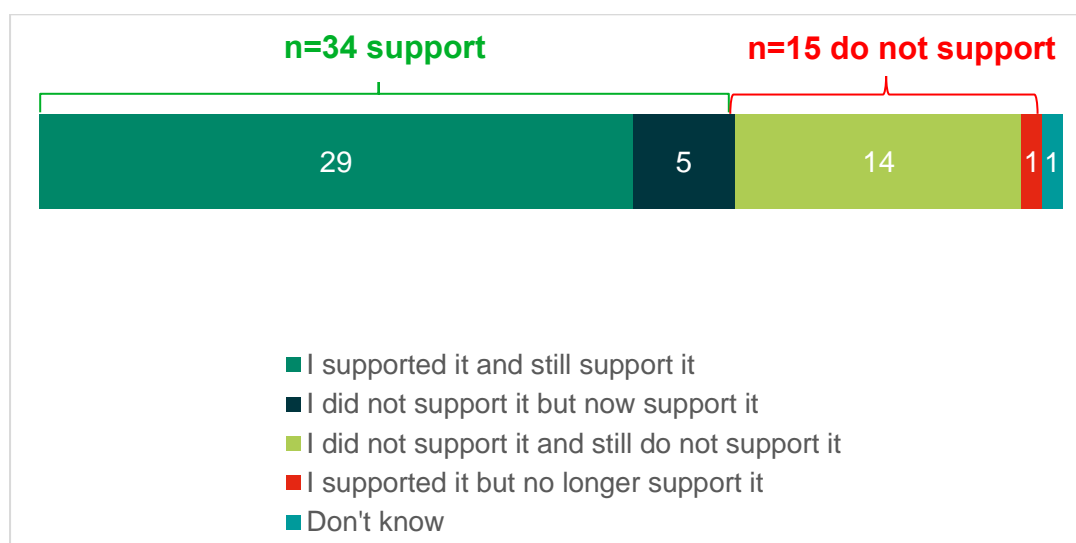
Overall, just over two-thirds of respondents (34 respondents) supported the through-traffic restriction on Sydney Road:

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

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

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

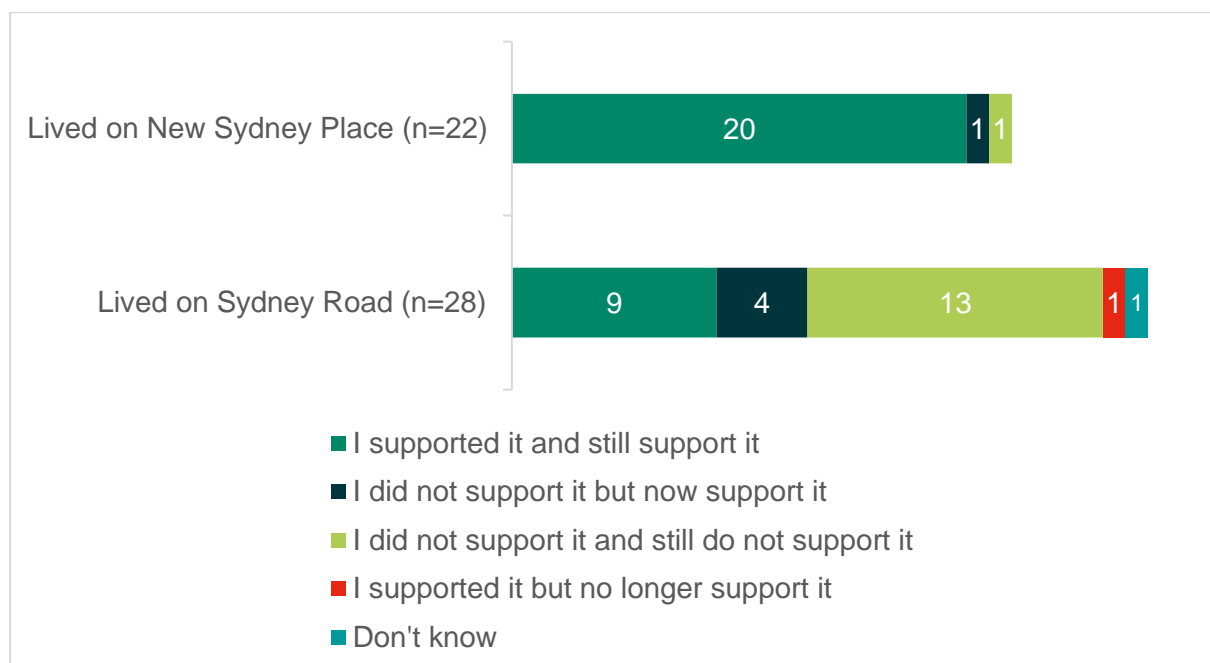
Figure 4 Level of support for the through-traffic restriction (Number)



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

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

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



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

Residents who changed their minds

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

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

5.5 Impact of the through-traffic restriction

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

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

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

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

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

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

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

5.6 Comments about the through-traffic restriction

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5.6.3 Summary of comments from businesses

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

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

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

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

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

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

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

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

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

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

Annex A - Questionnaire

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

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

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

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

Who can take part?

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

How to complete the survey

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

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

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

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

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

Note: This survey is confidential, but please do not include any personal information in the comment boxes that may identify yourself or others. If personal information is included, we will remove it. For more information about how we manage responses, please read our privacy notice below.

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

The purpose of processing

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

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

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

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

Data subjects

Members of the public participating in the public consultation process

Personal data

We may ask you for details that include:

Home or business street name
Home or business postcode
Business name
Employment status
Gender
Age
Ethnic background
Dependants
Religion
Sexual orientation
Disabilities

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

How is it used?

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

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

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

Profiling and automated decision making

Not applicable

Legal basis for using your data

GDPR condition relied upon for processing personal data:

Article 6.1 a - Consent

GDPR condition relied upon for processing special category data

Article 9.2 a - Explicit consent

Sharing of personal data with external recipients

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

Services within the council who may contact you regarding specific concerns beyond the scope of this consultation

Law enforcement or other authorities if required by applicable law

How long is the personal data retained by the Council?

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

Questions or concerns?

Please email data_protection@bathnes.gov.uk

Appeals to the Information Commissioner's Office

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

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

Questionnaire

1. Please tell us your location.*

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

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

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

3. Please tell us your full address.*

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

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

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

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

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

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

- ☐ Yes
☐ No
☐ Prefer not to say

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

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

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

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

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

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

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

	Much improved	Improved	Improved	Worse	Much worse	Don't know
Amount of traffic on the trial street						
The speed of traffic on the trial street						
Road safety for pedestrians on the trial street						
Road safety for cyclists/those scooting on the trial street						
Amount of street noise						

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

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

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

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

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

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

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

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

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

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

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

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

Declaration

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

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

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

- ☐ I have read the privacy notice
- ☐ I understand that the information I have provided in this survey will be used as part of the decision process.
- ☐ I consent to the use of my personal data

Annex B – Free text response thematic coding

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

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

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

Provisional 2024 Air Quality Monitoring Report – Jan-Sept 2024

Liveable Neighbourhoods – New Sydney Place and Sydney Road

Monitoring Date: **January-September 2024**

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	December 2024

Background information

This report provides a comparison of the baseline air pollution data (2023) with data from January-September 2024 for the Sydney Place/New Sydney Place Liveable Neighbourhood (LN) scheme.

Air pollution

Air pollution is the leading environmental health risk to the UK public, with an estimated 29,000 to 43,000 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 UK Health Security Agency. Chemical Hazards and Poisons Report, Issue 28, 2022.

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 were below the legal limit of 40 µg/m³ within the city in 2023. There were 2 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-explaining-air-pollution-at-a-glance>

Automatic analysers measure NO₂ and PM in three 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 (typically using street furniture), 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 24 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/air-quality>

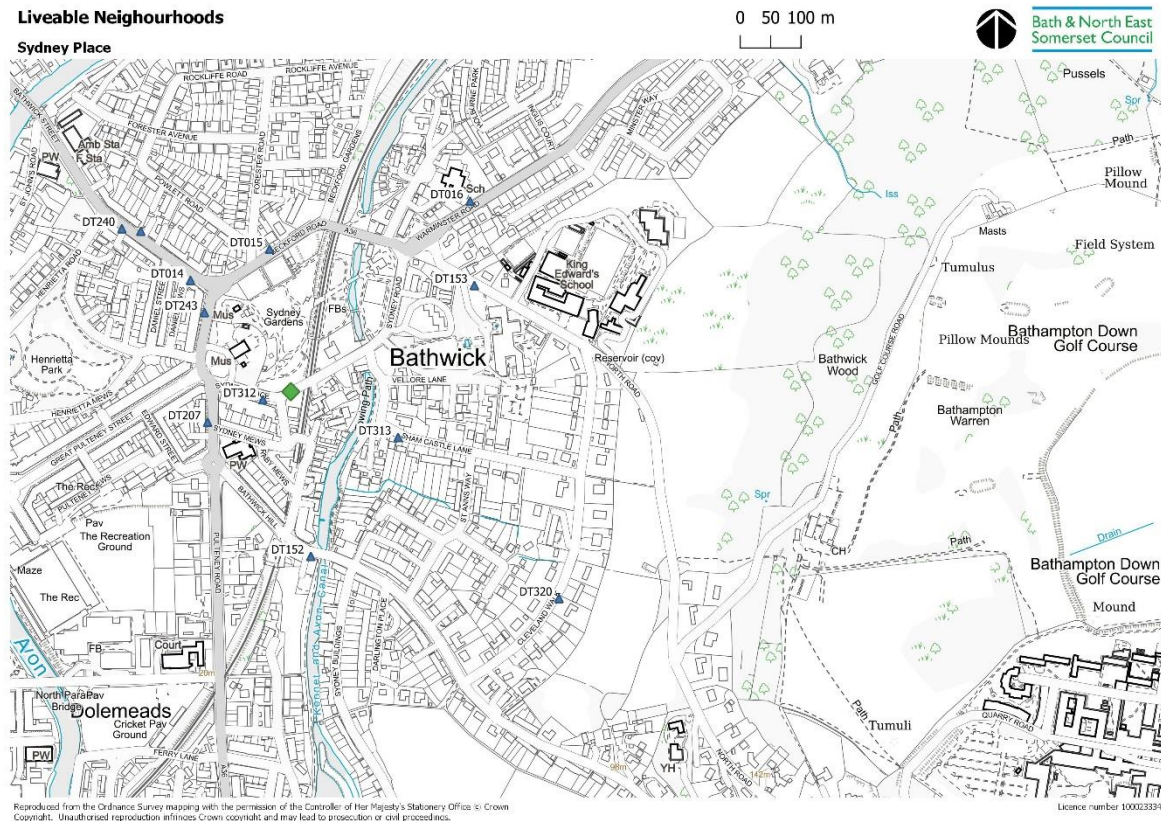
As part of our obligations under the Local Air Quality Management (LAQM) legislation (part IV of Environment Act 1995) as amended by the Environment Act (2021) we have issued an Annual Status Reports (ASR) alongside this report. These set out and comment on air quality data from across the wider authority.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

How we monitor air quality (specifically NO₂ concentrations) for the Liveable Neighbourhoods programme

As part of the Liveable Neighbourhoods (LN) project additional monitoring has been carried out at around the Sydney Road/New Sydney Place Experimental Traffic Regulation Order (ETRO) trial. Additional monitoring sites were placed on Sydney Road and Sham Castle Lane in October 2023 and Cleveland Walk in April 2024 to supplement the existing monitoring in the area (Figure 1). Full details of site locations can be found in the Air Quality Annual Status Report (<https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>).

Figure 1: Air quality monitor locations near Sydney Road/New Sydney Place LN



Blue triangles are monitoring locations, and the green diamond represents the through traffic restriction location.

Data Analysis – Provisional Data

The data shown below is provisional, final results will be available when the Annual Status Report has been peer reviewed.

To determine how air quality may have changed with the introduction of the trial, we compare the latest data collected since the start of the trial with baseline data from similar periods before its launch.

And because we need to consider seasonal effects on air quality, we compare like-for-like data from previous years, breaking the year into quarters:

- Quarter 1 (Q1) – January, February, March
- Quarter 2 (Q2) – April, May, June
- Quarter 3 (Q3) – July, August, September
- Quarter 4 (Q4) – October, November, December

The primary focus of this report is the second and third quarters (Q2 & Q3) of 2024 as this covers the first 6 months of the trial.

When reading the report please note the following:

- All 2024 air quality data is provisional.
- We use data from 2023 to compare to 2024 air quality monitoring results.
- Air pollution is affected by the seasons, therefore baseline air quality data for this report is from April to September 2023 i.e., the second and third quarters (Q2 & Q3)
- Quarterly results are not comparable to annual air quality objectives
- The data has not been corrected for bias as this is only carried out at the end of the year, this process is detailed in the Annual Status Report (<https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>).
- The A36 closed completely at Limpley Stoke from 12 August 2024 and apart from re-opening temporarily for 3 weeks in November 2024, it has remained shut since this date. This closure will have impacted traffic flows on the A36, however, the impact on air quality in the area will be only understood following longer-term monitoring.

The results for the monitoring in quarters 2 & 3 are shown in the Table 1 and 2 and Figure 2. Full quarterly data is available in Appendix 1.

Although the results are not directly comparable with the annual average objective (as bias correction has not been applied and the data is not for the full year), all the quarterly results show that the NO₂ concentrations at all locations are below 40 µg/m³.

The results show that when comparing Q2 in 2024 with Q2 in 2023, there has been a decrease at all but one site located in Bathwick Street. This site has a small (<1µg/m³) increase which is within expected normal variability. There are also 2 other monitoring sites on the same road which show a decrease, so it is very unlikely that the small increase is due to the effect of the trial. The results show that when comparing Q3 in 2024 with Q3 in 2023, there has been a decrease at all the monitoring sites indicate that the slight increase seen in Q2 was not due to the effect of the trial.

The results also show increases of 1 µg/m³ in Cleveland Walk and Sydney Place 2 between Q2 and Q3 in 2024. As these monitoring locations were not added until Q2 in 2024, they cannot be used for comparison purposes yet. 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, hence small fluctuations between quarterly results are not unexpected. Further information

is needed to see the ongoing trend at this site. Monitoring will continue in the area with the through traffic restriction trial to ensure there are no ongoing adverse effects on air quality until a decision is made to either make the scheme permanent or remove it.

Figure 2: Quarter 2 & 3 Provisional NO₂ Diffusion Tube Monitoring Results (µg/m³)

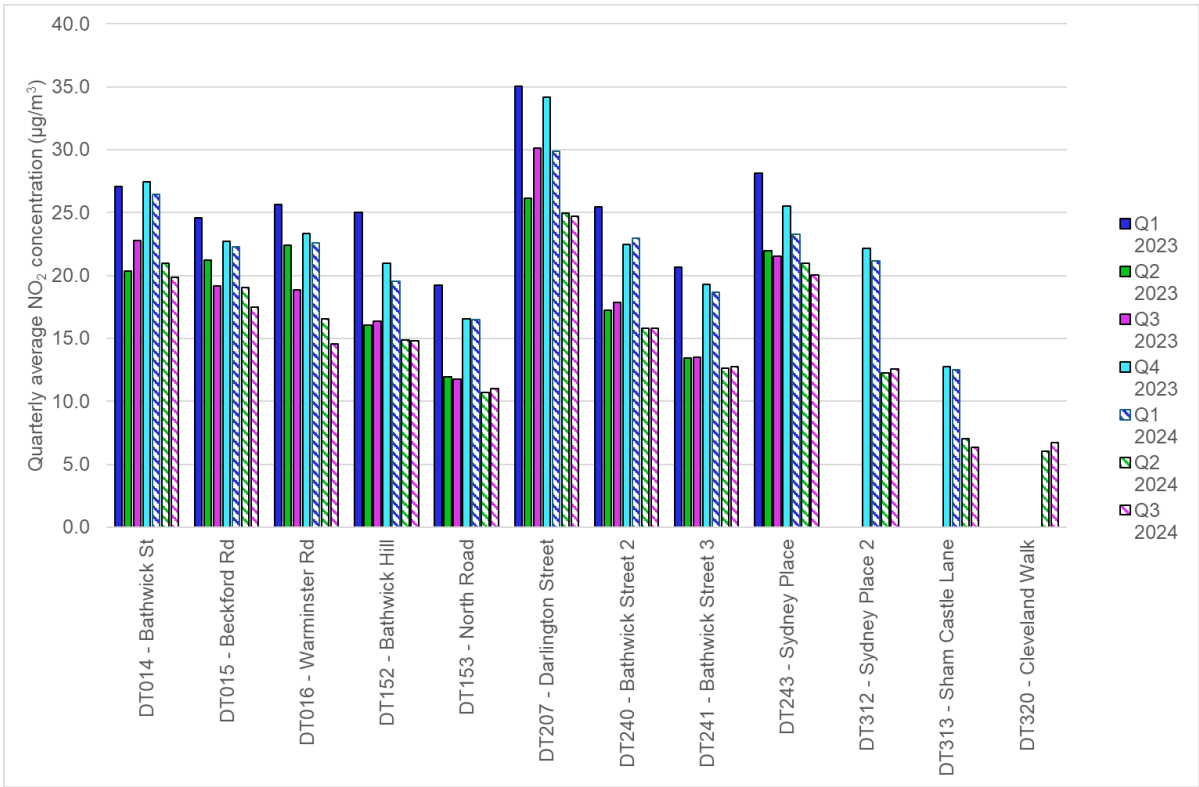


Table 1 – Quarter 2 Provisional NO₂ Diffusion Tube Monitoring Results: Sydney Road LN (µg/m³)

Site ID	Site Name	Q2 2023	Q2 2024	Change (%)
DT014	Bathwick Street	20	21	3
DT015	Beckford Road	21	19	-10
DT016	Warminster Road	22	17	-26
DT152	Bathwick Hill	16	15	-8
DT153	North Road	12	11	-11
DT207	Darlington Street	26	25	-5
DT240	Bathwick Street 2	17	16	-8
DT241	Bathwick Street 3	14	13	-6
DT243	Sydney Place	22	21	-5
DT312	Sydney Place 2*	-	12	-
DT313	Sham Castle Lane*	-	7	-
DT320	Cleveland Walk*	-	6	-

*Data not available for Q2 2023

Table 2 – Quarter 3 Provisional NO₂ Diffusion Tube Monitoring Results: Sydney Road LN (µg/m³)

Site ID	Site Name	Q3 2023	Q3 2024	Change (%)
DT014	Bathwick Street	23	20	-13
DT015	Beckford Road	19	18	-8
DT016	Warminster Road	19	15	-23
DT152	Bathwick Hill	16	15	-9
DT153	North Road	12	11	-6
DT207	Darlington Street	30	25	-18
DT240	Bathwick Street 2	18	16	-12
DT241	Bathwick Street 3	14	13	-6
DT243	Sydney Place	22	20	-7
DT312	Sydney Place 2*	-	13	-
DT313	Sham Castle Lane*	-	6	-
DT320	Cleveland Walk*	-	7	-

*Data not available for Q3 2023

Conclusion

Baseline NO₂ monitoring has been carried out in the Sydney Road/New Sydney Place Liveable Neighbourhood area as part of monitoring of the ETRO trial which was launched in April 2024. The results of the baseline monitoring show that the NO₂ concentrations at all locations are below 40 µg/m³ and that the annual average air quality objective had not been exceeded.⁴

In the LN area, only one site on Bathwick Street saw a small increase in NO₂ levels from 20 to 21 µg/m³ (as a quarterly average) in Q2 2024. Although quarterly results are not directly comparable to the annual average objective, this concentration is well below the annual average legal limit of 40 µg/m³.

All other sites are showing a decrease in concentration when compared to 2023 Q2 baseline results.

All sites are showing a decrease in concentration when compared to 2023 Q3 baseline results.

The results show similar trends to other locations across Bath. Monitoring will continue to determine the impact, if any of the through traffic restriction until a decision is made to either make the scheme permanent or remove it.

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/document-and-policy-library/annual-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/nitrogen-dioxide-monitoring-data>

⁴ Air Quality Annual Status Report 2024 - <https://beta.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>

Appendix 1

Table 3 – Quarterly NO₂ Monitoring Results: Diffusion Tube – Sydney Road LN (µg/m³)

Site ID	Site Name	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q3 2024
DT014	Bathwick Street	27	20	23	28	27	21	20
DT015	Beckford Road	25	21	19	23	22	19	18
DT016	Warminster Road	26	22	19	23	23	17	15
DT152	Bathwick Hill	25	16	16	21	20	15	15
DT153	North Road	19	12	12	17	17	11	11
DT207	Darlington Street	35	26	30	34	30	25	25
DT240	Bathwick Street 2	26	17	18	23	23	16	16
DT241	Bathwick Street 3	21	14	14	19	19	13	13
DT243	Sydney Place	28	22	22	26	24	21	20
DT312	Sydney Place 2	-	-	-	22	21	12	13
DT313	Sham Castle Lane	-	-	-	13	13	7	6
DT320	Cleveland Walk	-	-	-	-	-	6	7

The results are averaged across 3 months data and have not been bias adjusted. The 2024 results are also provisional and may be subject change following end of year QA/QC checks. As such the quarterly results should not be compared to annual average objectives. Shaded squares have one or two months missing data.

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New Sydney Place and Sydney Road Liveable Neighbourhood

Traffic Monitoring

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New Sydney Place and Sydney Road Liveable Neighbourhood

Traffic Monitoring

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This report dated 03 February 2025 has been prepared for Bath and North East Somerset Council (the “Client”) in accordance with the terms and conditions of appointment (the “Appointment”) between the Client and Arcadis Consulting (UK) Limited (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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Glossary

Term	Definition
Active Travel	Walking, cycling and wheeling (wheelchair, mobility scooter, buggy etc.).
Automatic Number Plate Recognition (ANPR)	Cameras which can record the registration plates of vehicles passing a camera-location and how long it took the vehicles to travel between cameras in two locations.
Automatic Traffic Counter (ATC)	A temporary counter that is laid in the road, made up of two rubber tubes and a control unit. It records the number of vehicles; the types of vehicles; and the speeds of vehicles.
Baseline Traffic Data	Traffic flow and speed data collected before the installation of the through-traffic restriction trial to enable a comparison with the same traffic flow and speed data collected during the trial (post-installation)
Experimental Traffic Regulation Order (ETRO)	A temporary legal arrangement used to trial changes to the road network, such as rerouting of motor vehicles.
GPS Tracking Data	Location data collected from personal devices, such as mobile phones, and vehicles which provides information on journey times, speeds, routing and start and end points.
Link	A road, or a section of a road between junctions, for example the A36 Beckford Road between Bathwick Street and Warminster Road
Liveable Neighbourhood	An area with improved residential streets which encourage safe, active and more sustainable forms of travel, such as walking, wheeling and cycling.
Max (Maximum)	The largest value recorded during a particular survey or set of surveys.
Mean	The average of a set of numbers, calculated by adding up all the numbers and dividing this value by the quantity of numbers. It is the most used type of average however is more susceptible to be skewed by unusually small or unusually large numbers in the dataset.
Median	The average of a set of numbers, calculated by taking the middle value of the set of numbers. It is a less commonly used type of average however is less susceptible to be skewed by unusual values in a limited dataset.
Passenger Car Units (PCUs)	A common unit of traffic with different vehicle types expressed as a factor of one car, for example a heavy goods vehicle is considered to comprise 2.3 PCUs for analytical purposes.
Permanent Traffic Counter	A counter that is installed on a long-term basis to record monthly or annual trends in traffic flows and speeds, typically formed of magnetic loops in the ground with an associated counting device.

Term	Definition
Post-Installation Traffic Data	Traffic flow and speed data collected after the installation of the through-traffic restriction/during the trial that enables comparison with traffic flow and speed data collected before the trial was installed (baseline data). .
Temporary camera survey	A temporary traffic count which can record different users, such as pedestrians, cyclists and vehicles, via video survey.
Temporary radar survey	A temporary traffic count undertaken using a radar device which can detect the quantity of vehicles and the speeds at which they are travelling.

1 Introduction

1.1 Overview

- 1.1.1 This report has been prepared by Arcadis on behalf of Bath and North East Somerset Council (B&NES). It presents a comparison of traffic data collected before and after a through-traffic restriction trial was installed on Sydney Road in April 2024 as part of the New Sydney Place and Sydney Road Liveable Neighbourhood.
- 1.1.2 The purpose of the report is to understand how traffic and active travel flows changed following the introduction of the trial.

1.2 Aim of the Trial

- 1.2.1 The through-traffic restriction (or modal filter) was installed under an Experimental Traffic Regulation Order (ETRO) in April 2024 for an initial period of six months. The aim is to stop motorists using the streets of New Sydney Place and Sydney Road as an inappropriate short cut (or through route) and provide a safe, healthy environment for residents, visitors, pedestrians and cyclists. New Sydney Place is the branch of Sydney Place that lies east of Darlington Street and West of Sydney Mews.
- 1.2.2 The scheme does not restrict vehicular access to homes, businesses or the neighbouring Sydney Gardens, but it may require drivers to take alternative routes. Turning areas are provided in front of the through-traffic restriction.
- 1.2.3 The through-traffic restriction is one of several measures proposed for New Sydney Place and Sydney Road 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.

2 Traffic Monitoring

2.1 Overview

- 2.1.1 This chapter sets out the purpose of the traffic monitoring; details of the traffic data collected before and after the implementation of restriction; and the method that has been used to analyse the traffic data.

2.2 Purpose of Traffic Monitoring

- 2.2.1 The purpose of the baseline (pre-installation) and in-trial surveys is to understand how traffic flows in the local area have changed since the implementation of the trial. This includes:
- Changes to motor vehicle traffic and active travel flows on New Sydney Place and Sydney Road.
 - Changes to motor vehicle traffic flows on the A36 Beckford Road and A36 Sydney Place.
 - Changes to motor vehicle traffic flows on local roads comprising Bathwick Hill, Cleveland Walk, and North Road.
 - Changes to motor vehicle traffic flows on local roads comprising Sham Castle Lane, St Anns Way, and Sutton Street.
 - Changes to journey times and delay on the A36 Beckford Road and the A36 Sydney Place.

2.3 About the Monitoring

- 2.3.1 The legal order for the scheme came into effect on 1 April and the consultation for the through-traffic restriction trial started on 3 April 2024 due to a bank holiday.
- 2.3.2 Baseline traffic data was collected on consecutive days during the periods of 25 September 2023 to 01 October 2023; 21 February 2024 to 27 February 2024; and 19 March 2024 & 26 March 2024. The data gathered average daily counts over the course of a week before the trial started.
- 2.3.3 Post-installation traffic data was collected for seven consecutive days from 03 June 2024 to 09 June 2024 (two months after the through-traffic restriction was installed).
- 2.3.4 Additionally, post-installation was collected for seven consecutive days from 13 July 2024 to 19 July 2024 (three months after installation).
- 2.3.5 Further surveys were then undertaken for seven consecutive days in the Autumn of 2024, from 02 November 2024 to 08 November 2024 (seven months after installation).
- 2.3.6 By comparing post-installation average daily counts with baseline data, the impacts of the trial can be considered.
- 2.3.7 All monitoring was conducted outside of the planned closure of the A36 at Limpley Stoke by Highways England, which closed on 12 August 2024. This work reduces traffic on A36 Warminster Road. While the work is ongoing to Spring in 2025, the road was briefly opened in Autumn (November 2024) and the council took this opportunity to conduct another period of monitoring in the Bathwick area to support a comparison with the original baseline data taken in Autumn 2023. See Section 2.5.

- 2.3.8 Monitoring was also conducted outside of school holidays as per usual practice, with one exception. In July 2024, the monitoring period overlapped with the King Edward's School summer holiday. This was due to the council having a short window to conduct monitoring between the North Parade Bridge re-opening on 8 July and the A36 shutting on 12 August.

2.4 Method

- 2.4.1 A range of data was collected during baseline and in-trial periods, as summarised in Table 1 and with locations presented later on maps in Figure 1 and Figure 2. The table includes the acronyms 'ATC' for Automatic Traffic Count, and 'ANPR', for Automatic Number Plate Recognition, which are types of data collection explained in more detail in the paragraphs following the table.

Table 1: Data Collection

Location	Reference	ATC No.	Baseline Method	Monitoring Method	Baseline Dates	Summer 2024 In-Trial Dates	Autumn 2024 In-Trial Dates
Motor Vehicle Traffic Flows							
A36 Beckford Road, between Bathwick Street and Warminster Road	L4	N/A	Permanent traffic counter	Permanent traffic counter	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
A36 Darlington Street, between Bathwick Hill Roundabout and Sydney Place	L13	ATC 6	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Bathwick Hill, east of Cleveland Walk	L9	ATC 4	ATC	ATC	25 September 2023, 29 September 2023 to 02 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Bathwick Hill, between Bathwick Hill Roundabout and Raby Place	L10	ATC 5	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Cleveland Walk, northeast of Bathwick Hill	L8	ATC 9	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Cleveland Walk, south of North Road	L7	ATC 2	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	14 November 2024 to 20 November 2024
North Road, east of Cleveland Walk	L6	ATC 3	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
North Road, west of King Edward's School	L5	ATC 1	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Sham Castle Lane, south of Vellore Lane	L12	ATC 7	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
St Anns Way, south of Sham Castle Lane	L11	ATC 8	ATC	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Sutton Street, between A36 Sydney Place and Henrietta Gardens	L14	ATC 12	Temporary radar survey	ATC	21 February 2024 to 27 February 2024	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	17 November 2024 to 23 November 2024

Location	Reference	ATC No.	Baseline Method	Monitoring Method	Baseline Dates	Summer 2024 In-Trial Dates	Autumn 2024 In-Trial Dates
New Sydney Place, east of A36 Darlington Street	L3	ATC 10	ANPR	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Sydney Road, between New Sydney Place and Sham Castle Lane	L1	N/A	Temporary camera survey	Temporary camera survey	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Sydney Road, south of A36 Beckford Road	L2	ATC 11	ANPR	ATC	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Active Travel Flows							
Sydney Road, between New Sydney Place and Sham Castle Lane	L1	-	Temporary camera survey	Temporary camera survey	25 September 2023 to 01 October 2023	03 June 2024 to 09 June 2024 13 July 2024 to 19 July 2024	02 November 2024 to 08 November 2024
Origin Destination Data							
New Sydney Place, east of the A36 Darlington Street	L3	-	ANPR	-	25 September 2023 to 01 October 2023	-	-
Sydney Road, south of the A36 Beckford Road	L2	-	ANPR	-	25 September 2023 to 01 October 2023	-	-
Queue Lengths							
A36 Beckford Road / A36 Warminster Road / Sydney Road	-	-	Manual enumeration	Manual enumeration	19 March 2024, 26 March 2024	05 June 2024, 06 June 2024 17 July 2024	-
A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place	-	-	Manual enumeration	Manual enumeration	19 March 2024, 26 March 2024	05 June 2024, 06 June 2024 17 July 2024	-
A36 Darlington Street / A36 Sydney Place / Sydney Place	-	-	Manual enumeration	Manual enumeration	19 March 2024, 26 March 2024	05 June 2024, 06 June 2024 17 July 2024	-
Travel Time Data – Journeys							
A36 Warminster Road to A36 Darlington Street via Beckford Road	-	-	GPS tracking data	GPS tracking data	25 September 2023 to 01 October 2023 01 June 2023 to 30 June 2023	03 June 2024 – 09 June 2024 01 June 2024 to 30 June 2024	01 November 2024 to 30 November 2024
Travel Time Data – Roads							
A36 Bathwick Street	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024

Location	Reference	ATC No.	Baseline Method	Monitoring Method	Baseline Dates	Summer 2024 In-Trial Dates	Autumn 2024 In-Trial Dates
A36 Beckford Road	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024
A36 Darlington Street	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024
A36 Sydney Place	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024
A36 Warminster Road	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024
New Sydney Place	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024
Sydney Road	-	-	GPS tracking data	GPS tracking data	19 March 2024, 26 March 2024 01 June 2023 to 30 June 2023	05 June 2024, 06 June 2024 01 June 2024 to 30 June 2024	02 November 2024 to 08 November 2024

Baseline

2.4.2 Baseline data was collected during the periods 25 September 2023 to 01 October 2023; 21 February 2024 to 27 February 2024; and 19 March 2024 & 26 March 2024.

2.4.3 The following baseline data was collected:

- Motor vehicle traffic flow data for links using Automatic Traffic Counters (ATCs), permanent survey sites, and temporary radar surveys.
- Motor vehicle and active travel traffic flow data for links using temporary camera surveys.
- Motor vehicle origin destination and traffic flow data using Automatic Number Plate Recognition (ANPR) surveys.
- Motor vehicle queue lengths through manual enumeration.

2.4.4 In addition, baseline travel time data was also collected for the month of June 2023.

2.4.5 The above surveys are described in more detail in the sections that follow.

Motor Vehicle Traffic Flows

2.4.6 The baseline motor vehicle traffic flows that were collected are mapped in Figure 1 and described in Table 1.

2.4.7 The motor vehicle traffic surveys recorded the following vehicle types:

- Motorcycles.
- Cars.
- Light goods vehicles (vans).
- Heavy goods vehicles (lorries).
- Buses and coaches.

2.4.8 Most of the baseline motor vehicle traffic flow counts were undertaken using ATCs, except for L1, which was undertaken using a temporary camera survey; L2 and L3, which were undertaken using ANPR; L4, for which data was obtained from a permanent traffic counter and L14, which was undertaken using a temporary radar survey.

2.4.9 All baseline counts were undertaken in late September – early October 2023 apart from L14, which was undertaken in February 2024.

2.4.10 All baseline counts were undertaken for continuous 24-hour periods, apart from L1, L2, and L3 which were undertaken for the hours 0600-2200.

Active Travel Flows

2.4.11 A baseline survey of active travel flows was undertaken on Sydney Road, between New Sydney Place and Sham Castle Lane, using a temporary camera survey during the period 25 September 2023 to 01 October 2023.

2.4.12 Active travel flows were recorded for the hours 0600-2200.

2.4.13 The active travel surveys recorded the following travel modes:

- Pedestrians (inclusive of wheelchair users or mobility scooters).
- Cyclists.

Origin Destination Data

2.4.14 During baseline surveys in September – October 2023, ANPR cameras were placed on New Sydney Place, east of the A36 Darlington Street, and on Sydney Road, south of the A36 Beckford Road. Data was collected from 0600-2200 to record the numbers of vehicles using the route as a through route.

2.4.15 The cameras recorded vehicle registration numbers so that unique vehicles using the road could be counted. If the vehicle appeared on both cameras within three minutes, it could be inferred that it was using New Sydney Place and Sydney Road as a through route and not stopping for a specific reason.

2.4.16 Origin destination data was not collected on New Sydney Place and Sydney Road during the June 2024 and July 2024 in-trial periods because the restriction prevented any motor vehicles from passing through.

Queue Lengths

2.4.17 Baseline surveys of queue lengths were undertaken at the following junctions:

- A36 Beckford Road / A36 Warminster Road / Sydney Road
- A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place
- A36 Darlington Street / A36 Sydney Place / Sydney Place

2.4.18 The queue length surveys were undertaken via manual enumeration on Tuesday 19 March 2024 and Tuesday 26 March 2024 for the hours 0700-0900 and 1400-1730. The counts were undertaken during school term time.

2.4.19 The queue lengths were recorded in Passenger Car Units (PCUs). PCU is a term used in traffic analysis as a way of converting traffic – which is composed of various types of vehicles - into a common unit, for analytical purposes. The conversion factors for each vehicle type are set out in Table 2. An example interpretation of the table is that a bus is 2.0 PCUs, while a pedal cycle is 0.2 PCUs.

Table 2: PCU Factors

Vehicle Type	Factor
Pedal Cycle	0.2
Motorcycle	0.4
Passenger Car	1.0
Light Goods Vehicle (LGV)	1.0
Medium Goods Vehicle (MGV)	1.5
Buses and coaches	2.0
Heavy Goods Vehicle (HGV)	2.3

Travel Time Data

- 2.4.20 GPS tracking data was obtained from a source of data collected from fixed and non-fixed in-vehicle GPS devices used for navigation and telematics. The data provides travel times for motor vehicles on both roads and specific journeys.
- 2.4.21 Baseline journey time data was obtained for journeys between the A36 Warminster Road and the A36 Darlington Street via Beckford Road, in both directions. Data was obtained for the period 25 September 2023 to 01 October 2023 and the whole month of June 2023.
- 2.4.22 Baseline vehicular travel time data was obtained for the following roads:
- A36 Bathwick Street
 - A36 Beckford Road
 - A36 Darlington Street
 - A36 Sydney Place
 - A36 Warminster Road
 - New Sydney Place
 - Sydney Road
- 2.4.23 Baseline travel time data for roads was obtained for the queue survey days of Tuesday 19 March 2024 and Tuesday 26 March 2024 for the hours 0700-0900 and 1400-1730, and also for the whole month of June 2023.

In-Trial

- 2.4.24 In-trial traffic data was collected during the periods 03 June 2024 to 09 June 2024, 13 July 2024 to 19 July 2024, and 02 November 2024 to 08 November 2024 (apart from two locations, as set out in Table 1).
- 2.4.25 The following monitoring data was collected:
- Motor vehicle traffic flow data using ATCs and permanent survey sites.
 - Motor vehicle and active travel traffic flow data using temporary camera surveys.
 - Motor vehicle queue lengths through manual enumeration 05 June 2024, 06 June 2024, and 17 July 2024 (not collected in November 2024).
- 2.4.26 In addition, travel time data was also obtained for the months of June 2024 and November 2024, and for the week commencing 02 November 2024.
- 2.4.27 The in-trial data collection periods are set out in Table 1.
- 2.4.28 The in-trial traffic data was generally collected using the same methods as for the baseline, with differences in data collection methods highlighted below.

Motor Vehicle Traffic Flows

- 2.4.29 During the in-trial data collection periods, data for L14 (Sutton Street, between the A36 Sydney Place and Henrietta Gardens), L3 (New Sydney Place, east of the A36 Darlington Street, and L2 (Sydney Road, south of the A36 Beckford Road) was collected using ATCs.

2.4.30 During the baseline, data for Sutton Street was collected using a radar survey, and data for New Sydney Place and Sydney Road was collected using ANPR.

2.5 Data Validation

- 2.5.1 The A36 at Limpley Stoke, to the southeast of Bath, was closed to all traffic from August 2024 to Spring 2025 due to instability of the carriageway, which is set on a slope in the valley. The closure applied to all vehicles at all times. As the A36 is a trunk road, this closure had the potential to impact on traffic patterns in Bath. The council did not therefore undertake traffic monitoring during the closure.
- 2.5.2 To enable other road works in Wiltshire, the closure of the A36 at Limpley Stoke was temporarily lifted from 18 October 2024 to 11 November 2024. This provided an opportunity to undertake further monitoring surveys as the trunk road was once again available to all road users.
- 2.5.3 To understand whether traffic patterns during the temporary suspension of the road closure returned to typical levels, a benchmarking exercise was undertaken. This involved a comparison of traffic flow data on the A36 at Trossachs Drive in Bathampton from November 2023 (i.e. prior to the closure at Limpley Stoke) with November 2024, during the temporary suspension of the road closure.
- 2.5.4 The benchmarking exercise investigated how traffic flows varied between the week commencing 2 November 2024 and the same week in November 2023, specifically the week commencing 4 November 2023. Eastbound, westbound, and total flows were analysed to understand the changes, as set out in Table 3.

Table 3: November 2024 Benchmarking Comparison

Direction	November 2023 Average Weekday	November 2023 Average Day	November 2024 Average Weekday	November 2024 Average Day	Percentage Change Average Weekday	Percentage Change Average Day
Eastbound	4,938	4,588	4,000	3,662	-19%	-20%
Westbound	4,324	4,021	3,719	3,468	-14%	-14%
Total	9,262	8,610	7,718	7,129	-17%	-17%

- 2.5.5 Traffic flows on the A36 were generally lower in November 2024 than in November 2023, with an average 17% decrease in traffic volumes.
- 2.5.6 Whilst the data suggests that traffic volumes on the A36 towards the east did not fully return to typical conditions during the temporary reopening of the road at Limpley Stoke, it is important to note that overall traffic patterns in the local area are influenced by a variety of key roads, including the A4 London Road to the northeast; the A36 Pulteney Road to the south; and the A4 The Paragon to the northwest.
- 2.5.7 Each of these key roads has their own traffic patterns that influence the traffic flows around Sydney Road therefore a change in traffic flows on one road in isolation may not affect overall traffic patterns in the local area.

- 2.5.8 It is important to understand that the road network is a live operational system and there will always be incidents and events during any given survey period. Consequently, it is considered that the November 2024 data gives a useful understanding of traffic patterns following the implementation of the trial through-traffic restriction, and was undertaken at a similar time of year to the baseline surveys.

3 Analysis

3.1 Data Presentation

- 3.1.1 Most of the motor vehicle traffic flows were collected for 7 days for continuous 24-hour periods. On this basis, motor vehicle traffic flows, for both the baseline and in-trial periods are presented as average day 24-hour flows. Where motor vehicle flows were recorded for other periods, factors have been applied to convert them to average day 24-hour flows.
- 3.1.2 The active travel flow data was recorded for 7 days for the hours 0600-2200 therefore average day 0600-2200 data is presented for both the baseline and in-trial periods.
- 3.1.3 The locations of the traffic flow counts are mapped in Figure 1 and the locations of the queue length surveys are mapped in Figure 2.

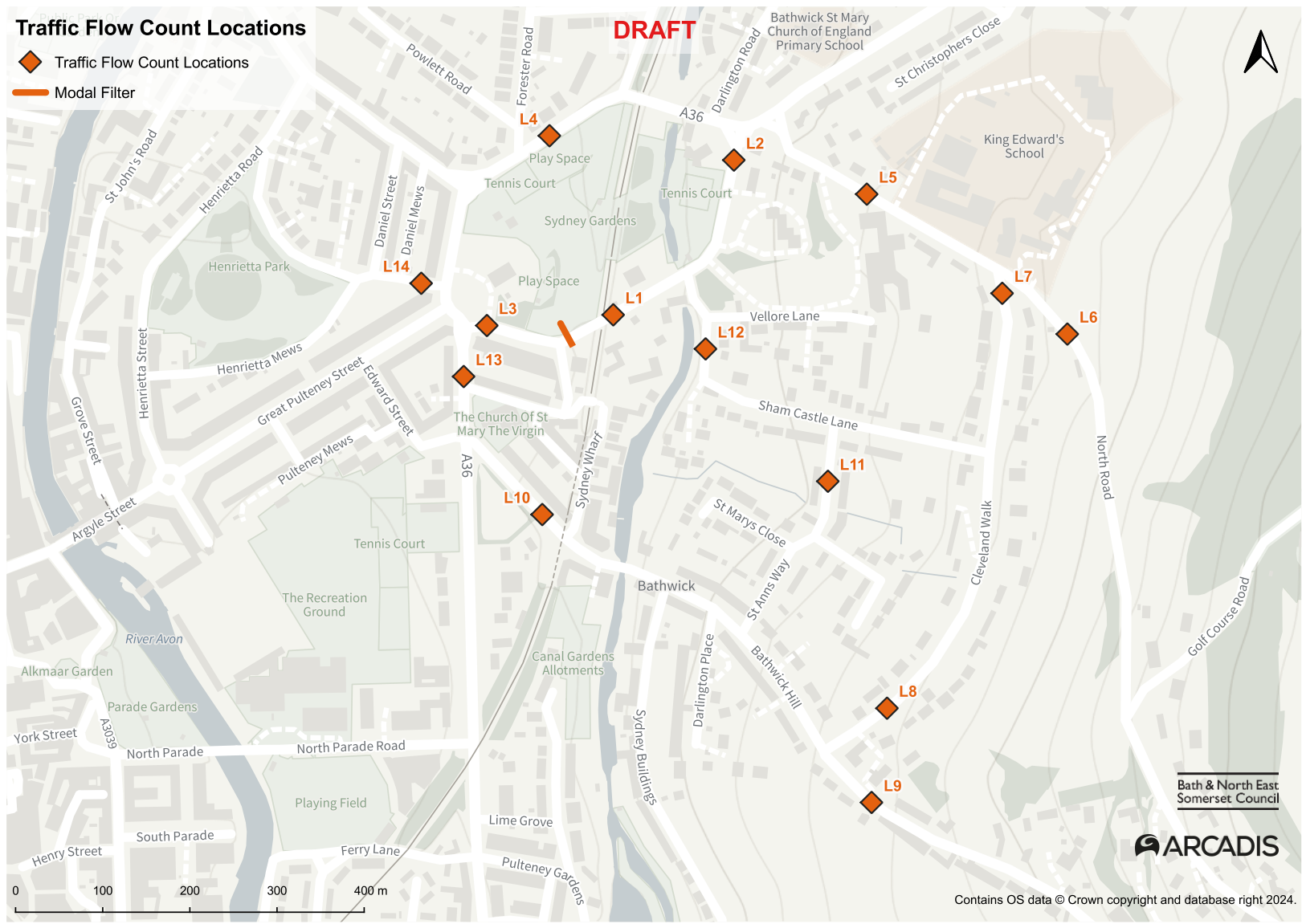
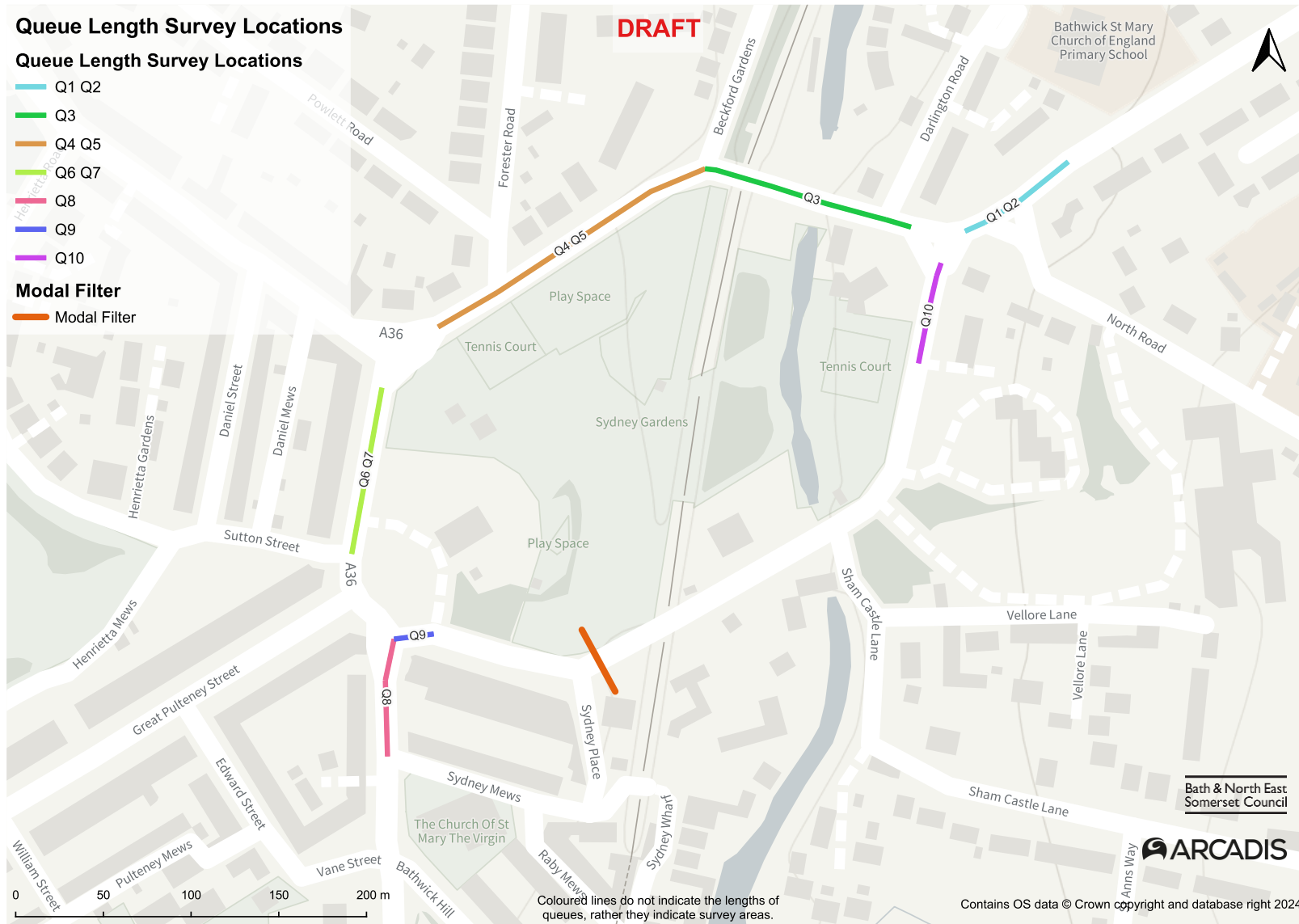


Figure 2: Locations of Queue Length Surveys



3.2 Observations

- 3.2.1 The following sections set out the observations that have been made following an analysis of the survey data for both the baseline and in-trial periods, along with a review of changes to traffic patterns between the baseline and two in-trial periods.

Motor Vehicle Traffic Flows

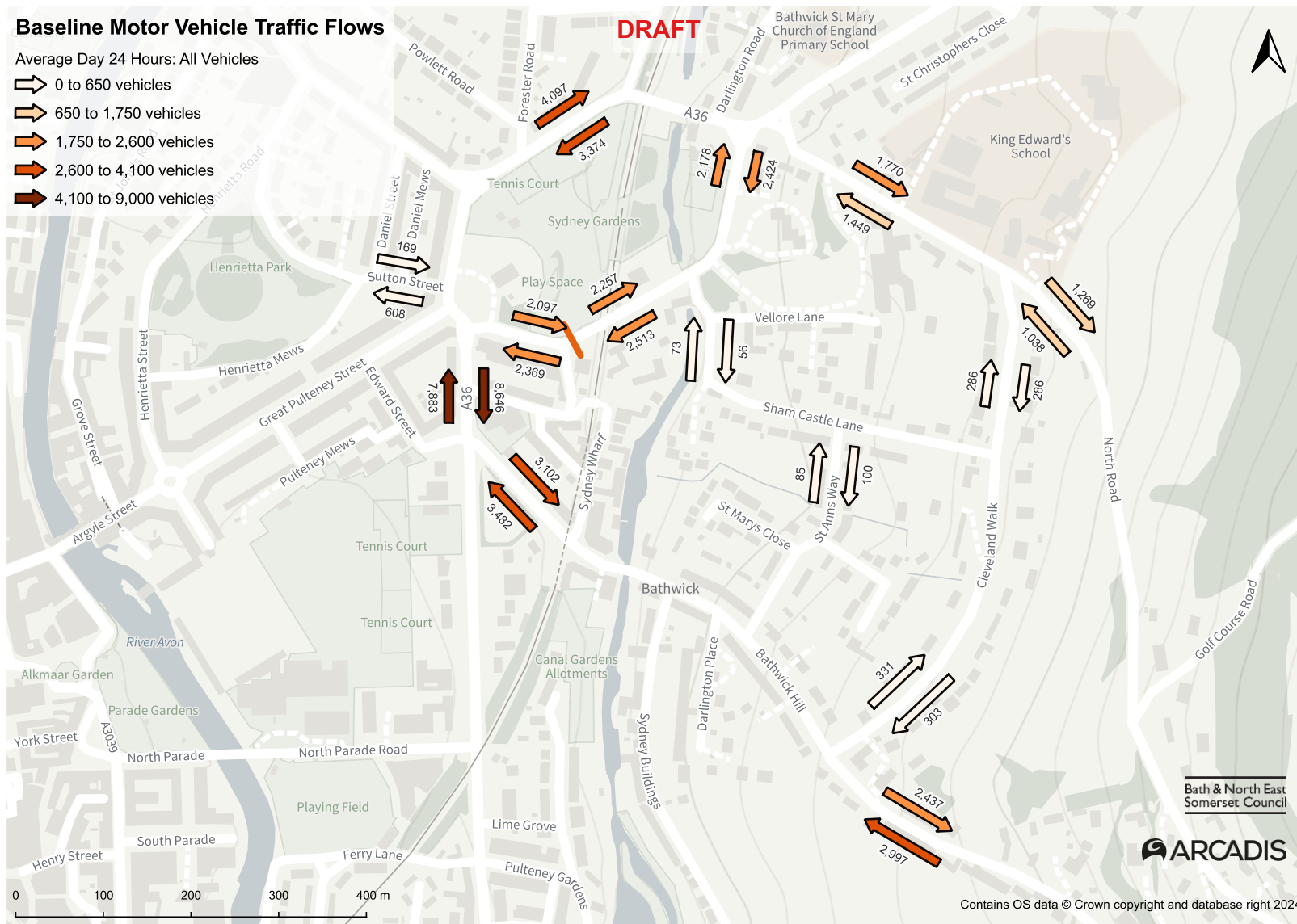
Baseline

- 3.2.2 Baseline motor vehicle traffic flows for the 7-day average travelling in both directions (All Vehicles) are summarised in Table 4 and mapped in Figure 3.

Table 4: Baseline Motor Vehicle Traffic Flows (7-day average across both directions)

Road Name	Count No.	All Vehicles
A36 Beckford Road, between Bathwick Street and Warminster Road	L4	7,471
A36 Darlington Street, between Bathwick Hill Roundabout and Sydney Place	L13	16,529
Bathwick Hill, east of Cleveland Walk	L9	5,434
Bathwick Hill, between Bathwick Hill Roundabout and Raby Place	L10	6,585
Cleveland Walk, northeast of Bathwick Hill	L8	634
Cleveland Walk, south of North Road	L7	572
North Road, east of Cleveland Walk	L6	2,308
North Road, west of King Edward's School	L5	3,219
Sham Castle Lane, south of Vellore Lane	L12	129
St Anns Way, south of Sham Castle Lane	L11	185
Sutton Street, between A36 Sydney Place and Henrietta Gardens	L14	777
New Sydney Place, east of A36 Darlington Street	L3	4,466
Sydney Road, between New Sydney Place and Sham Castle Lane	L1	4,770
Sydney Road, south of A36 Beckford Road	L2	4,602

Figure 3: Baseline Motor Vehicle Traffic Flows



- 3.2.3 The data shows that, over the 7 days, the A36 Darlington Street carried the highest traffic flows during the baseline survey period, with 16,529 motor vehicles per average day traveling on the road (i.e. in either direction). New Sydney Place and Sydney Road was used by between 4,466 and 4,770 motor vehicles per day, whilst the A36 Beckford Road was used by 7,471 vehicles per day.
- 3.2.4 Bathwick Hill was used by 5,434 motor vehicles per average day across both directions east of Cleveland Walk, rising to 6,585 motor vehicles per day between the Bathwick Hill Roundabout and Raby Place. North Road was trafficked by 2,308 motor vehicles per day to the east of Cleveland Walk, rising to 3,219 motor vehicles per day to the west of King Edward's School. Cleveland Walk was used by 572 to 634 motor vehicles per day.
- 3.2.5 The local roads of Sham Castle Lane and St Anns Way were used by 129 and 185 motor vehicles per average day across both directions respectively, whilst Sutton Street was trafficked by 777 motor vehicles per day.
- 3.2.6 For most roads, the directional split of motor traffic flows was within three percentage points of a 50:50 split. However, it was found that on Sutton Street, the majority (78%) of traffic travelled westbound, whilst on North Road, the majority (55%) of traffic at both count points was travelling south-eastbound.
- 3.2.7 On the A36 Beckford Road, 55% of motor vehicles were found to be travelling north-eastbound, whilst on the parallel Sydney Road, the majority (53%) were found to be travelling south-westbound.

In-Trial

- 3.2.8 Motor vehicle traffic flows per average day across both directions during the in-trial survey periods are set out in Table 5. The flows are mapped in Figure 4, Figure 5, and Figure 6 for June 2024, July 2024 and November 2024 respectively.

Table 5: In-Trial Motor Vehicle Traffic Flows (7-day average across both directions)

Road	Count No.	June 2024 All Vehicles	July 2024 All Vehicles	November 2024 All Vehicles
A36 Beckford Road, between Bathwick Street and Warminster Road	L4	10,476	10,168	10,070
A36 Darlington Street, between Bathwick Hill Roundabout and Sydney Place	L13	15,329	15,251	15,218
Bathwick Hill, east of Cleveland Walk	L9	4,303	5,021	5,030
Bathwick Hill, between Bathwick Hill Roundabout and Raby Place	L10	6,464	6,307	6,275
Cleveland Walk, northeast of Bathwick Hill	L8	706	481	721
Cleveland Walk, south of North Road	L7	696	429	671
North Road, east of Cleveland Walk	L6	2,593	1,935	2,846
North Road, west of King Edward's School	L5	3,309	2,331	3,660
Sham Castle Lane, south of Vellore Lane	L12	174	173	172
St Anns Way, south of Sham Castle Lane	L11	280	235	239
Sutton Street, between A36 Sydney Place and Henrietta Gardens	L14	796	857	805
New Sydney Place, east of A36 Darlington Street	L3	684	640	439
Sydney Road, between Sydney Place and Sham Castle Lane	L1	20	145	91
Sydney Road, south of A36 Beckford Road	L2	1,376	1,456	1,436

Figure 4: June 2024 In-Trial Motor Vehicle Traffic Flows

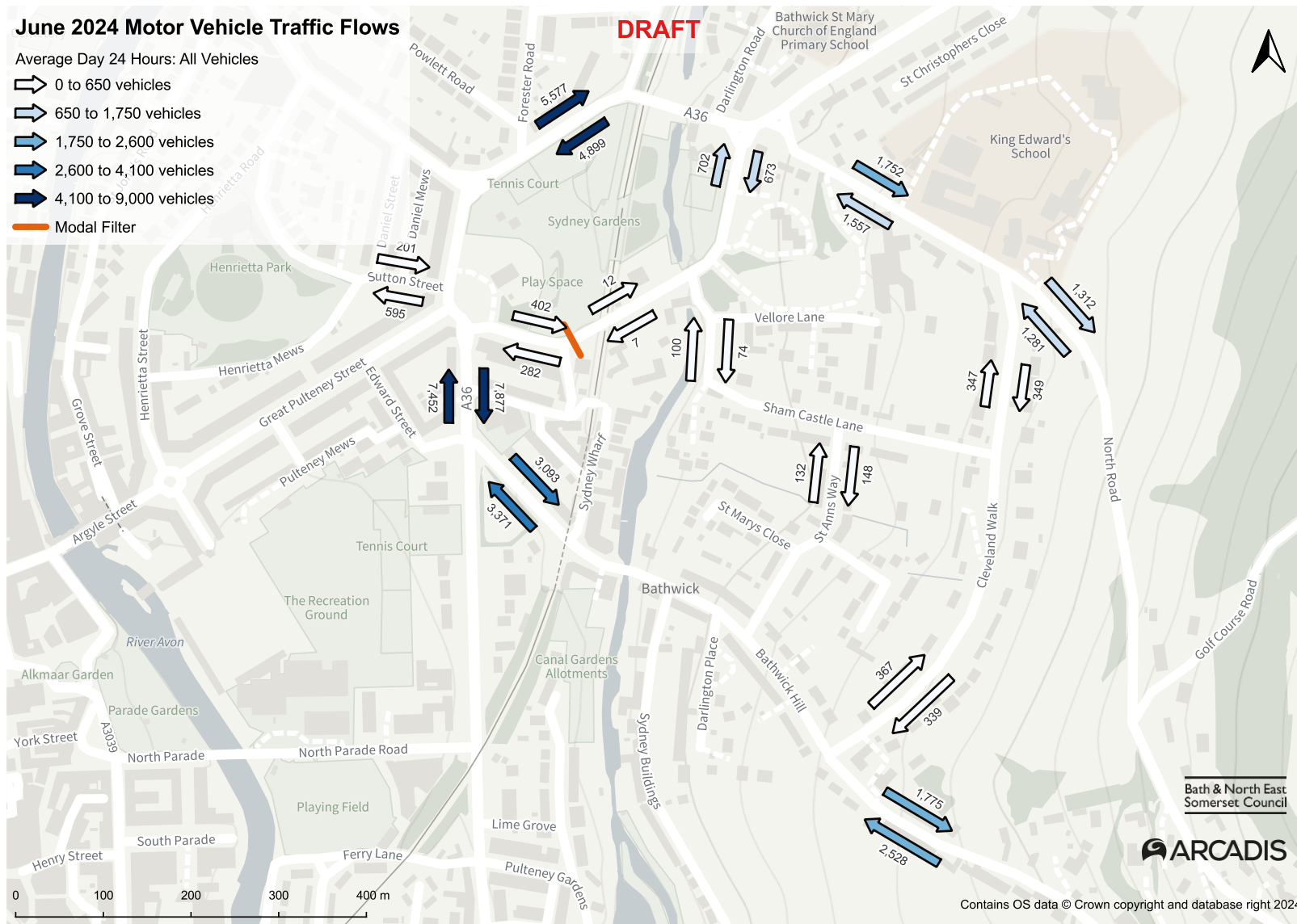


Figure 5: July 2024 In-Trial Motor Vehicle Traffic Flows

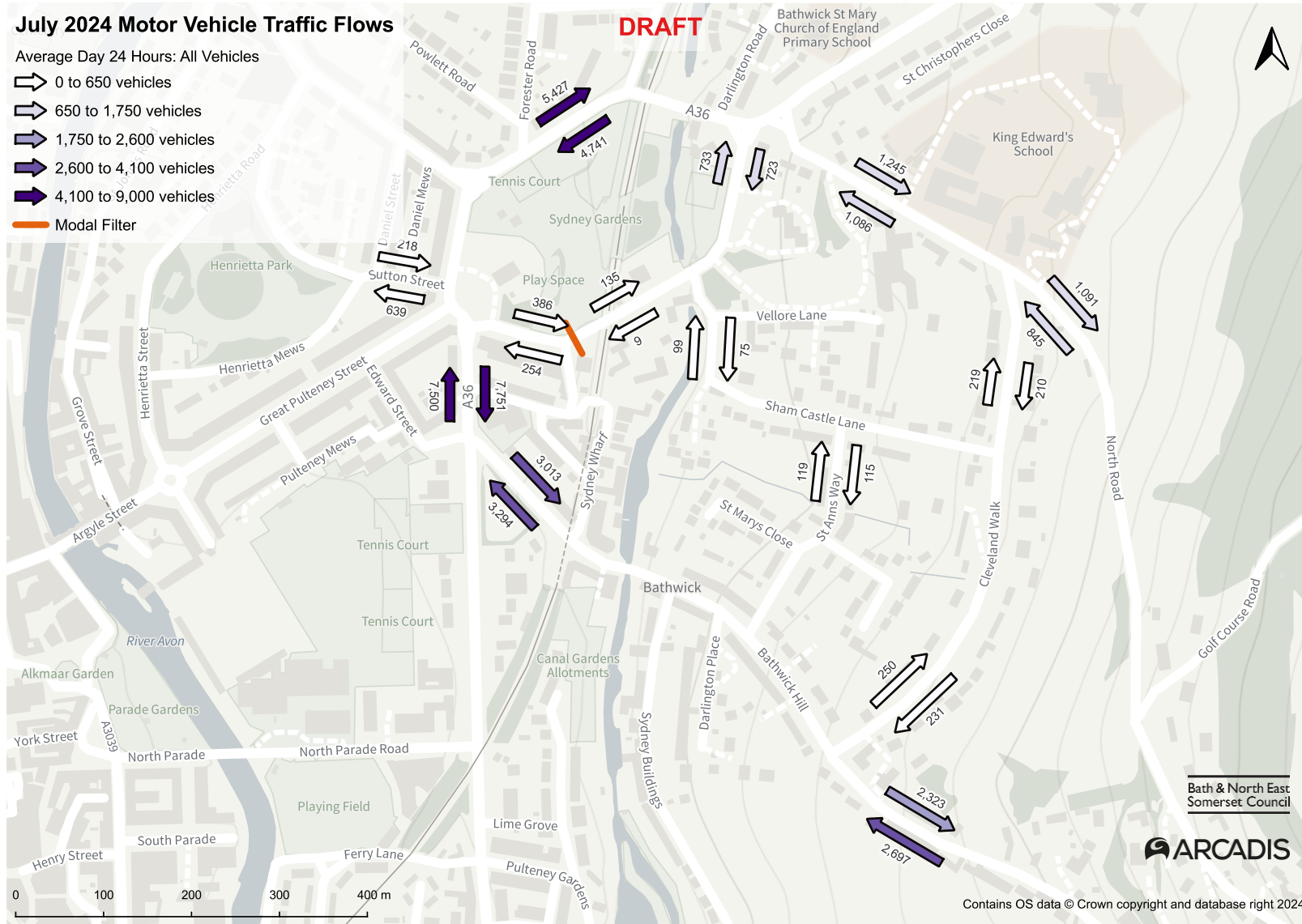
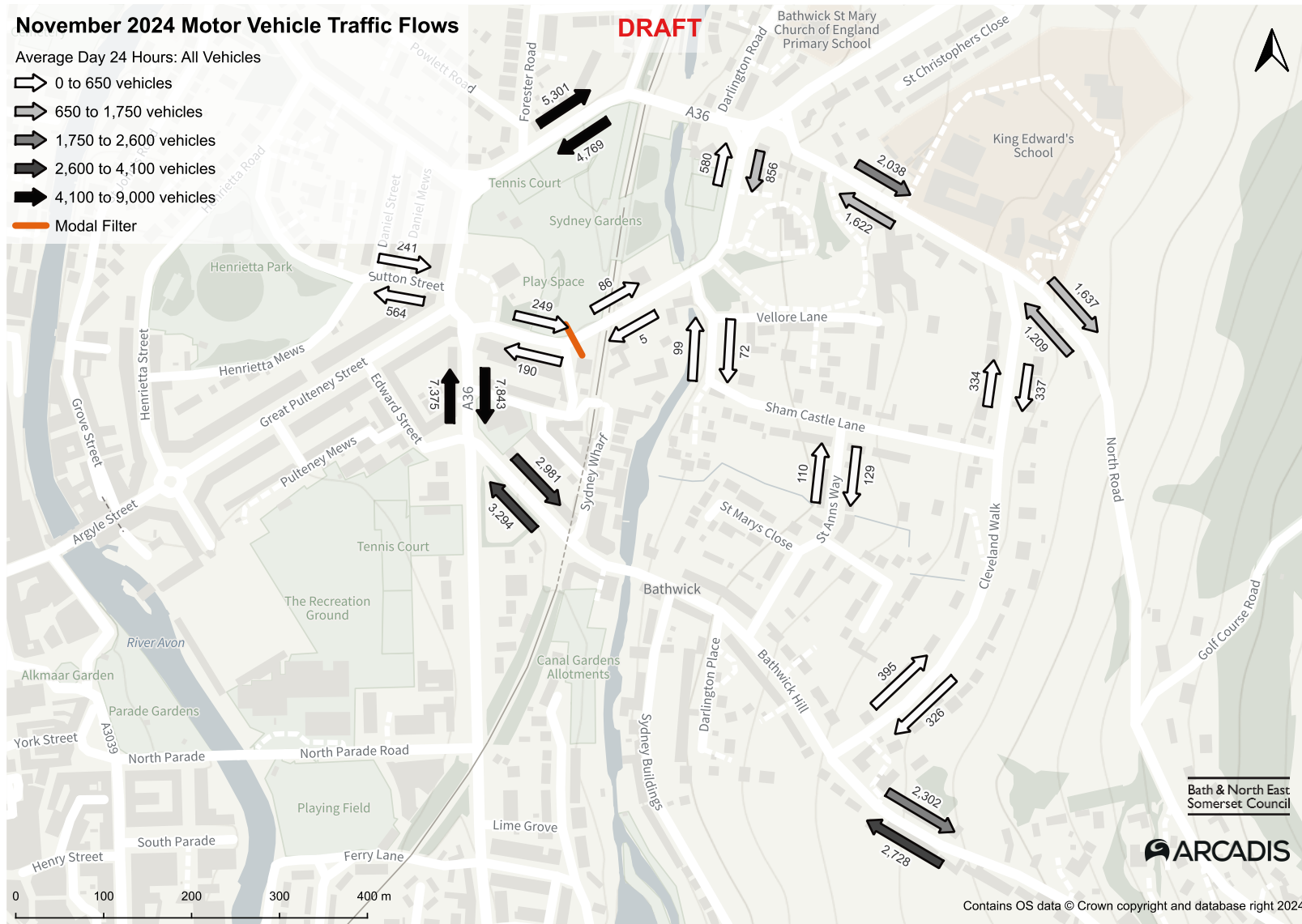


Figure 6: November 2024 In-Trial Motor Vehicle Traffic Flows



- 3.2.9 A written description of the in-trial traffic-flow monitoring results is provided below, followed by a comparison with the baseline traffic-flow data in Table 6.
- 3.2.10 The data shows that across the 7 days, similar to baseline monitoring the A36 Darlington Street carried the highest traffic flows in June 2024, July 2024 and November 2024, with 15,329 motor vehicles per day in June 2024, 15,251 motor vehicles per day in July 2024, and 15,218 motor vehicles per day in November 2024.
- 3.2.11 Traffic flows on Sydney Road, south of the A36 Beckford Road, were 1,376 motor vehicles per day in June 2024, 1,456 motor vehicles per day in July 2024, and 1,436 motor vehicles per day in November 2024. Traffic flows on New Sydney Place, east of the A36 Darlington Street, were 684 motor vehicles per day in June 2024, 640 motor vehicles per day in July 2024, and 439 motor vehicles per day in November 2024.
- 3.2.12 At the location of the through-traffic restriction on Sydney Road, traffic flows were 20 motor vehicles per day in June 2024, rising to 145 vehicles per day in July 2024, and decreasing to 91 motor vehicles per day in November 2024. The traffic flows generally comprised of motorcycles and cars / light vans.
- 3.2.13 The A36 Beckford Road was used by 10,476 motor vehicles per day in June 2024, reducing to 10,168 in July 2024, and reducing slightly further to 10,070 motor vehicles per day in November 2024.
- 3.2.14 To the east of Cleveland Walk, Bathwick Hill was used by 4,303 motor vehicles per day in June 2024, increasing to 5,021 in July 2024, and further increasing to 5,030 in November 2024. Between the Bathwick Hill Roundabout and Raby Place, Bathwick Hill was used by 6,464 motor vehicles per day in June 2024, 6,307 motor vehicles per day in July 2024, and 6,275 motor vehicles per day in November 2024.
- 3.2.15 North Road, to the east of Cleveland Walk, was used by 2,593 motor vehicles per day in June 2024, decreasing to 1,935 per day in July 2024, then increasing again to 2,846 per day in November 2024. To the west of King Edward's School, North Road carried 3,309 motor vehicles per day in June 2024, reducing to 2,331 in July 2024, then increasing to 3,660 in November 2024.
- 3.2.16 Cleveland Walk was used by 696 to 706 motor vehicles per day in June 2024, with 429 to 481 in July 2024, and 671 to 721 in November 2024. Sham Castle Lane was trafficked by 174 motor vehicles per day in June 2024, 173 motor vehicles per day in July 2024, and 172 motor vehicles per day in November 2024.
- 3.2.17 It should be noted that the reduction in June on roads surrounding King Edward School is likely as a result of King Edward School holidays. See Section 2.3 About the Monitoring for more information.
- 3.2.18 St Anns Way carried 280 motor vehicles per day in June 2024, reducing to 235 per day in July 2024, then increasing slightly to 239 per day in November 2024. Sutton Street carried 796 motor vehicles per day in June 2024, 857 motor vehicles per day in July 2024, and 805 motor vehicles per day in November 2024.
- 3.2.19 For most roads, the directional split of motor vehicle traffic was circa 50:50 during all in-trial periods. However, on Sutton Street, 75% of motor vehicles travelled westbound in both June 2024 and July 2024, reducing to 70% westbound in November 2024. On Sydney Road at the through-traffic restriction, 94% of motor vehicles travelled northbound in July 2024 and November 2024.

- 3.2.20 It is also noted that on Bathwick Hill, east of Cleveland Walk, the majority of motor vehicle traffic travelled north-westbound during all in-trial periods, whilst on Sham Castle Lane, the majority of motor vehicle traffic headed northbound.

Comparison of Results

- 3.2.21 Absolute and percentage changes in motor vehicle traffic flows between the baseline and in-trial survey periods are tabulated in Table 6.
- 3.2.22 Absolute changes in motor vehicle traffic flows between the baseline and June 2024 / July 2024 / November 2024 are mapped in Figure 7, Figure 8 and Figure 9. Percentage changes in motor vehicle traffic flows between the baseline and June 2024 / July 2024 / November 2024 in Figure 10, Figure 11 and Figure 12 respectively.

Table 6: Absolute and Percentage Changes in 7-Day Average Motor Vehicle Traffic Flows (across both directions)

Road	Count No.	Absolute Change in Traffic Flows Baseline to June 2024	Absolute Change in Traffic Flows Baseline to July 2024	Absolute Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to June 2024	Percentage Change in Traffic Flows Baseline to July 2024	Percentage Change in Traffic Flows Baseline to November 2024
A36 Beckford Road, between Bathwick Street and Warminster Road	L4	3,006	2,697	2,599	40%	36%	35%
A36 Darlington Street, between Bathwick Hill Roundabout and Sydney Place	L13	-1,200	-1,278	-1,311	-7%	-8%	-8%
Bathwick Hill, east of Cleveland Walk	L9	-1,131	-413	-404	-21%	-8%	-7%
Bathwick Hill, between Bathwick Hill Roundabout and Raby Place	L10	-121	-278	-310	-2%	-4%	-5%
Cleveland Walk, northeast of Bathwick Hill	L8	72	-153	87	11%	-24%	14%
Cleveland Walk, south of North Road	L7	124	-143	99	22%	-25%	17%
North Road, east of Cleveland Walk	L6	286	-372	538	12%	-16%	23%
North Road, west of King Edward's School	L5	90	-887	441	3%	-28%	14%
Sham Castle Lane, south of Vellore Lane	L12	45	45	43	35%	35%	33%
St Anns Way, south of Sham Castle Lane	L11	95	50	54	52%	27%	29%
Sutton Street, between A36 Sydney Place and Henrietta Gardens	L14	19	80	28	2%	10%	4%
New Sydney Place, east of A36 Darlington Street	L3	-3,781	-3,825	-4,027	-85%	-86%	-90%

Road	Count No.	Absolute Change in Traffic Flows Baseline to June 2024	Absolute Change in Traffic Flows Baseline to July 2024	Absolute Change in Traffic Flows Baseline to November 2024	Percentage Change in Traffic Flows Baseline to June 2024	Percentage Change in Traffic Flows Baseline to July 2024	Percentage Change in Traffic Flows Baseline to November 2024
Sydney Road, between Sydney Place and Sham Castle Lane	L1	-4,750	-4,625	-4,679	-100%	-97%	-98%
Sydney Road, south of A36 Beckford Road	L2	-3,226	-3,146	-3,166	-70%	-68%	-69%

Figure 7: Absolute Changes in 7-Day Average Motor Vehicle Traffic Flows between Baseline and June 2024

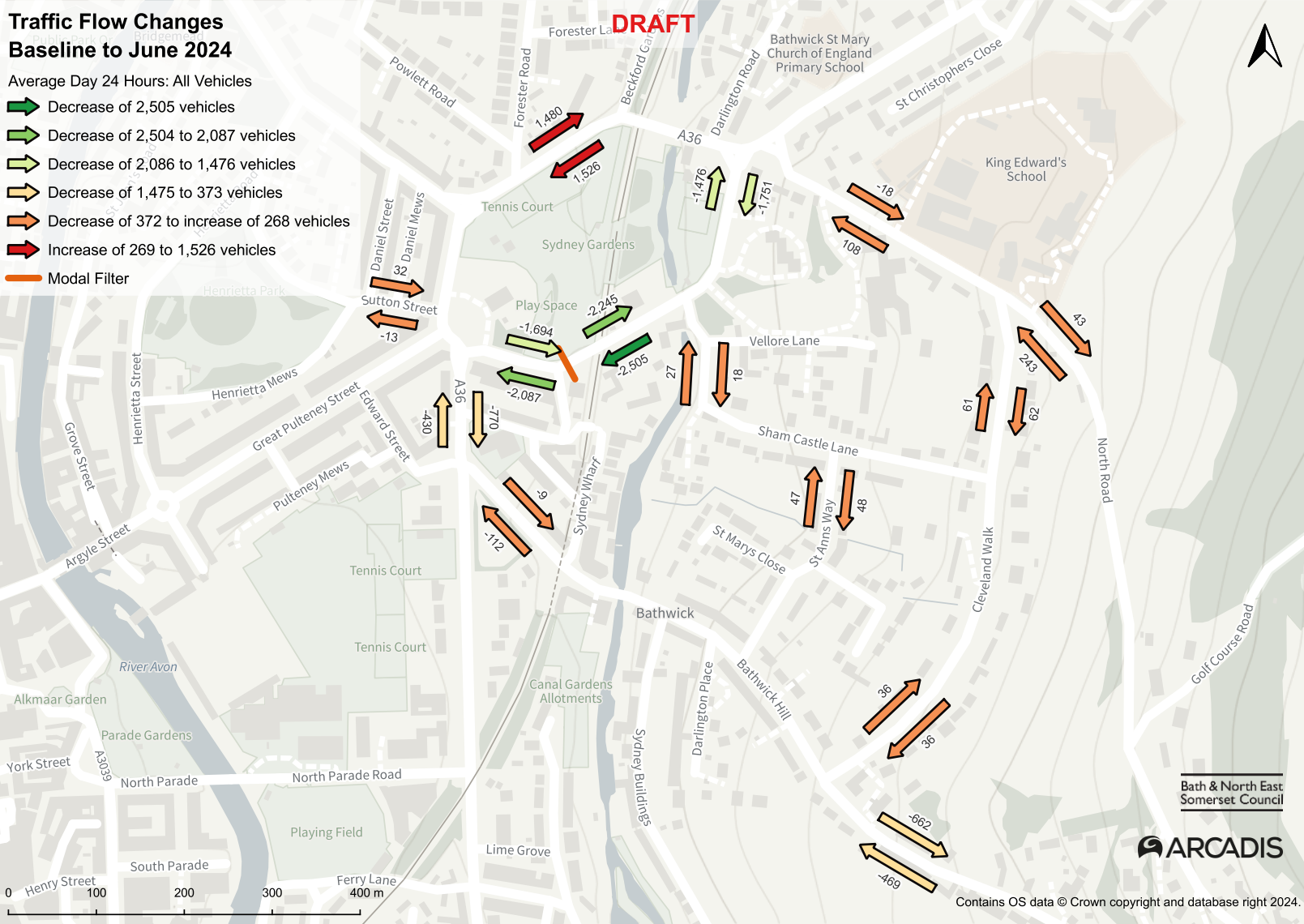
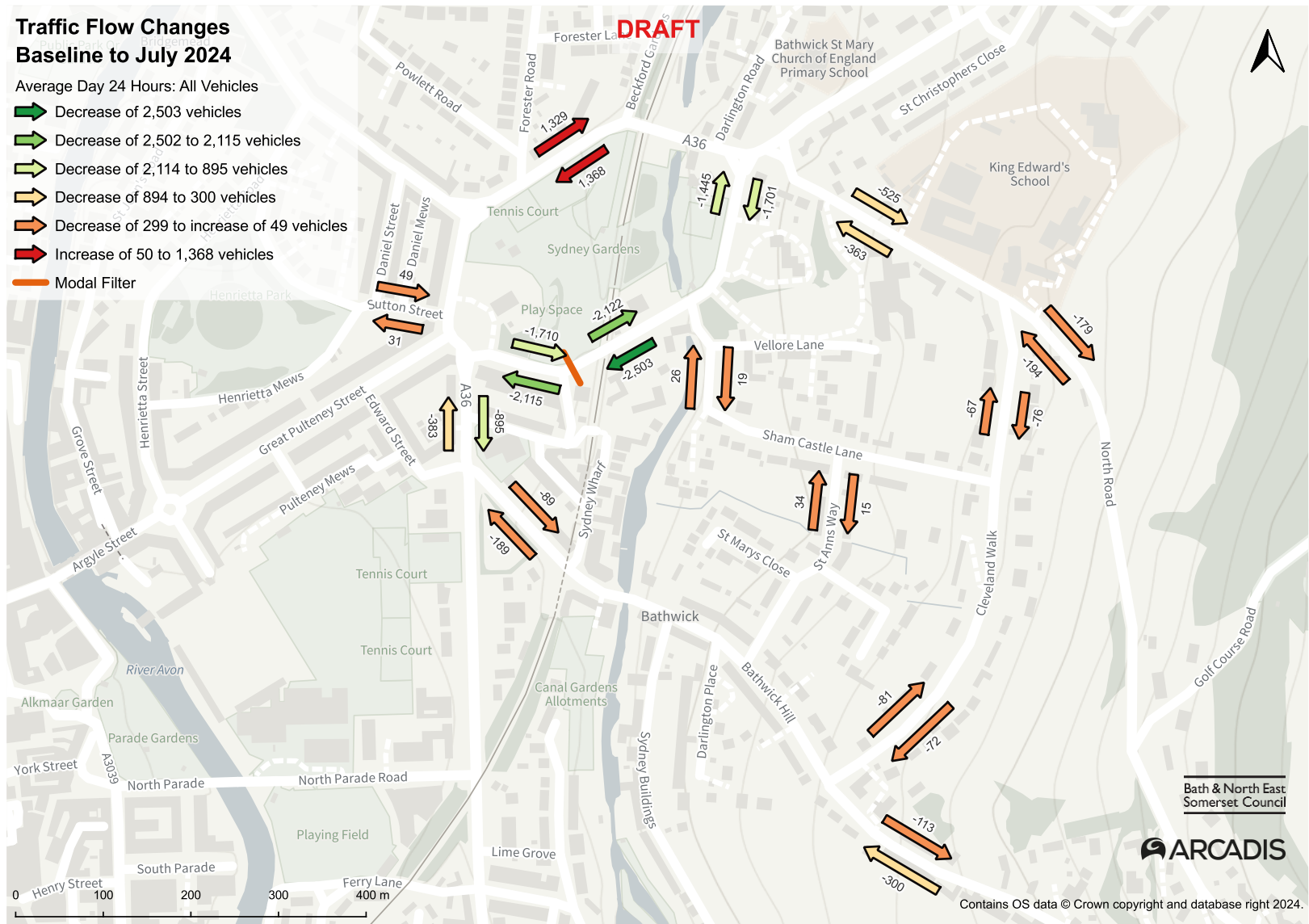


Figure 8: Absolute Changes in 7-Day Average Motor Vehicle Traffic Flows between Baseline and July 2024



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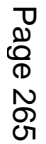


Figure 10: Percentage Changes in 7-Day Average Motor Vehicle Traffic Flows between Baseline and June 2024

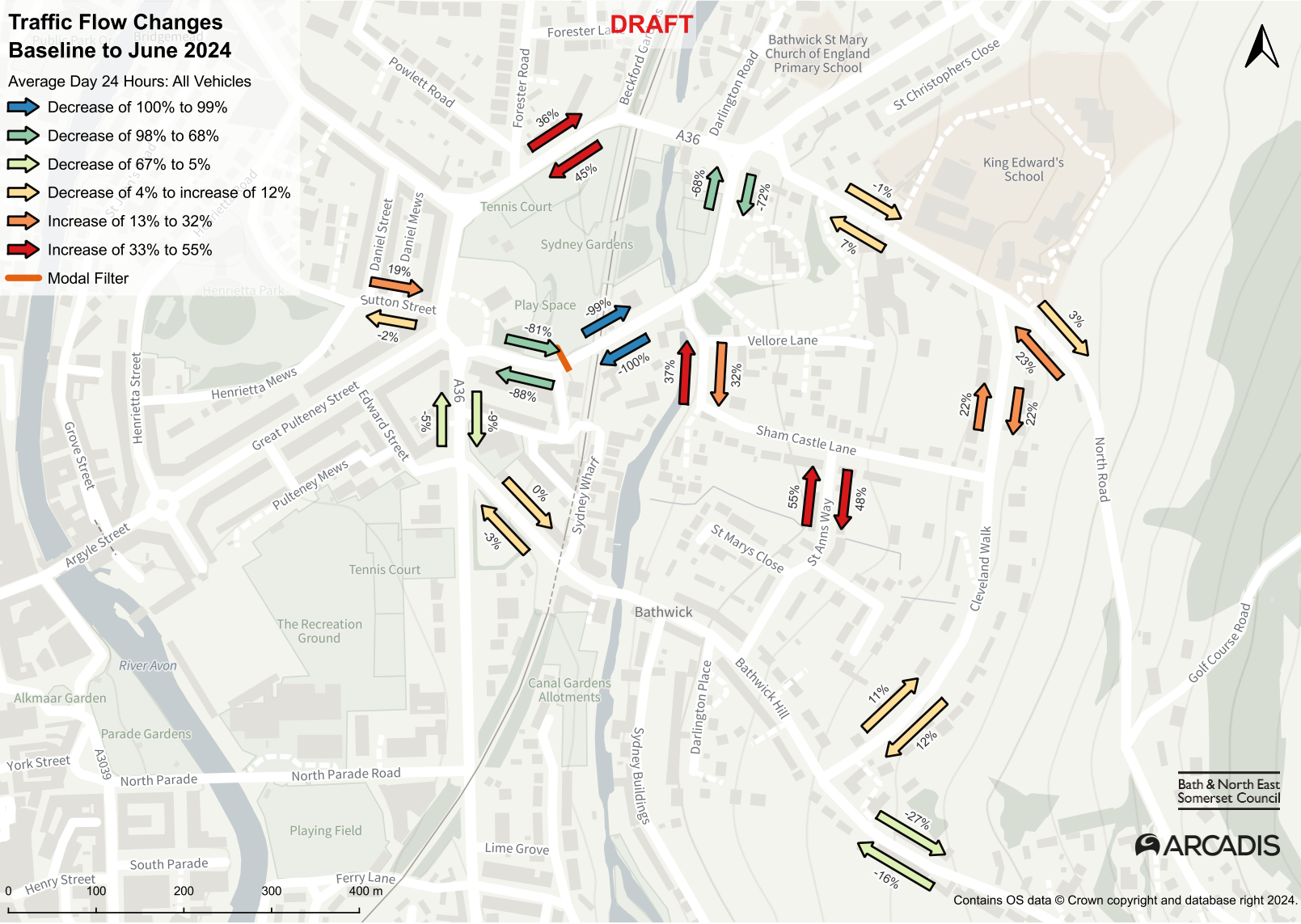


Figure 11: Percentage Changes in 7-Day Average Motor Vehicle Traffic Flows between Baseline and July 2024

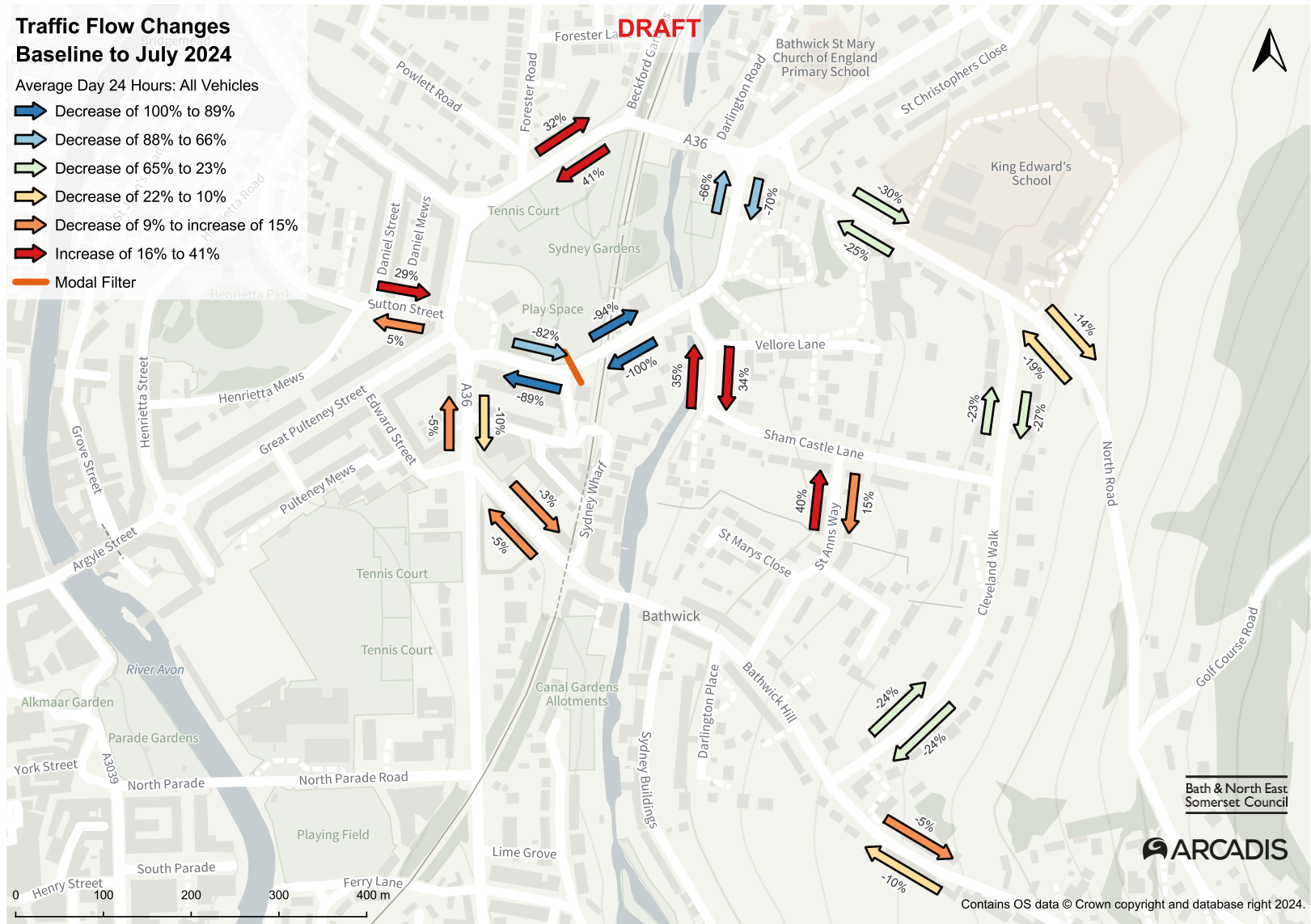
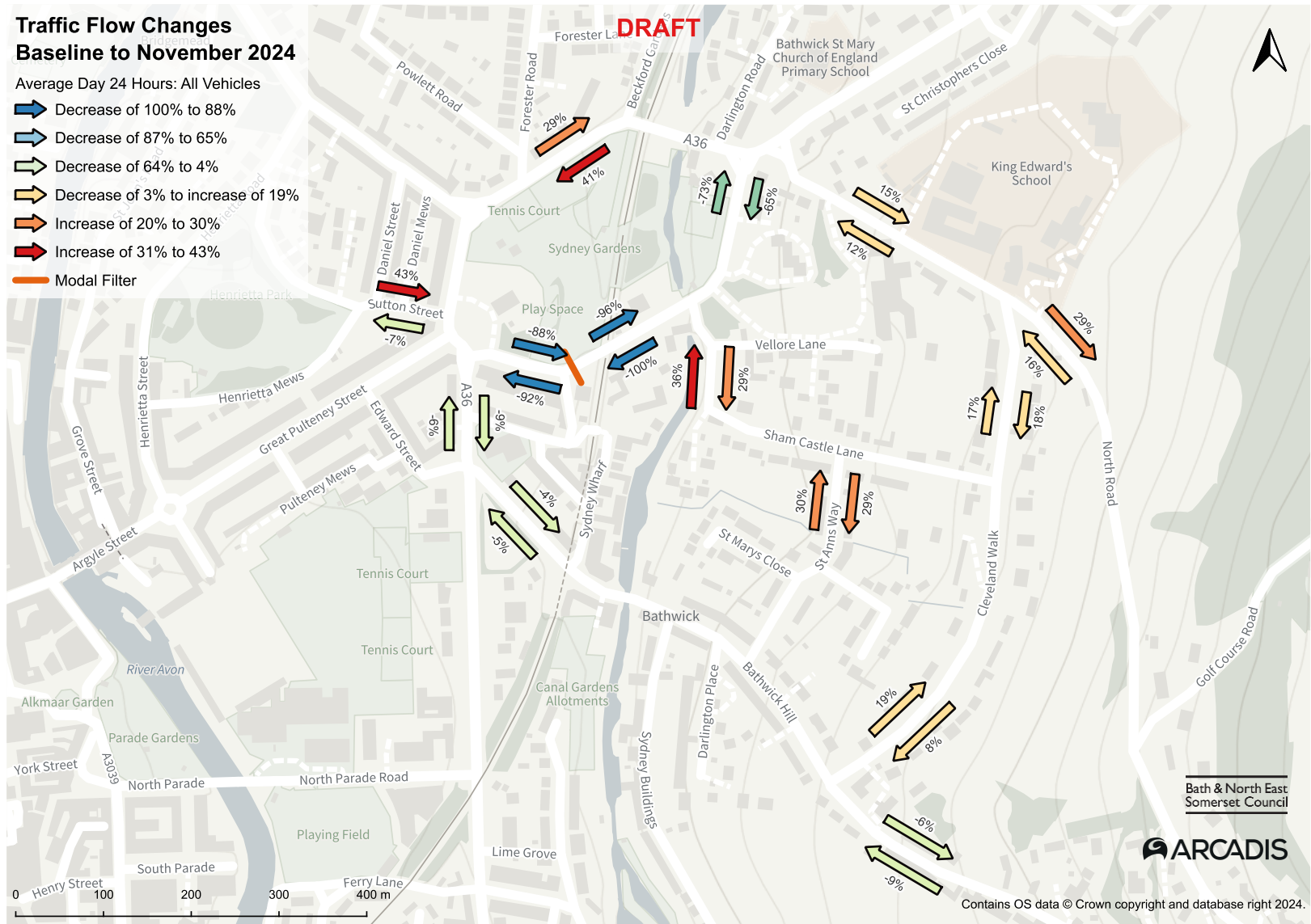


Figure 12: Percentage Changes in 7-Day Average Motor Vehicle Traffic Flows between Baseline and November 2024



- 3.2.23 Considering the absolute changes in motor vehicle traffic flows between the baseline and the in-trial periods, on average the largest decrease in traffic flows in both June 2024, July 2024, and November 2024 was on Sydney Road, at the location of the through-traffic restriction, with a decrease of 4,750 vehicles per day in June 2024, 4,625 vehicles per day in July 2024, and 4,679 vehicles per day in November 2024.
- 3.2.24 The second largest decrease was found on New Sydney Place, east of the A36 Darlington Street, with a reduction of 3,781 vehicles per day in June 2024, a reduction of 3,825 vehicles per day in July 2024, and a reduction of 4,027 vehicles per day in November 2024.
- 3.2.25 This was followed by Sydney Road, south of the A36 Beckford Road, with a decrease of 3,226 vehicles per day in June 2024, 3,146 vehicles per day in July 2024, and 3,166 vehicles per day in November 2024.
- 3.2.26 The largest increase in motor vehicle traffic flows was observed on the A36 Beckford Road, with an increase of 3,006 vehicles per day in June 2024, 2,697 vehicles per day in July 2024, and 2,599 vehicles per day in November 2024. On average, 10,070 to 10,476 vehicles per day used the A36 Beckford Road during the in-trial monitoring periods, compared with 7,471 vehicles per day during the baseline.
- 3.2.27 The mean change in motor vehicles flows across all the other roads in the study area was a reduction of 521 vehicles per day in June 2024, a reduction of 335 vehicles per day in July 2024, and a reduction of 715 vehicles per day in November 2024.
- 3.2.28 Considering the percentage changes in motor vehicle traffic flows between the baseline and the in-trial periods, the greatest decrease in June 2024 was a reduction of 100% on Sydney Road, at the location of the through-traffic restriction. This was followed by New Sydney Place, east of the A36 Darlington Street, with a reduction of 85%, and Sydney Road, south of the A36 Beckford Road, with a reduction of 70%.
- 3.2.29 In June 2024, the greatest percentage increase in motor vehicle traffic flows was found on St Anns Way, with a 52% increase (albeit equating to 95 vehicles per day, or less than four per hour), followed by the A36 Beckford Road, with a 40% increase.
- 3.2.30 Across all roads in the study area, the overall 7-day average change in motor vehicle traffic flows between the baseline and June 2024 was a reduction of 18%.
- 3.2.31 The greatest percentage decrease between the baseline and July 2024 was a reduction of 97% on Sydney Road, at the location of the through-traffic restriction, followed by a reduction of 86% on New Sydney Place, east of the A36 Darlington Street, and a reduction of 68% on Sydney Road, south of the A36 Beckford Road.
- 3.2.32 In July 2024, the greatest percentage increase in motor vehicle traffic flows was found on the A36 Beckford Road, with an increase of 36%, followed by Sham Castle Lane, with an increase of 35% (albeit equating to 45 vehicles per day, or circa two per hour).
- 3.2.33 Across all roads in the study area, the overall 7-day average change in motor vehicle traffic flows between the baseline and July 2024 was a reduction of 21%.

- 3.2.34 The greatest percentage decrease between the baseline and November 2024 was a reduction of 98% on Sydney, at the location of the through-traffic restriction. This was followed by a reduction of 90% on New Sydney Place, east of the A36 Darlington Street, and a reduction of 69% on Sydney Road, south of the A36 Beckford Road.
- 3.2.35 In November 2024, the greatest percentage increase in motor vehicle traffic flows was found on the A36 Beckford Road, with an increase of 35%, followed by Sham Castle Lane, with an increase of 33% (albeit equating to 43 vehicles per day, or circa two per hour).
- 3.2.36 Across all roads in the study area, the overall 7-day average change in motor vehicle traffic flows between the baseline and November 2024 was a reduction of 17%.

Active Travel Flows

Baseline

- 3.2.37 Baseline (25 September 2023 to 01 October 2023) active travel flows on Sydney Road (adjacent to the bridge over the railway line), per average day across the 7 days, are presented in a graph in Figure 13 and set out in Table 7.

Figure 13: Baseline Active Travel Flows (7-Day Average)

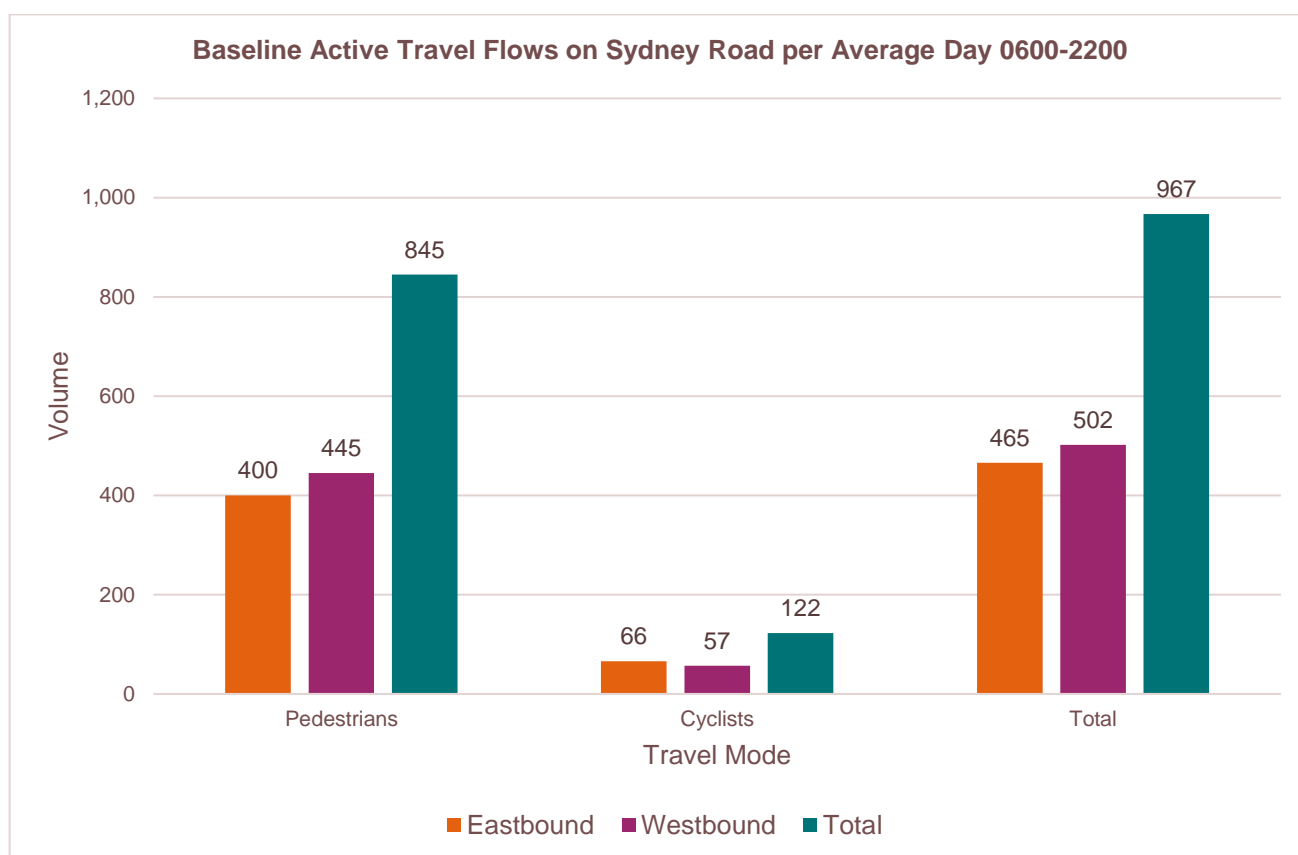


Table 7: Baseline Active Travel Flows (7-Day Average 0600-2200)

Mode	Eastbound	Westbound	Total
Pedestrians	405	445	845
Cyclists	66	57	122
Total	465	502	967

3.2.38 The data shows that Sydney Road was used by 967 active travel users per average day in the baseline, of which 87% (845) were pedestrians and 13% (122) were cyclists. The flows were broadly similar per direction, with a slightly higher proportion of pedestrians travelling westbound a slightly higher proportion of cyclists travelling eastbound.

In-Trial

3.2.39 In-trial active travel flow data is set out below in the form of a graph and table for each of the three monitoring periods, followed by a comparison with the baseline data in section 3.2.42.

3.2.40 In-trial active travel flows monitored in the same position on Sydney Road (adjacent to the bridge over the railway line), per average day across the 7 days, are presented in a graph in Figure 14, Figure 15 and Figure 16 for June 2024 (03 June 2024 to 09 June 2024), July 2024 (13 July 2024 to 19 July 2024) and November 2024 (02 November 2024 to 08 November 2024) respectively and set out in Table 8.

Figure 14: June 2024 In-Trial Active Travel Flows (7-Day Average)

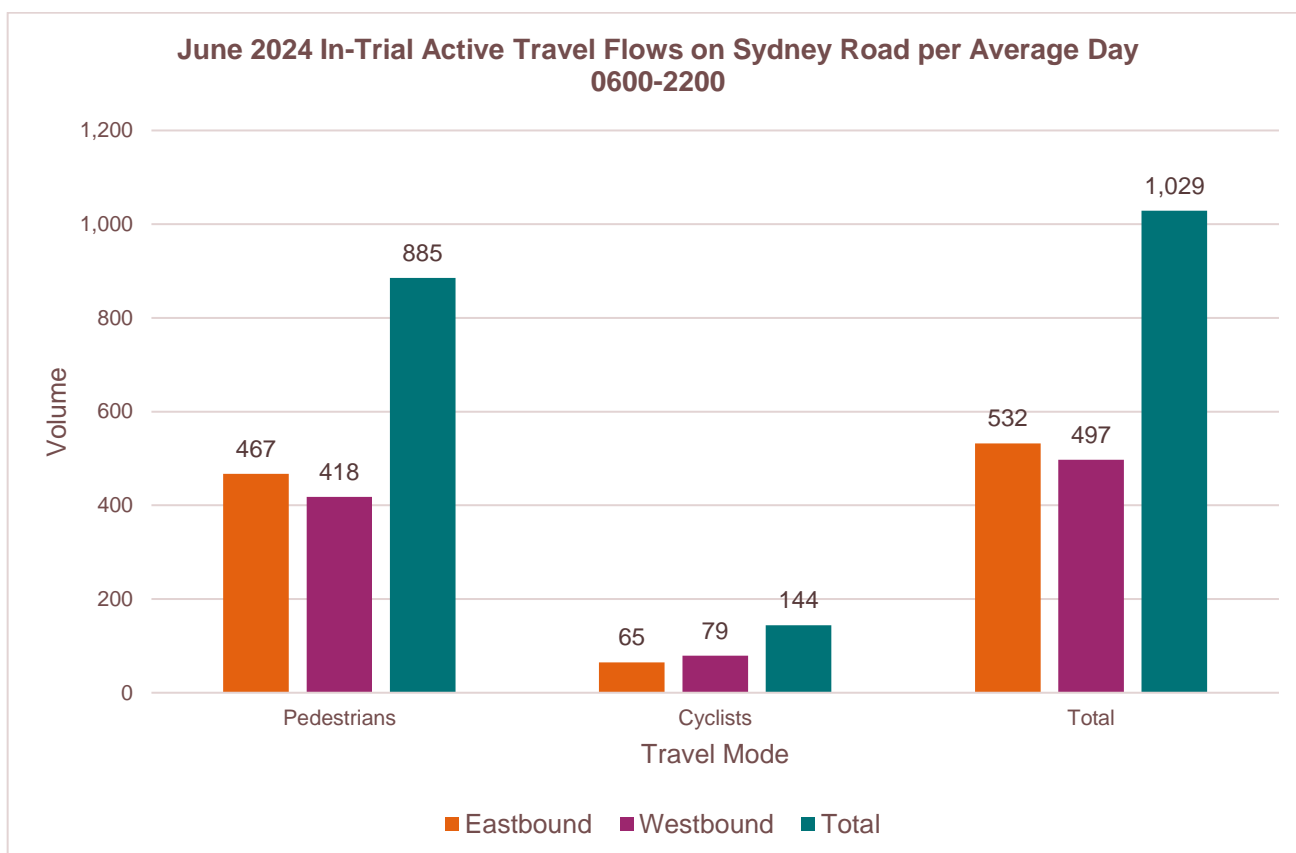


Figure 15: July 2024 In-Trial Active Travel Flows (7-Day Average)

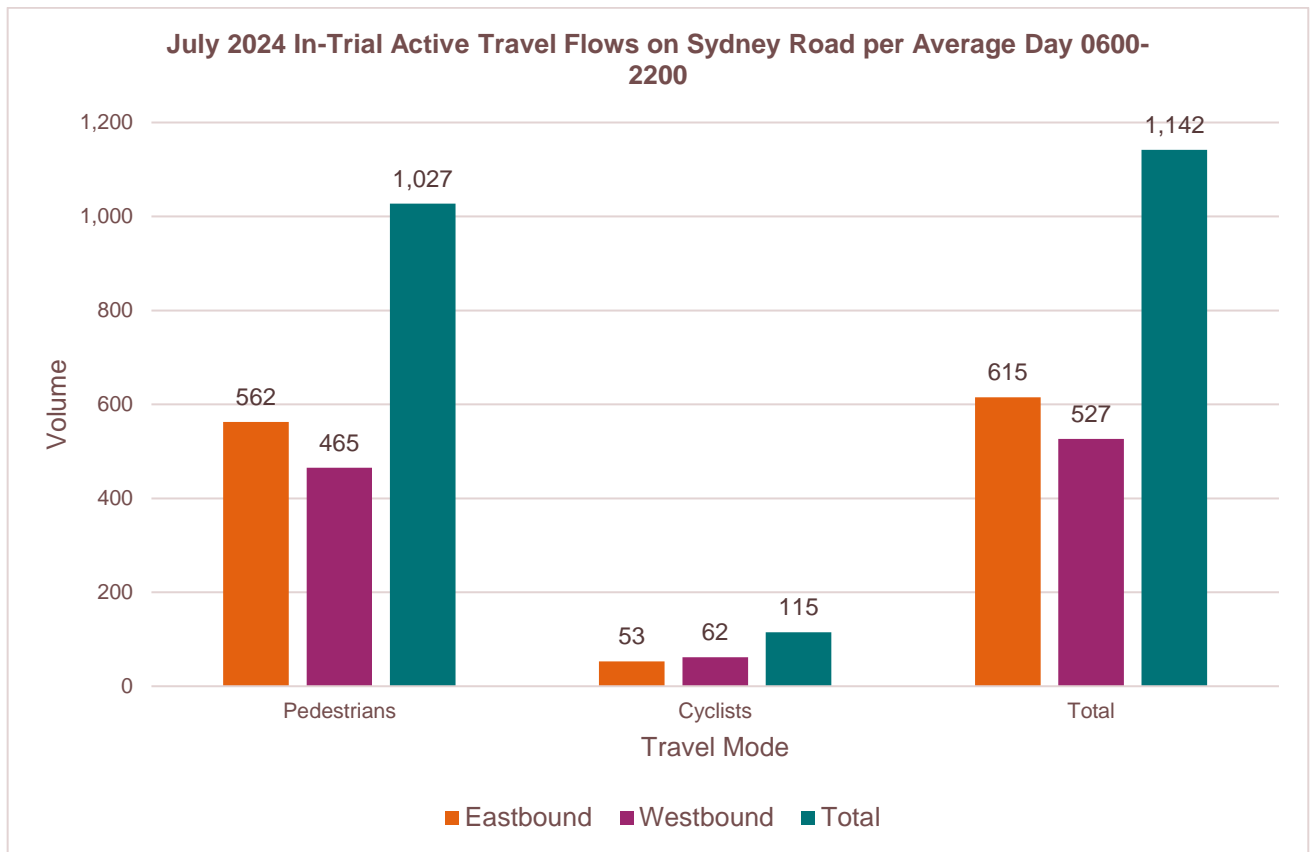


Figure 16: November 2024 In-Trial Active Travel Flows (7-Day Average)

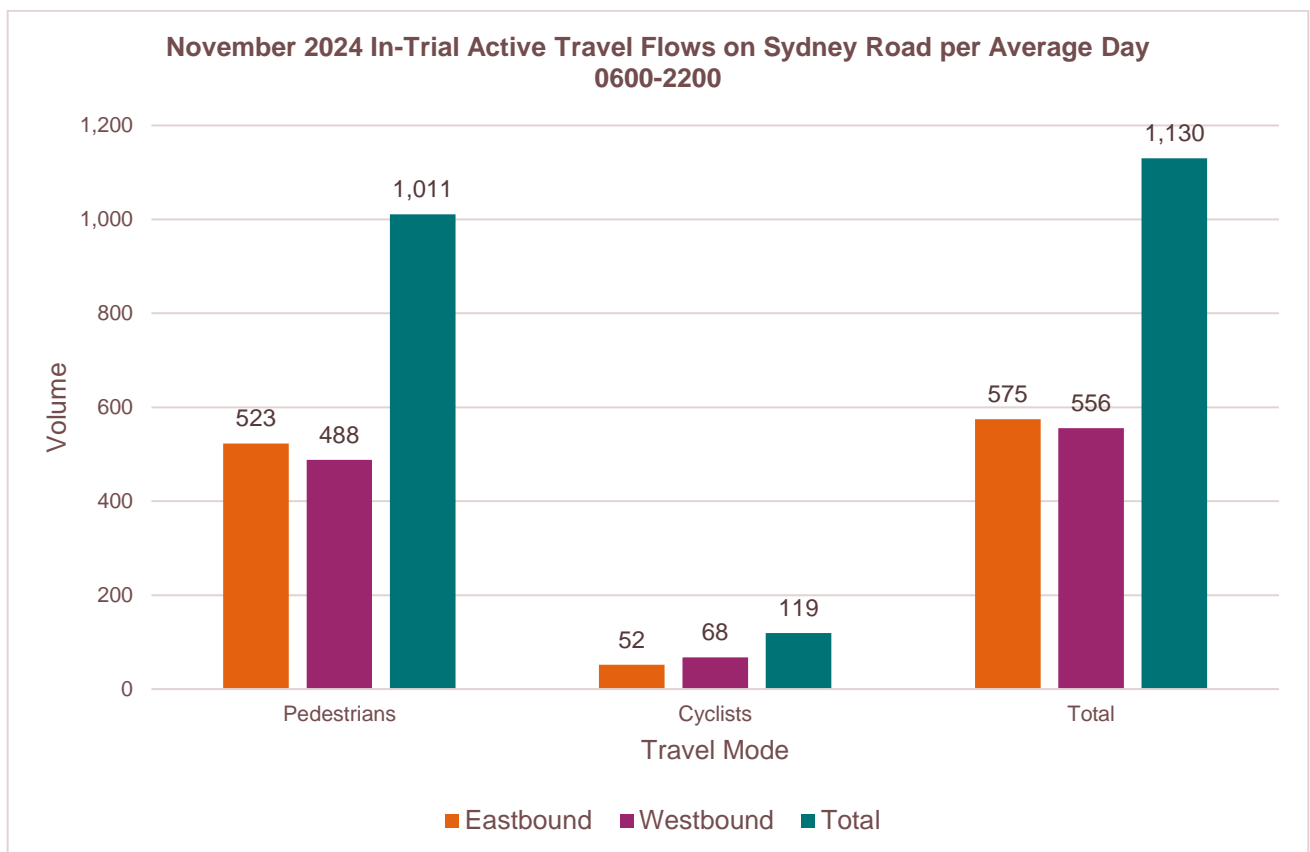


Table 8: In-Trial Active Travel Flows (7-Day Average)

Mode	June 2024 Eastbound	June 2024 Westbound	June 2024 Total	July 2024 Eastbound	July 2024 Westbound	July 2024 Total	November 2024 Eastbound	November 2024 Westbound	November 2024 Total
Pedestrians	467	418	885	562	465	1,027	523	488	1,011
Cyclists	65	79	144	53	62	115	52	68	119
Total	532	497	1,029	615	527	1,142	575	556	1,130

3.2.41 The data shows that, per average day, Sydney Road was used by 1,029 active travellers in June 2024, 1,142 in July 2024, and 1,130 in November 2024. The number of pedestrians increased between June 2024 and July 2024 whereas the number of cyclists decreased. The number of pedestrians decreased between July 2024 and November 2024 whereas the number of cyclists increased. During all in-trial periods, there were more eastbound active travellers than westbound.

Comparison of Results

3.2.42 A comparison of 7-day average active travel flows on Sydney Road between the baseline and two in-trial periods is presented in a graph in Figure 17 and set out in Table 9.

Figure 17: Comparison of Active Travel Flows on Sydney Road (7-Day Average)

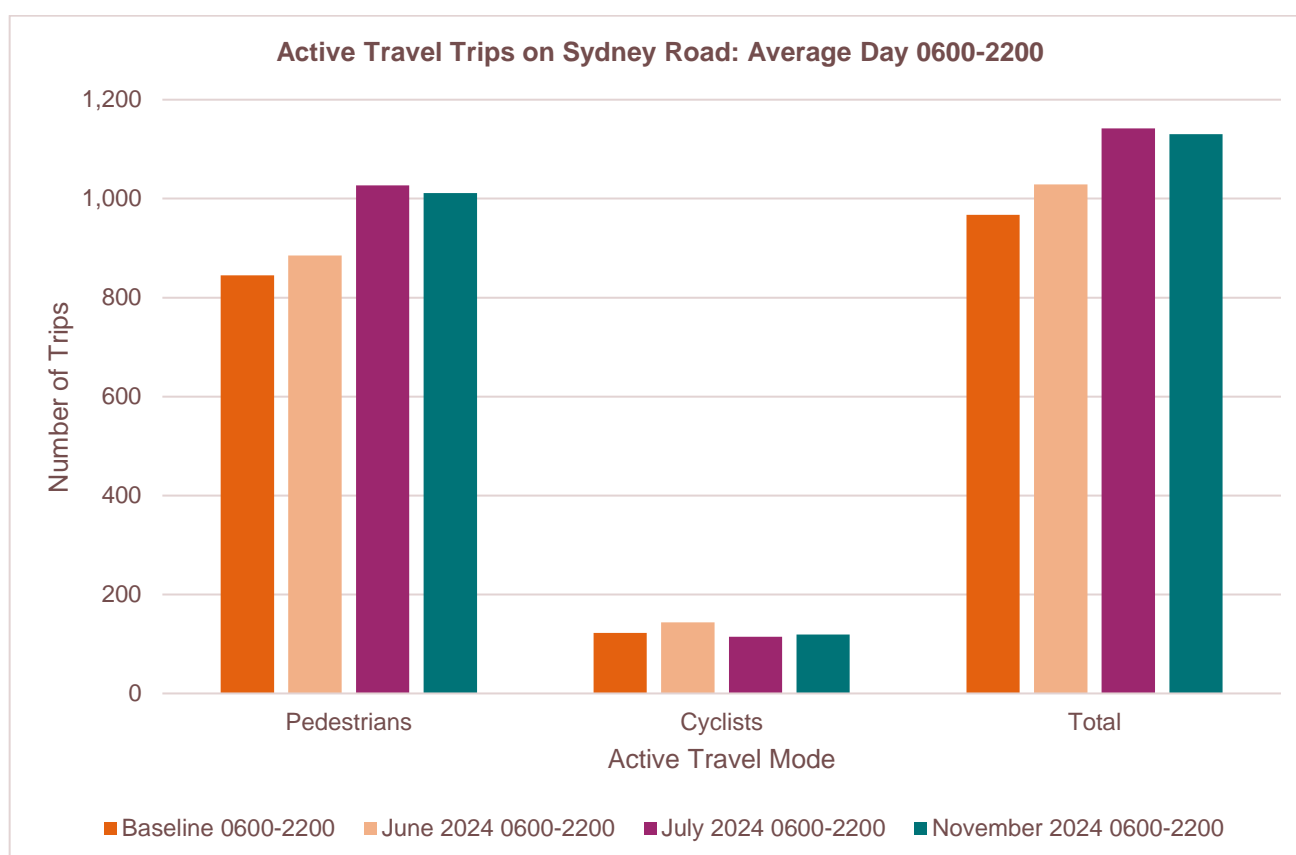


Table 9: Comparison of Active Travel Flows on Sydney Road (7-Day Average)

Mode	Baseline	June 2024	July 2024	November 2024
Pedestrians	845	885	1,027	1,011
Cyclists	122	144	115	119
Total	967	1,029	1,142	1,130

3.2.43 The comparison of active travel flows on Sydney Road shows that the number of active travellers per average day increased from 967 in the baseline to 1,029 in June 2024, 1,142 in July 2024, and 1,130 in November 2024.

- 3.2.44 Compared with the baseline, pedestrian flows increased by 40 pedestrians per day in June 2024; by 182 per day in July 2024; and by 166 per day in November 2024. Cyclist flows increased from the baseline by 22 cyclists per day in June 2024. In July 2024, cyclist flows decreased by 7 cyclists per day, when compared with the baseline, and in November 2024, cyclist flows decreased by 3 cyclists per day when compared with the baseline.
- 3.2.45 Overall, the number of active travellers (pedestrians and cyclists) per day was higher than the baseline during all three in-trial monitoring periods.

Origin Destination Data

Baseline

- 3.2.46 The ANPR survey on New Sydney Place and Sydney Road, as set out in Table 1, matched an average of 3,711 motor vehicles between 0600-2200 per average day across the 7 days, i.e. individual vehicles that were recorded both entering and leaving during the survey period of 25 September 2023 to 01 October 2023. On average, 4,357 vehicles per day passed through each of the survey sites, giving a match rate of 85%.
- 3.2.47 Of the matched vehicles, 3,259 per day passed between New Sydney Place and Sydney Road with a journey time of less than three minutes. This means that 88% of matched vehicles passed through New Sydney Place and Sydney Road in less than three minutes, thereby using these streets as a through route. Of all vehicles travelling along New Sydney Place and Sydney Road, 75% were matched as passing through with a journey time of less than three minutes.
- 3.2.48 A further 93 vehicles per day entered and departed from the same point with a journey time of less than three minutes, i.e. vehicles dropping off or picking up.

Queue Lengths

Baseline

- 3.2.49 Baseline (19 March 2024 and 26 March 2024) queue lengths in PCUs, as defined in Chapter 2, at the key junctions within the study area, as set out in Table 1, are summarised in Table 10.

Table 10: Baseline Queue Lengths (Average Weekday 0700-0900 & 1400-1730)

Arm	Ref.	Mean	Median	Max
A36 Beckford Road / A36 Warminster Road / Sydney Road				
A36 Warminster Road NE	Q1 Q2	1.0	0.0	8.3
Sydney Road S	Q10	0.9	0.0	6.0
A36 Beckford Road W	Q3	2.2	0.3	14.2
A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place				
A36 Beckford Road NE	Q4 Q5	1.8	0.0	10.5

Arm	Ref.	Mean	Median	Max
A36 Sydney Place S	Q6 Q7	2.1	0.0	13.2
A36 Darlington Street / A36 Sydney Place / Sydney Place				
Sydney Place E	Q9	0.4	0.0	4.5
A36 Darlington Street S	Q8	0.3	0.0	3.5

3.2.50 The data shows that mean and median queues were negligible across the study area, with mean queue lengths typically being less than 2.0 PCUs and median queue lengths typically being zero, meaning that typically two or fewer vehicles were queuing.

3.2.51 Maximum queue lengths varied across the study area, with the highest recorded queue length of 14.2 PCUs (around 14 cars) recorded on the A36 Beckford Road SW arm at junction of the A36 Beckford Road / A36 Warminster Road / Sydney Road.

3.2.52 The data suggests that the maximum queue lengths were generally short lived as the mean and median queue lengths were significantly less than the maximum. For example, on the A36 Beckford Road SW, the maximum queue length was 14.2 PCUs (around 14 cars) however the mean and median were only 2.2 PCUs (around 2 cars) and 0.3 PCUs (no queue) respectively.

In-Trial

3.2.53 In-trial (05 June 2024, 06 June 2024 and 17 July 2024) queue lengths in PCUs (as defined in Chapter 2) at the key junctions within the study area are summarised in Table 11.

Table 11: In-Trial Queue Lengths (Average Weekday 0700-0900 & 1400-1730)

Arm	Ref.	Mean	Median	Max
A36 Beckford Road / A36 Warminster Road / Sydney Road				
A36 Warminster Road NE	Q1 Q2	1.6	0.0	13.1
Sydney Road S	Q10	0.1	0.0	1.3
A36 Beckford Road W	Q3	2.6	0.2	18.4
A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place				
A36 Beckford Road NE	Q4 Q5	3.4	0.0	17.2
A36 Sydney Place S	Q6 Q7	3.3	0.2	17.4
A36 Darlington Street / A36 Sydney Place / Sydney Place				
Sydney Place E	Q9	0.0	0.0	0.7
A36 Darlington Street S	Q8	0.1	0.0	1.7

- 3.2.54 The data shows that median queue lengths were negligible across the study area, whilst mean queue lengths were typically around 3 PCUs or less, i.e. around three cars or less.
- 3.2.55 Maximum queue lengths varied across the study area, with the highest recorded queue length of 18.4 PCUs (around 18 cars) recorded on the A36 Beckford Road SW arm of the A36 Beckford Road / A36 Warminster Road / Sydney Road junction. Maximum queue lengths of around 17 PCUs (circa 17 cars) were also recorded on the A36 Beckford Road NE and A36 Sydney Place S arms of the A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place junction.
- 3.2.56 As with the baseline data, the in-trial results suggest that the maximum queue lengths were generally short lived as the mean and median queue lengths were significantly less than the maximum. For example, on the A36 Sydney Place S, the maximum queue length was 17.4 PCUs (around 17 cars) however the mean and median were only 3.3 PCUs (around 3 cars) and 0.2 PCUs (no queue) respectively

Comparison

- 3.2.57 The change in queue lengths (in PCUs) between the baseline and the in-trial periods is set out in Table 12.

Table 12: Change in Queue Lengths (Average Weekday 0700-0900 & 1400-1730)

Arm	Ref.	Mean	Median	Max
A36 Beckford Road / A36 Warminster Road / Sydney Road				
A36 Warminster Road NE	Q1 Q2	0.6	0.0	4.8
Sydney Road S	Q10	-0.8	0.0	-4.7
A36 Beckford Road W	Q3	0.3	-0.1	4.3
A36 Bathwick Street / A36 Beckford Road / A36 Sydney Place				
A36 Beckford Road NE	Q4 Q5	1.6	0.0	6.7
A36 Sydney Place S	Q6 Q7	1.3	0.2	4.3
A36 Darlington Street / A36 Sydney Place / Sydney Place				
Sydney Place E	Q9	-0.3	0.0	-3.8
A36 Darlington Street S	Q8	-0.2	0.0	-1.8

- 3.2.58 The mean change in queue lengths ranged from an increase of 1.6 PCUs (around two cars) on the A36 Beckford Road NE to a decrease of 0.8 PCUs (around one car) on Sydney Road SE. Overall, the mean changes in queue lengths were negligible. Median changes in queue lengths were also negligible, with all changes being less than one PCU, or around one car.
- 3.2.59 The maximum increase in queue lengths was found on the A36 Beckford Road NE. However, the median change in queue lengths on this arm was zero, suggesting that the general operation of this arm did not significantly change.

3.2.60 The maximum decrease in queue lengths was found on the Sydney Road SE, with a reduction of 4.7 PCUs, or around five cars.

Travel Times

Journeys

- 3.2.61 Travel time data for journeys has been compared for two sets of time periods. Firstly, data is compared for the whole months of June 2023 (baseline), June 2024 (in-trial), and November 2024 (in-trial). The travel time data is based on GPS tracking data, which does not involve physical surveying, therefore allowing a larger sample size to be collected.
- 3.2.62 Secondly, data is compared for one week in the baseline (25 September 2023 to 01 October 2023) and one week in-trial (03 June 2024 to 09 June 2024). These weeks correspond with the weeks of the motor vehicle traffic flow and active travel flow surveying, providing a complete dataset for these weeks.
- 3.2.63 North-eastbound journey times, for motor vehicle traffic between the A36 Darlington Street and the A36 Warminster Road via Beckford Road or Sydney Road, in June 2023 (baseline), and the in-trial months of June 2024 and November 2024, are set out in Table 13. The calculated changes for journeys via Sydney Road assume that drivers rerouted via Beckford Road in June 2024 and November 2024.

Table 13: North-eastbound Journey Times between A36 Darlington Street and A36 Warminster Road (June 2023, June 2024 and November 2024)

Period	Via Beckford Road Mean Travel Time (secs)	Via Beckford Road Median Travel Time (secs)	Via Sydney Road Mean Travel Time (secs)	Via Sydney Road Median Travel Time (secs)
June 2023 (baseline)	109.5	104.5	68.5	64.6
June 2024 (in-trial)	109.4	104.8	-	-
November 2024 (in-trial)	108.0	104.0	-	-
Change June 2023 to June 2024	-0.1	0.3	40.9	40.2
Change June 2023 to November 2024	-1.5	-0.5	39.5	39.4

- 3.2.64 The data shows that, for north-eastbound motor vehicle traffic, average journey times between A36 Darlington Street and the A36 Warminster Road via Beckford Road were 105 to 110 seconds before the trial in June 2023, i.e. 1.7 to 1.8 minutes, and were broadly unchanged in June 2024 and November 2024, with mean and median journey time being roughly one second shorter or longer.

3.2.65 Average journey times via Sydney Road were 65 to 69 seconds in June 2023 (i.e. just over a minute). On the assumption that drivers who previously travelled via Sydney Road in June 2023 instead rerouted via Beckford Road in June 2024 and November 2024, these drivers would have experienced a 39 to 41 second increase in journey times on average.

3.2.66 South-westbound journey times, for motor vehicle traffic between the A36 Warminster Road and the A36 Darlington Street via Beckford Road or Sydney Road, in June 2023 (pre-trial) and June 2024 (post-trial), are set out in Table 14. The calculated changes for journeys via Sydney Road assume that drivers rerouted via Beckford Road in June 2024 and November 2024.

Table 14: South-westbound Journey Times between A36 Warminster Road and A36 Darlington Street (June 2023, June 2024 and November 2024)

Period	Via Beckford Road Mean Travel Time (secs)	Via Beckford Road Median Travel Time (secs)	Via Sydney Road Mean Travel Time (secs)	Via Sydney Road Median Travel Time (secs)
June 2023 (pre-trial)	88.5	81.8	62.6	59.3
June 2024	89.5	83.0	-	-
November 2024	93.0	84.0	-	-
Change June 2023 to June 2024	1.0	1.3	27.0	23.7
Change June 2023 to November 2024	4.5	2.2	30.4	24.7

3.2.67 The data shows that, for south-westbound motor vehicle traffic, average journey times via Beckford Road were 82 to 89 seconds in June 2023 (i.e. 1.36 to 1.48 minutes) and were broadly unchanged post-trial in June 2024, with a one second increase in mean and median journey times. They were slightly longer in November 2024, with a four second increase in mean journey times and a two second increase in median journey times.

3.2.68 Average journey times via Sydney Road were 59 to 63 seconds in June 2023. On the assumption that drivers who previously travelled via Sydney Road in June 2023 instead rerouted via Beckford Road in June 2024 and November 2024, these drivers would have experienced a 24 to 31 second increase in journey times on average.

3.2.69 North-eastbound journey times for motor vehicle traffic between the A36 Darlington Street and the A36 Warminster Road via Beckford Road or Sydney Road, for the baseline survey period of 25 September 2023 to 01 October 2023, and the in-trial period of 03 June 2024 to 09 June 2024, are set out in Table 15 below. The calculated changes for journeys via Sydney Road assume that drivers rerouted via Beckford Road in June 2024.

Table 15: North-eastbound Journey Times between A36 Darlington Street and A36 Warminster Road (25 September 2023 to 01 October 2023 & 03 June 2024 to 09 June 2024)

Period	Via Beckford Road Mean Travel Time (secs)	Via Beckford Road Median Travel Time (secs)	Via Sydney Road Mean Travel Time (secs)	Via Sydney Road Median Travel Time (secs)
Baseline	107.2	101.7	69.9	65.1
In-Trial	109.4	104.3	-	-
Change	2.2	2.6	39.5	39.1

- 3.2.70 The data shows that north-eastbound journeys via Beckford Road had average journey times of 102-107 seconds (1.7 to 1.8 minutes) during this baseline (pre-trial) period, increasing by around two seconds during the in-trial survey period. Average journey times via Sydney Road were between 65 and 70 seconds during the baseline (pre-trial) period. On the assumption that drivers who previously travelled via Sydney Road during November 23 (pre-trial) instead rerouted via Beckford Road during the in-trial period, these drivers would have experienced a 39 to 40 second increase in journey times on average.
- 3.2.71 South-westbound journey times for motor vehicle traffic between the A36 Warminster Road and the A36 Darlington Street via Beckford Road or Sydney Road, for the baseline survey period of 25 September to 1 October 2023, and the in-trial period of 3 June to 9 June 2024, are set out in Table 16 below. The calculated changes for journeys via Sydney Road assume that drivers rerouted via Beckford Road in June 2024.

Table 16: South-westbound Journey Times between A36 Warminster Road and A36 Darlington Street (25 September 2023 to 01 October 2023 & 03 June 2024 to 09 June 2024)

Period	Via Beckford Road Mean Travel Time (secs)	Via Beckford Road Median Travel Time (secs)	Via Sydney Road Mean Travel Time (secs)	Via Sydney Road Median Travel Time (secs)
Baseline	88.4	79.7	66.0	61.5
In-Trial	88.6	83.5	-	-
Change	0.2	3.8	22.7	22.0

- 3.2.72 The data shows that south-westbound journeys via Beckford Road had average journey times of 80 to 88 seconds (1.3 to 1.46 minutes) during this baseline (pre-trial) period, increasing by between zero and four seconds during the in-trial survey period. Average journey times via Sydney Road were between 62 and 66 seconds in the baseline. On the assumption that drivers who previously travelled via Sydney Road in the baseline instead rerouted via Beckford Road during the in-trial period, these drivers would have experienced a 22 to 23 second increase in journey times on average.

Roads – Monthly Analysis

- 3.2.73 Travel times for motor vehicle traffic on roads in June 2023 (baseline), June 2024 and November 2024¹ (in-trial) are set out in Table 17. This data represents the average of all vehicles at all times of the day and days of the month.

¹ The travel times for November 2024 are based on data from 02 November 2024 to 08 November 2024. This is due to the reclosure of the A36 at Limpley Stoke and the consequential impacts on traffic on the A36.

Table 17: Travel Times on Roads (June 2023, June 2024 & November 2024)

Road	Direction	June 2023 Baseline	June 2023 Baseline	June 2024 In-Trial	June 2024 In-Trial	November 2024 In-Trial	November 2024 In-Trial	Change June 2023 to June 2024	Change June 2023 to June 2024	Change June 2023 to November 2024	Change June 2023 to November 2024
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
A36 Bathwick Street	Eastbound	28.6	21.8	32.6	23.5	38.0	29.0	3.9	1.8	9.4	7.2
A36 Bathwick Street	Westbound	35.9	19.1	46.6	20.9	49.0	23.0	10.7	1.8	13.1	3.9
A36 Beckford Road	Eastbound	43.2	39.6	42.5	37.3	50.0	44.0	-0.6	-2.4	6.9	4.4
A36 Beckford Road	Westbound	55.7	49.7	55.6	46.8	60.2	53.7	-0.1	-2.9	4.5	4.0
A36 Darlington Street	Northbound	23.7	18.9	26.5	20.7	27.1	24.0	2.8	1.8	3.4	5.1
A36 Darlington Street	Southbound	18.1	15.0	18.0	14.6	22.0	17.0	-0.1	-0.4	3.9	2.0
A36 Sydney Place	Northbound	41.7	33.6	48.1	38.5	48.8	42.1	6.4	4.9	7.1	8.5
A36 Sydney Place	Southbound	21.1	16.4	23.7	18.1	27.0	22.0	2.6	1.8	5.9	5.7
A36 Warminster Road	Eastbound	27.6	25.8	27.3	25.6	29.0	27.0	-0.2	-0.2	1.4	1.2
A36 Warminster Road	Westbound	38.8	35.4	38.0	32.6	40.0	36.1	-0.8	-2.8	1.2	0.7
Sydney Place	Eastbound	14.3	12.9	24.3	18.3	26.0	19.0	10.0	5.4	11.7	6.1
Sydney Place	Westbound	21.4	17.8	25.1	20.2	24.0	22.0	3.6	2.4	2.6	4.2
Sydney Road	Northbound	48.0	43.9	56.5	50.9	71.0	57.0	8.5	7.1	23.0	13.2
Sydney Road	Southbound	29.8	27.9	36.7	32.4	43.0	38.0	6.9	4.5	13.2	10.1

- 3.2.74 The data shows that changes in travel times between June 2023 and June 2024 were generally minimal across the roads within the study area, with no roads having a travel time change of more than ten seconds. The greatest increase in mean travel time was 10.7 seconds per vehicle on the A36 Bathwick Street eastbound, whilst the greatest decrease in mean travel time was 0.8 seconds per vehicle on the A36 Warminster Road westbound.
- 3.2.75 The greatest increase in median travel time during June 2024 was 7.1 seconds per vehicle on Sydney Road northbound, whilst the greatest decrease in median travel time was 2.9 seconds per vehicle on the A36 Beckford Road eastbound.
- 3.2.76 The greatest change in mean travel times between June 2023 and November 2024 was an increase in mean travel times on Sydney Road northbound of 23.0 seconds. This was followed by a mean increase of 13.2 seconds on Sydney Road southbound. No decreases in mean travel times were observed between June 2023 and November 2024.
- 3.2.77 The greatest increase in median travel time during November 2024 was 13.2 seconds on Sydney Road northbound, followed by 10.1 seconds on Sydney Road southbound. No decreases in median travel times were observed in November 2024.
- 3.2.78 The changes in travel times on Sydney Road are to be expected because it can no longer be used as a through route. Vehicles using Sydney Road during the in-trial monitoring periods would generally be accessing local properties and therefore would be expected to be travelling at slower speeds than vehicles that were previously using the road as a through route.
- 3.2.79 Excluding the roads that fall within the New Sydney Place and Sydney Road Liveable Neighbourhood, the greatest increase in mean travel times in November 2024 was 13.1 seconds on the A36 Bathwick Street westbound, followed by 9.4 seconds on the A36 Bathwick Street eastbound.

Roads – Peak Period Analysis

- 3.2.80 Travel times for motor vehicle traffic on roads during the hours of 0700-0900 and 1400-1800 (peak hours) on 19 March 2024 & 26 March 2024 (baseline, pre-trial) and 05 June 2024 & 06 June 2024 (in-trial) are set out in Table 18. These dates and times correspond with the queue length surveys, the results of which are considered at 3.2.49 to 3.2.60.

Table 18: Travel Times on Roads during peak hours (19 March 2024 & 26 March 2024 and 05 June 2024 & 06 June 2024: 0700-0900 & 1400-1800)

Road	Direction	19 March 2024 & 26 March 2024	19 March 2024 & 26 March 2024	05 June 2024 & 06 June 2024	05 June 2024 & 06 June 2024	Change	Change
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
A36 Bathwick Street	Eastbound	33.4	26.1	39.5	30.4	6.1	4.3
A36 Bathwick Street	Westbound	44.6	24.4	96.1	73.5	51.5	49.1
A36 Beckford Road	Eastbound	46.3	44.0	47.2	43.8	0.9	-0.2
A36 Beckford Road	Westbound	58.1	53.7	70.8	58.5	12.7	4.7
A36 Darlington Street	Northbound	25.3	22.0	32.6	26.7	7.3	4.7
A36 Darlington Street	Southbound	24.2	18.6	24.5	17.7	0.4	-0.9
A36 Sydney Place	Northbound	44.7	38.3	72.2	57.8	27.6	19.5
A36 Sydney Place	Southbound	25.8	20.0	29.1	23.8	3.2	3.8
A36 Warminster Road	Eastbound	28.8	26.8	28.6	26.3	-0.2	-0.4
A36 Warminster Road	Westbound	43.1	40.3	40.9	36.4	-2.2	-3.9

Road	Direction	19 March 2024 & 26 March 2024	19 March 2024 & 26 March 2024	05 June 2024 & 06 June 2024	05 June 2024 & 06 June 2024	Change	Change
		Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)	Mean Travel Time (secs)	Median Travel Time (secs)
Sydney Place	Eastbound	14.6	13.3	23.1	19.2	8.5	5.9
Sydney Place	Westbound	28.9	21.6	25.3	23.9	-3.6	2.2
Sydney Road	Northbound	54.9	51.1	54.00	54.9	-0.9	3.8
Sydney Road	Southbound	33.2	30.2	44.7	37.1	11.5	6.9

- 3.2.81 The greatest change in mean travel time for motor vehicles travelling during peak hours was recorded on the A36 Bathwick Street westbound, with an increase of 52 seconds per vehicle. This was followed by travel during peak hours on the A36 Sydney Place northbound, with an increase of 28 seconds per vehicle. Reductions in mean travel time (during peak hours) were recorded on the A36 Warminster Road eastbound; the A36 Warminster Road westbound; Sydney Place westbound; and Sydney Road northbound.
- 3.2.82 The greatest change in median travel time for motor vehicles travelling during peak hours was recorded on the A36 Bathwick Street westbound, with an increase of 49 seconds per vehicle. This was followed by the A36 Sydney Place northbound, with a peak-time journey increase of 20 seconds per vehicle. Reductions in median travel time were recorded on the A36 Beckford Road eastbound; the A36 Darlington Street southbound; the A36 Warminster Road eastbound; and the A36 Warminster Road westbound.

4 Summary and Conclusions

4.1 Summary

- 4.1.1 This report has been prepared by Arcadis on behalf of B&NES. It has set out the findings of traffic monitoring undertaken in association with the introduction of a through-traffic restriction on Sydney Road to discourage through motor vehicle traffic from the use of Sydney Place and Sydney Road.
- 4.1.2 The purpose of the monitoring has been to understand changes in motor vehicle and active travel flows since the implementation of the through traffic restriction. Baseline traffic data was collected in September 2023, February 2024, and March 2024 and comprised ATC data, temporary camera surveys, ANPR data, and queue length data. Additionally travel time data was obtained for both these periods and June 2023. In-trial data was collected in June 2024, July 2024 and November 2024. It comprised ATC data, temporary camera surveys, and queue length data. In addition, travel time data was obtained for these periods.
- 4.1.3 The analysis of baseline motor vehicle traffic flow data found that the A36 Darlington Street carried the highest traffic flows in the baseline, with a 7-day average of 16,529 vehicles per day. In the baseline, Sydney Place and Sydney Road were used by 4,466 to 4,770 motor vehicles per day
- 4.1.4 The origin destination data for Sydney Place and Sydney Road found that of all vehicles travelling along the two streets per day, 75% were matched as passing through with a journey time of less than three minutes. This equated to 3,259 through vehicular movements per day who did not appear to have a trip attractor or generator in the area.
- 4.1.5 During the in-trial surveys in June 2024, July 2024 and November 2024, the A36 Darlington Street once again carried the most vehicles. Traffic flows on Sydney Road, at the location of the through-traffic restriction, reduced to 20 motor vehicles per day in June 2024, and increased to 145 vehicles per day in July 2024, then reducing to 91 vehicles per day in November 2024.
- 4.1.6 Considering changes to 7-day average traffic flows between the baseline and in-trial periods, the largest decrease in traffic flows was found on Sydney Road, at the through-traffic restriction, followed by Sydney Place, east of the A36 Darlington Street, and Sydney Road, south of the A36 Beckford Road. The largest increase in motor vehicle traffic flow was observed on the A36 Beckford Road, with an increase of 3,006 vehicles per day in June 2024, 2,697 vehicles per day in July 2024, and 2,599 vehicles per day in November 2024.
- 4.1.7 When considering changes in 7-day average motor vehicle traffic flows in percentage terms, decreases of between -97% and -100% were observed on Sydney Road, at the through-traffic restriction, with corresponding reductions of 85% to 90% on Sydney Place, east of the A36 Darlington Street, and 68% to 70% on Sydney Road, south of the A36 Beckford Road. When compared with the baseline, traffic flows on the A36 Beckford Road increased by 40% in June 2024, by 36% in July 2024, and by 35% in November 2024.
- 4.1.8 Small increases in motor vehicle traffic flows were recorded on Sham Castle Lane and St Anns Way in June 2024, July 2024 and November 2024, however these were limited to less than 100 vehicles (circa four per hour) per day.

- 4.1.9 The analysis of active travel flows on Sydney Road found that the number of pedestrians and cyclists increased between the baseline and in-trial periods. The number of pedestrians increased by 182 per day between the baseline and July 2024. The number of cyclists increased in June 2024 but then decreased to slightly below the baseline in July 2024 and November 2024.
- 4.1.10 The comparison of queue length data before and after the implementation of the through traffic restriction found that average changes in queue lengths were negligible during the peak periods of 0700-0900 and 1400-1730. The greatest change in mean queue lengths during these peak times was less than two PCUs (or around two cars), whilst the greatest change in median queue lengths was less than one PCU (or around one car).
- 4.1.11 When considering changes in journey times between the A36 Warminster Road and A36 Darlington Street, it was found that when considering the months of June 2023 (pre-trial), June 2024 and November 2024, mean and median journey times via Beckford Road in both directions were broadly unchanged, with average increases of less than five seconds. For drivers who previously routed via Sydney Road, assuming they rerouted via Beckford Road in June 2024, these drivers would have experienced an increase in average journey times of 20-40 seconds when considering both directions.
- 4.1.12 Travel times on roads generally increased by ten seconds or less when comparing June 2023 with June 2024, with a number of roads showing decreases in average travel times. When comparing June 2023 with November 2024, the majority of roads again had an increase in average travel times of less than ten seconds.
- 4.1.13 When considering changes in travel times during peak periods, the greatest change was observed on the A36 Bathwick Street westbound, with a mean increase of 51.5 seconds and a median increase of 49.1 seconds, or less than one minute. It should be noted that this travel time is for vehicles travelling away from the New Sydney Place and Sydney Road area and therefore is unlikely to be related to the trial through-traffic restriction.
- 4.1.14 The second greatest change in travel times during peak periods was observed on the A36 Sydney Place northbound, with a mean increase of 27.6 seconds and a median increase of 19.5 seconds, or less than half a minute on average.

4.2 Conclusions

- 4.2.1 In overall summary, the survey data shows that the introduction of the through-traffic restriction has reduced motor vehicle traffic flows on Sydney Place and Sydney Road, with decreases of up to 100% at the through-traffic restriction and decreases of around 85% to 90% on New Sydney Place and 70% on Sydney Road. It would be expected that some vehicles would continue to use New Sydney Place and Sydney to access local properties, whilst some vehicles might continue onto Sham Castle Lane or Sydney Mews.
- 4.2.2 Smaller increases in traffic flows on the A36 Beckford Road were recorded, with increases of around 30 to 40% when compared with the baseline.
- 4.2.3 Walking and cycling generally increased, with the number of pedestrians and cyclists increasing by 18% when comparing July 2024 with the baseline, although the number of cyclists did slightly reduce during the latter in-trial periods.

- 4.2.4 Mean changes in average weekday queue lengths were negligible, with median changes in queue lengths also negligible.
- 4.2.5 Travel time changes following the implementation of the liveable neighbourhood have been minimal, with journey times for vehicles travelling between the A36 Warminster Road and the A36 Darlington Street via the A36 Beckford increasing by an average of five seconds or less.
- 4.2.6 During peak times, the greatest increase in travel times on roads was recorded on the A36 Bathwick Street westbound, however this could be attributed to a number of factors, including operational incidents and traffic management. Travel time changes on the A36 Sydney Place during peak times were, on average, less than half a minute, whilst travel time changes during peak times on the A36 Beckford Road were, on average, less than thirteen seconds.

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Summary of Key Outcomes

New Sydney Place and Sydney Road ETRO Trial (April to October 2024)

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1. Introduction

1.1. Purpose of this summary

This summary brings together the key outcomes of five separate consultation and data-monitoring reports to inform a balanced decision on whether to make the through-traffic restriction trial in New Sydney Place and Sydney Road permanent under a formal Traffic Regulation Order.

The five reports are attached in the appendices to the single member decision report (E3601), as follows:

- **Appendix A** - A report on the public consultation outcomes to the trial relating to the six-month period between April 2024-October 2024
- **Appendix B** - A report summarising our communications and the outcomes of our key stakeholder engagements
- **Appendix C** - A report on the outcomes of the detailed end-point survey in November/December 2024 which was specifically for residents living near the trial area
- **Appendix D** - An air quality report relating to baseline and post-installation data on nitrogen dioxide concentrations.
- **Appendix E** - A traffic monitoring report relating to baseline and post-installation data.

The reports are also available at www.bathnes.gov.uk/sydneyroadetro and we recommend that each of the longer reports are reviewed.

1.2. About the trial (aims and operation)

The aim of the trial is to assess the impact of a through-traffic restriction which prevents motorists from using New Sydney Place and Sydney Road as an inappropriate shortcut to avoid the main roads. By restricting through-traffic, while continuing to allow vehicle access to homes and businesses - the intention is to create a safer environment for walking or cycling through the area.

The scheme was installed under the council's Liveable Neighbourhood programme which aims to improve streets so that people who don't have cars, or who want to travel actively, can get around more easily. The intended benefits are more people walking and cycling short journeys, less noise and pollution, better health and wellbeing, and closer friendlier communities.

Installing the restriction under an experimental traffic regulation order (ETRO) allows people to adapt to the scheme over at least six months while we collect community feedback and monitor traffic and air quality impacts.

1.3. How the ETRO trial came about

Single Member Decisions were made in Spring 2024 to fast-track several through-traffic restrictions ahead of securing Final Business Case funds for the whole LN programme. Prior to this decision, we had engaged the New Sydney Place and Sydney Road community on Liveable Neighbourhoods several times, including in a co-design workshop.

During earlier engagement, the most cited issue experienced by residents in the LN area was through traffic and speeding traffic. We also noted significant support among respondents (75%) in favour of a measure to tackle through traffic.

On this basis, we felt there was enough support to propose an ETRO trial consultation. This is a public consultation with the measures in place, and no final decision is made until all the evidence is considered.

The full background on the decision to launch the trial and outcomes of previous engagement and consultation is available at www.bathnes.gov.uk/sydneyroadetro

1.4. Trial design

Fig 1: Location of the trial



- The through-traffic restriction trial encompassed a row of bollards across Sydney Road at its junction with New Sydney Place to prevent motor vehicles passing through.
- The scheme does not restrict vehicle access to homes. Vehicle access to properties on either side of the restriction was maintained from either Sydney Road or New Sydney Place. It may require drivers to take alternative routes from either side of the restriction.

- Cyclists, pedestrians, and people with mobility aids can pass through the filter.
- The two central bollards can be removed for access by the emergency services.
- Existing parking arrangements on the street have not changed. No parking has been removed.
- Changes were also made to the North Road and Sydney Road junctions with the A36 Warminster Road. This included removal of the dedicated filter lane into Sydney Road (to slow the speed of southbound traffic into the road), wider footpaths at these locations, and narrower junctions.

Within a few weeks of the trial, we added two extra bollards on the footway to stop people bypassing the restriction by driving on the pavement.

We ran a public consultation for six months from 3 April to 3 October 2024 and gathered traffic-monitoring data before installation and during the trial. Air quality in the area is monitored regularly and additional diffusion tubes were added to other potential displacement routes.

The trial remains in place until a final decision is reached to either remove it or make it permanent under a standard Traffic Regulation Order (TRO). This decision will be based on all the evidence presented in the five appendices and current council policy on sustainable transport, including Journey to Net Zero ambitions, Liveable Neighbourhood policy, and public health policies.

2. Summary of public consultation survey outcomes

The public consultation launched on 3 April and ran for six months until 3 October 2024 (5pm).

Over 3,000 residents in the Bathwick area were informed of the consultation by letter and it was promoted widely in the press and media (print and digital). You can read more about our communication in Section 5.

Residents were advised to wait to complete the survey until the scheme was fully installed (c.15 April) and until they had experienced it for several weeks.

The full report on the public consultation survey, including a copy of the questionnaire, is attached to the Single Member Decision report **Appendix A** and is available to read at www.bathnes.gov.uk/sydneyroadetro.

The questionnaire responses were analysed and presented by AECOM in the full report. Below is a high-level summary of the key outcomes.

2.1. Responses

1,887 unique responses were provided via an online consultation survey hosted on the council's website and 12 were provided by email.

The consultation was open to all and therefore respondents were self-selecting.

2.2. Profiles

Out of the 685 people (36%) that completed the equalities section:

- 46% were male
- 51% were female
- 59% were people aged 55 and over
- 6% were people aged 35 and younger

The council notes that over half of the people responding were over 55 and that it is difficult to understand how the younger generation feel about the trial given that they are underrepresented in the survey. In other engagement activities we asked Sustrans to hold a workshop with local school children, and we held pop-up events to engage passers-by with a wider age range.

2.3. Levels of support and objection

- 76% of responses wholly or mainly objected to the ETRO.
- 24% of responses wholly or mainly supported the ETRO.

Note: 187 responses were submitted before the scheme was fully installed (15 April) and before people could fully experience it). Of these responses, 95% were objections to the scheme being made permanent.

2.4. Postcode mapping

We are interested in where the respondents live and how this may influence their support for the scheme. See Figure 2 below.

Figure 2: Map of trial area for the purposes of the consultation



Living in Sydney Road/New Sydney Place (104 responses)

- 72% supported
- 27% objected

Living in the wider Bathwick area (684 responses)

- 29% supported
- 70% objected

Living outside of the Bathwick area (1090 responses)

- 16% supported
- 83% objected

2.5. Reasons for objecting to making the trial permanent

Main themes were:

- 634 felt it would, or had, caused congestion.

- 488 felt it would, or had, displaced traffic and increased traffic elsewhere.
- 368 felt it would only benefit a small number of people.
- 366 felt it would, or had, increased journey times.
- 135 felt it would, or had, reduced safety, or created safety concerns about walking at night without the reassurance of traffic passing by.

Objection comments (main themes) include:

“While the traffic is undoubtedly reduced in the small area of the restriction, the impact on the other roads and the junction a36 Beckford Road and Bathwick Street has been significant...It would make more sense to close Beckford Road to protect the primary school than Sydney Place where the houses are very set back from the road...Beckford Road becomes completely blocked when the bus stops which causes traffic to back up (sometimes into the box junction).”

“This has increased journey times to areas south of the city. Caused greater congestion at the junction of Beckford Road and Bathwick Street, leading to much increased levels of pollution in that area for residents due to the much slower and increased volume of traffic in that area.”

“This has made cycling and walking to school with my children a more dangerous experience because there are more vehicles travelling to north road for schools whereas previously the traffic was spread so the corner of both ends of Sydney is now even worse of a nightmare. I don't feel safe in busy periods on my bike at all and by car the regular commute is much busier.”

“People need cars in Bath because there are a lot of hills, and the public transport system is unreliable and expensive. Give us better buses and cheaper trains and we might be able to reduce car use, but don't try to force us to walk or cycle as for some this just isn't possible - my 82 and 83 year-old parents for example.”

2.6. Reasons for supporting making the ETRO permanent

Main themes were:

- 152 felt it would, or had, improved safety when walking, with 117 feeling it would improve safety generally.
- 129 felt it would, or had, a positive impact on Sydney Road.

Supportive comments (main themes) include:

“It is now a much safer, quieter road for pedestrians and cyclists. Before the trial the traffic was non-stop up and down the road with no one taking any notice of the 20mph limit or the weight restrictions.”

“The LTN area around Sydney gardens & Sydney place is fantastic for surrounding residents. It has made travelling to the centre of town safer, more pleasant and easier by bike & on foot for our young children & makes me feel more confident about them travelling to school independently along the canal & then across the top of Sydney gardens from our house to the local school they attend.”

“It is now a much safer, quieter road for pedestrians and cyclists. Before the trial the traffic was non-stop up and down the road with no one taking any notice of the 20mph limit or the weight restrictions.”

“My walk into town is much more pleasant, quieter and safer without all the traffic in Sydney Road.”

2.7. Travel mode among supporters and objectors

We are interested in how those responding to the questionnaire travel in the area and how this is reflected in their support or objection of the scheme. We are also interested in whether their travel mode changed after the trial was installed.

Out of 450 supporters:

- 79% (number =355) mainly walked or cycled
- 16% (number =71) used a vehicle

Out of 1421 objectors:

- 19% (number =275) mainly walked or cycled
- 72% used a vehicle

Modal shift (a change in the way people travelled after the trial was installed)

- 4% swapped to mainly walking or cycling in the trial area where before they used a vehicle.

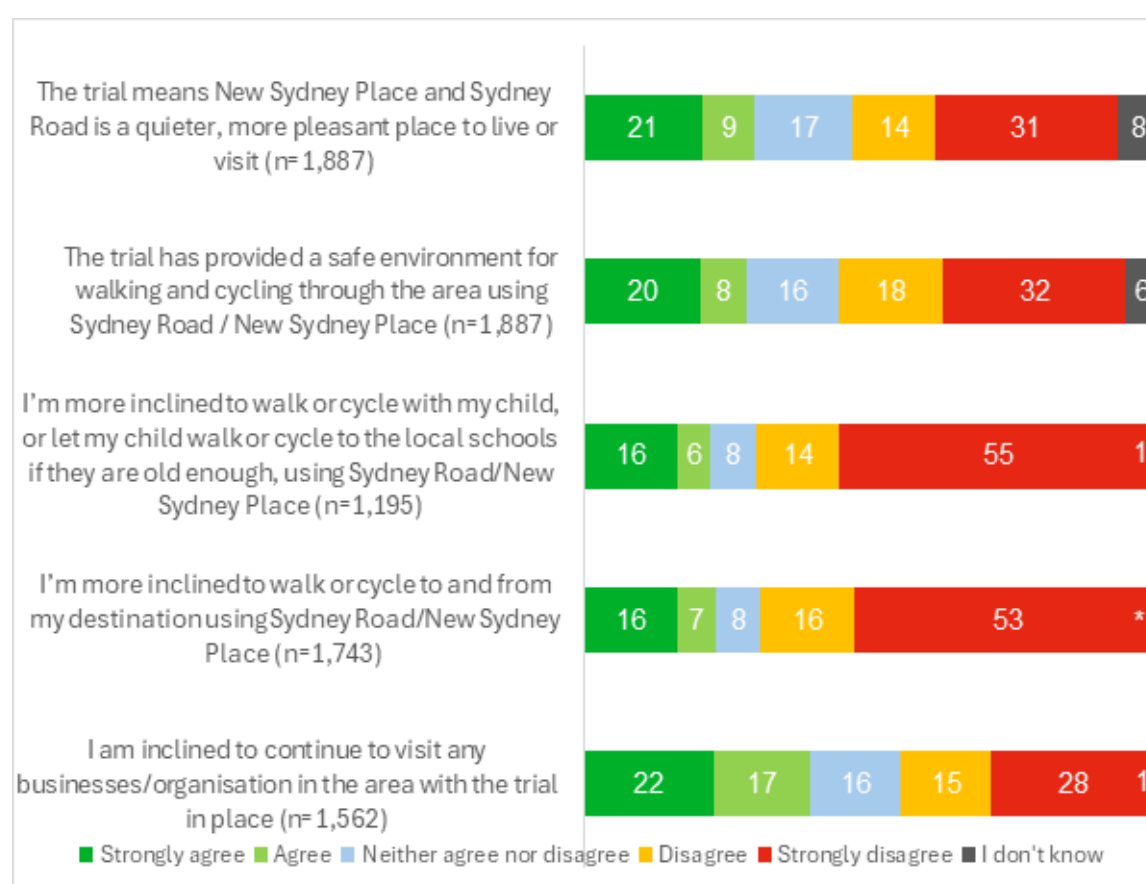
We note that that if someone **supported** the scheme, they were more likely to mainly walk or cycle, then use a vehicle. If they **objected** to the scheme, they were more likely to use a vehicle as their main mode of transport.

2.8. Impact on the environment in the trial street and on travel behaviours

We asked people to rate their levels of agreement (or not) with several statements about the impact of the trial on New Sydney Place and Sydney Road, including whether it was quieter, more pleasant and safer for walking and cycling.

We also asked people to rate their levels of agreement with several statements about continuing to use businesses in the area and whether they'd be more likely to travel actively through the trial street. We also asked whether they'd be more inclined to encourage their children to walk to school using the route (if applicable).

Figure 3: Table illustrating feedback on the impact of the trial on the environment in the trial streets and on travel behaviour



The report notes that the level of agreement with the five positive statements on the trial's impact varied depending on levels of overall support (or objection) for making the trial permanent i.e. the responses were not nuanced. If a respondent supported the trial, they tended to agree with all five statements. If they objected, they tended to disagree with all five statements.

- Typically, from the 450 responses that supported making the trial permanent, 90% agreed with the five statements.
- Typically, from the 1,421 responses that objected to making the trial permanent, 60% disagreed with all 5 statements.

- Around 90% (n=1,201) disagreed that they would now be more inclined to walk or cycle. However, 67% (n=802) were from those who lived outside the trial area.

Please see **Appendix A** at www.bathnes.gov.uk/sydneyroadetro which presents the full feedback summarised in this chart.

2.9. Encouragement of active travel

We are interested in whether the trial has encouraged more active travel (walking or cycling) so we asked people to rate their level of agreement with the following statement:

‘The trial has provided a safer environment for walking and cycling through the area using the trial streets’

Levels of agreement according to their level of support for the trial

As explained in section 2.8, there were notable differences about the levels of agreement with the five positive statements on the impacts of the trial street between those who supported and those who objected to the trial.

- 97% of those **supporting** the trial agreed that it was safer for active travel
- 65% of those **objecting** to the trial disagreed it was safer for active travel.

Levels of agreement according to where people lived:

- Those who lived on New Sydney Place (52 responses) were more likely to agree that it was safer for active travel than disagree. 96% agreed with the statement.
- 52% agreed from Sydney Road and 10% neither agreed nor disagreed
- Responses from those living elsewhere in the trial area or outside the trial area showed higher levels of disagreement that it was safer (44% and 45% respectively).

Levels of agreement according to their main mode of travel:

- More than half of responses received from those who either walked or cycled as their main mode of travel agreed with the statement
- 57% who walked and 65% who cycled (from all areas) agreed that the trial had provided a safe environment for active travel through the area.

There was felt to be some benefit of fewer vehicles:

“Sydney Road is now a pleasure to walk along. The road is now not used as a rat run with cars speeding along, sometimes well over the speed limit. It is now a pleasure to be able to walk out of my home into a much quieter area. Please, please keep this scheme, Bath definitely needs more areas like this.”

Some felt the area was less safe at night now. Previously, the passing cars helped pedestrians to feel less isolated.

“Consideration must also be given to the fact this road closure has made Sydney Place & Road feel dangerous to lone women & school children who walk along this now isolated road. Once the darker nights arrive, it will no longer be safe to use this area. Cars passing along this road used to work as a deterrent! This will no longer be the case.”

2.10. Impact on journey times

We asked people to rate their levels of agreement with these statements about the impact on journey times:

- My peak time journey time has increased
- My off-peak time journey time has increased

Peak journey times were defined as weekday **7-10am and 4-7pm**.

- Out of 1763 respondents, **71% agreed** that *peak journey times had increased*
- Out of 1787 respondents, **66% agreed** that off-peak journey times had increased

Responses from those **living outside the area**:

- **82%** agreed that their **peak journey** times had increased

Responses from those **living on the trial street**:

- **29%** agreed that their **peak journey** times had increased

Businesses commented about the impact of the changes on customers, with a taxi driver stating it had increased customer costs. A doctor's surgery was concerned with the time taken for staff to travel and how this could impact patients.

"As a Hackney carriage operator, I have frequently pickup and drop off at Clan House, Bath spa hotel and Velore Lane. The restriction not only makes my journey a lot longer it also costs my customers considerably more as we have to travel further and often queue in traffic."

"[As a business] we often need to travel between sites. Since the changes this has caused us considerable delays getting to the alternative site."

2.11. Alternate suggestions for improvements

To summarise, the top themes were:

- Introduce more traffic-calming measures (e.g. speed cameras, speed bumps) (133 comments)
- Focus on improving road conditions instead (e.g. fixing potholes) (51 comments)
- Make improvements to wider road network (43 comments)

"There is no reason to close the road. A pelican crossing would enable easier crossing, and a pinch point would slow traffic and stop large vehicles from using the road without slowing emergency vehicles as this closure has done."

"I'm happy to use the A36 over Sydney Road but I would like to see better traffic management on the A36. In particular, the pedestrian crossing outside the Holburne Museum needs to give greater priority to cars to ease congestion at peak times."

2.12. Criticisms of the consultation

In total 295 responses were received which related to factors other than the trial itself.

There were comments about the Government or local authority (n=107) and the consultation (n=114). The primary theme was that the outcome of the trial has already been decided or that the consultation would have little effect on the outcome.

Note: Decision-makers, which include a member of the cabinet, and the director of Place Management will reach a decision only after examining all the evidence presented to them from the experimental trial. This includes traffic, air quality and active travel monitoring data, feedback from residents and key stakeholder engagement, and the current council policy, which includes current LN, public health and sustainable transport policies such as our Journey to Net Zero policy.

3. Summary of air quality outcomes (January 2023 to September 2024)

The full report analysing baseline and in-trial air quality in the area can be found in [Appendix D](#) attached to the single member decision and at www.bathnes.gov.uk/sydneyroadetro

In advance of the trial, nine locations for monitoring nitrogen dioxide (a key pollutant linked to road traffic) were identified, including on the trial street itself and surrounding roads subject to any displaced traffic. Three additional monitoring locations were added in 2024.

Baseline data was collected (monthly) from January 2023 before the trial started and was ongoing throughout the trial to enable comparisons.

The data which has been collected is provisional until the Annual Status Report has been peer reviewed. It should also be noted that air quality is affected by seasons, and so comparisons must be made between similar seasons in each year i.e. Q3 in 2023 with Q3 in 2024.

Respondents to the public consultation identified pollution as a possible or real impact of the trial, and a reason for objecting to the trial being made permanent. However, the data so far indicates that in all locations where we can compare readings from a quarter with the previous years' quarter, there are reduced concentrations over time.

This means, with acknowledgement of the provisional nature of the data, that the trial does not appear to be having a detrimental impact on air quality.

Nitrogen dioxide levels fluctuate across the course of the year for several reasons, so we always measure annual averages. Where small increases are detected in locations, the month's readings are within a range that we would expect to see over the course of a year.

Our work to reduce emissions with Bath's Clean Air Zone and the natural shift to less polluting vehicles means that air quality is improving across the city. You can find out more about our work at <https://www.bathnes.gov.uk/document-and-policy-library/annual-air-quality-reports>

4. Summary of end-point survey outcomes (Dec 2024)

A full report on the outcomes of the end-point survey conducted with residents living inside the Liveable Neighbourhood of New Sydney Place and Sydney Road can be found in **Appendix C** to the single member decision and at www.bathnes.gov.uk/sydneyroadetro

This survey was sent to 181 households and businesses on the trial streets at the end of the statutory six-month consultation period. The aim was to capture some more detail from those living and working on the trial street itself, and to see if travel behaviour and views had changed over time.

The questionnaire responses were analysed and presented by AECOM in the full report. Below is a high-level summary of the outcomes.

4.1. Responses

50 responses were received.

4.2. Profiles

- 30 people aged 65 and over
- 16 people aged 35 to 64 years old
- 3 people aged 35 and younger
- 7 people confirmed that they had at least 1 child under 16 years old

4.3. Levels of support and objection

Living in New Sydney Place (22 responses)

- 21 supported
- 1 objected

Living in Sydney Road (28 responses)

- 13 supported
- 14 objected
- 1 doesn't know

4.4. Changed viewpoints

- 4 respondents who lived on Sydney Road did not support the trial initially and now support it
- 1 respondent had supported it initially and now does not support it.

4.5. Positive affect on household or business

Living in New Sydney Place (22 responses)

- 21 agree
- 1 disagreed

Living in Sydney Road (28 responses)

- 13 agree
- 13 disagree
- 2 neither agreed nor disagreed

4.6. Reasons for support to make permanent

Main themes were:

- Improved safety for pedestrians
- Reduced noise pollution
- Created greater wellbeing/ a liveable neighbourhood environment
- Stopped rat running/ speeding
- Reduced congestion
- Reduced air pollution

Sample of supportive comments:

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

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

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

From a business: "Tourist groups now stop in our neighbourhood to 'take in' the architecture and historical context. This did not happen before the ETRO. It was too noisy and unsafe."

From residents with physical disabilities: "Now it is bliss. I can cross the road safely as a pedestrian, walking is a pleasure in spite of my handicap."

4.7. Reasons for objecting to making permanent

Main themes were:

- Caused congestion/ not reduced congestion
- Increased journey times
- Displaced traffic/ increase traffic elsewhere
- Scheme is unnecessary/ not needed

Sample of critical comments:

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

"I am forced to drive to a much busier road with several sets of traffic lights..."

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

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

From residents with physical disabilities:

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

4.8. Impact on travel times

Views were evenly split on the impact of travel time since the restriction of the trial.

- 18 respondents felt the introduction of the restriction had reduced their travel time,
- 15 respondents said that it made no difference, and
- 17 respondents felt it had increased their travel time.

Five respondents who lived on Sydney Road and 13 respondents who lived on New Sydney Place, felt travel time had *decreased* since the restriction was introduced.

Whereas 16 respondents who lived on Sydney Road, and one on New Sydney Place felt their travel time had *increased* since the restriction.

4.9. How has people's choice of travel changed?

Since the introduction of the restriction, most residents of New Sydney Place (i.e. 20 out of 22) agreed they were more likely to walk, cycle or wheel for a short, local journey. Ten of the 28 residents of Sydney Road also agreed with this and 11 disagreed.

5. Summary of stakeholder communications & engagement

The Stakeholder Engagement Report is **Appendix B** to the Single Member Decision report and is available at www.bathnes.gov.uk/sydneyroadetro

The full report provides details of council activity to communicate and engage the community using press, print, web, events and direct mail. It also records the outcomes of our key stakeholder meetings/engagement, including with schools and businesses, and of Sustrans' workshops with harder to reach groups. Below is a summary of this activity.

5.1. Communications

Prior to a decision to launch the trial and throughout the trial itself, we used a range of communication methods to inform and engage the community.

This included:

- A dedicated web page (which held the consultation survey plus the aims and details of the trial and how it came about)
- A series of press releases and social media posts at key times
- A series of mailing letters to residents initially within 200m of the trial streets (first letter) and then to the wider Bathwick area (in response to feedback)
- Annotated maps to explain the changes
- A drop-in event on 12 March (prior to the trial)
- On-street promotion of the consultation (posters in shops and noticeboards and delivered to businesses)
- A team of dedicated advisors on hand to Mon-Fri, 9am-5pm to answer questions and provide support to residents and the public.

Please refer to the full report for a detailed breakdown of this work, including dates and examples.

5.2. Key Stakeholder Meetings

The engagement team identified key stakeholders/businesses in the area with whom we would conduct more in-depth engagement.

- Bathwick St Mary's Primary School
- King Edward's School
- Bath Orthodontics
- Macdonald Bath Spa Hotel and Leisure Facilities
- The Holburne Museum

We offered meetings and opened lines of communication to discuss the impact of the trial on their organisation before and after its installation. We also sent promotional collateral to share with their own stakeholders.

Bathwick St Marys Primary School

We engaged the Headteacher, Deputy Headteacher and School Governor.

In summary they are strongly opposed to the trial. They believe that Darlington Road (a cul-de-sac) is now more congested and dangerous at drop-off and pick-up times because more vehicles are driving into Darlington Road in-front of the school since the through-route closed. Due to more traffic, these vehicles wait longer to exit onto Beckford Road, and they have suggested more parking on the main road to help. They believe the area around the school is less safe for those walking to school and there are not enough crossings. 75% of their pupils live locally to the school with the majority walking to site.

King Edwards School

We engaged the School Bursar and its Estates and Security Manager.

In summary, the school remains neutral. Just prior to/at the beginning of the trial, they received a lot of communication from parents, but this tailed off as the trial progressed. Prior to launch they shared concerns that school transport buses would need to leave earlier because they used the through-route. The school has made some changes to their subsidized school transport, and they have reported a 30% increase in users during the period of the trial.

MacDonald Bath Spa Hotel

We engaged the General Manager. In summary, the hotel reported some loss of gym/leisure membership which they attribute to the trial. Prior to launch, the manager shared that their leisure members disliked the trial because some would need to drive via the main roads. We have not been able to confirm any change in the hotel management's position on the trial since the consultation closed.

The Holburne Museum

Prior to and during the trial we engaged with the Director.

They remain strongly opposed to the trial due to increased traffic/congestion on the Sydney Place (A36) which would adversely impact access to the museum car park and residents living on Sydney Place and in adjacent streets. They also felt it inconvenienced staff and volunteers travelling to work. Their opinion is the trial is not required due to traffic only being heavy on New Sydney Place and Sydney Road between 8-9am.

Bath Orthodontics

We engaged the Practice Manager and Specialist Orthodontist/ Clinical Lead who shared that the practice was not supportive. During the trial, the practice manager expressed concern that they might lose customers because of displaced traffic on the main routes causing congestion and delays. During the trial there was concern that patients were turning up late to their appointments for traffic/parking related reasons (a common problem, they say, that worsened during the first few months of the trial). We shared information for them to pass onto their patients to help them

plan their trips or give feedback. They are keen for additional signage to their practice.

Full details of the outcomes of these meetings held before and during the trial are published in full in [Appendix B](#).

5.3. Summary of pop-up event outcomes

On 9 July and 20 September 2024, council officers set up pop-up events to gather people's opinion, including those parking or walking on the trial streets or visiting the gardens or The Holburne Museum.

The aim was to hear more from those who might not feel strongly or be motivated enough to take part in our online consultation survey. The questions asked, and answers are provided in [Appendix B](#).

5.3.1. Pop-up Event, 9 July 2024 (Modal Filter)

48 people stopped to answer questions about their experience of the trial.

On their use:

- 30 shared that they used the route the same amount (commuting, walking through the area).
- 10 said they use it more
- 5 said they used it less.

On whether they felt it was an improvement:

- 30 people felt that the trial had improved the environment
- 11 people disagreed with this.

On whether they supported making the trial permanent or not:

- 23 people supported it
- 21 people did not.

Summary of positive comments offered:

- Using the car less (but getting around is still fine on A36), thinking about getting a bike, so much easier to walk now
- I don't drive and I appreciate the initiatives like this one
- It's safer for children to have a bit more independence
- More people walking, cycling, more individual children, quieter
- Driving on the A36 hasn't been problematic
- Completely different, so much nicer
- Let my children scoot on pavement
- It's no worse driving around the A36

Summary of critical comments offered:

- It's pushing the traffic to other roads
- Longer travel time for residents as they need to go around
- More pollution, congested roads, idling cars
- I get stuck in traffic
- It didn't resolve speeding as cars speed after making U-turns

- When the nights are darker it doesn't feel as nice as when the nights are lighter
- It makes the buses later on A36
- More traffic on the A36, but not much change most of the time, just peak times
- It makes our life miserable
- It benefits a small minority while affecting negatively many more people

5.3.2. Pop-up Event, 20 September 2024 (modal filter)

The team members stationed themselves near the modal filter at the junction of Sydney Road and New Sydney Place

It should be noted that at this point the A36 had been closed since 12 August at Limpley Stoke resulting in less traffic on Warminster/Beckford Road. Gas works had also temporarily closed New Sydney Place. September was chosen because schools were open. Officers reminded those they spoke to about these circumstances.

- We spoke to 14 people and 12 had used the route before.
- Of those 12, 10 felt it had improved the route/their journey.
- 7 out of the 12 agreed that preventing through traffic improved the environment in that location.
- 7 people supported making the trial permanent
- 3 were neutral
- 2 were against it.

Comments from people using the trial street (mixed)

- Quieter, safer for active travel especially children
- Still traffic on roads so why bother? Waste of money...
- I like it. I use a car too. Not noticed much difference in the car. But nicer here
- ...People support it, they just don't want to talk about it...
- Love it. So much nicer and cleaner
- No real disbenefit even to car users (me included)
- People will get used to it
- Waste of money for few people to benefit

5.3.3. Summary of Pop-up Events in Sydney Gardens

The team also did two pop-ups in Sydney Gardens (in July and again in September 2024). The full reports can be read in [Appendix B](#) attached to the Single Member Decision Report.

In summary, there was more support in September for the trial than in July, but we were not talking to the same set of people. The comments were similar in that there was a balance of critical and supportive voices.

9 July 2024 (Sydney Gardens)

- 51 people answered officers' questions.
- 31 people (out of 58 that stopped to talk had used the trial street to get to the gardens
- 11 (of these 31) felt that the trial had improved the environment

- 16 (out of these 31) did not agree that it had improved the environment (more than half)
- 9 people felt that the trial should be made permanent
- 19 did not want to see the trial made permanent.

20 September 2024 (Sydney Gardens)

- 21 people stopped to answer questions (3 had not used the trial street)
- 18 people replied to our questions.
- 9 people (half) felt the trial improved the environment.
- 11 agreed with making the trial permanent
- 9 people were neutral or did not agree.
-

A summary of comments/quotes from the pop-ups in Sydney Gardens:

9 July (critical)

- Should narrow the road and use traffic calming/chicanes instead
- Has impacted on the poorer people to the benefit of the richer people
- Traffic now going past other people's homes
- Not many houses on the trial street
- Dangerous for children crossing
- Harder to cross (main) roads
- Pollution has increased outside our house
- The road wasn't busy before
- Traffic worse at school times/peak times
- Needs a crossing

20 September (less critical, more positive).

Note that the roads were generally quieter due to some road closures on the network, but those answering questions during the pop up were made aware of this.

- Traffic was always bad on A36 at peak times. But that shouldn't stop this.
- Gives a sense of freedom especially for children.
- It is better but slightly more traffic on main road sometimes
- Journey to school much nicer
- It is quieter and the rest, but waste of money. We pay road tax. Bath needs a ring road to take the traffic away from the centre.
- I didn't like it before...but now I walk around the roads that I didn't before with the dog and it's quiet.

5.4. Summary of outcomes from Sustrans' engagement workshops

Our partner Sustrans helped to widen our engagement by talking to people in the community with different and seldom-heard voices, running in-person engagement events to gather attendees' opinions and feedback. These are younger and older people who may or may not have been motivated to take part in our consultation survey.

Sustrans visited three groups just prior to the trial at the end of March then again after the consultation was closed (November 2024)

The three groups were:

- Bathwick St Mary Primary School on Darlington Road (Yr 5 and 6 pupils)
- An over 55s exercise class that meet in Sydney Gardens
- Residents at MHA Walcot Court Retirement Apartments (Walcot Gate)

Comments were balanced in favour of it and against it, following similar themes from our own consultation feedback.

It was found (in all groups) that people had more support for the trial having experienced it. But there were still dissenting voices and criticism of some aspects of the scheme. A couple of people mentioned how they were once against it and now support it.

A discussion revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it.

Highlights from supportive voices:

- Children at Bathwick St Mary Primary school mentioned quieter streets, more visible wildlife, and increased opportunities for play and outdoor activities on the roads.
- The over 55 group mentioned calmer traffic, safer walk-to-school routes and increased active travel – including for tourists and for people with mobility issues. It was mentioned that North Rd junction is safer as part of the scheme.
- Retirees at Walcot House were keen to see any improvement to pedestrian routes – but would also want to see better crossings and improvements to main routes.
- A discussion in the over 55 exercise group revealed that people who lived in the area and supported it had experienced intimidating behaviour from those that did not. This, they said, led to people not wishing to discuss it, particularly if they were in support.

Highlights from critical voices:

- People wondered why Sydney Road/Sydney Place was chosen as an LN over other areas given the lack of residential density.
- Members of the over 55 exercise class who were not in support mentioned worsened traffic conditions on Beckford Road (A36) and a dangerous junction (Beckford Road/Bathwick Road/Sydney Place).
- Some were also worried about the impact of a quieter road at night, especially for women walking through the area.

- Children from the school mentioned that it did take them/their parents longer to get to school, work or sports if they were driving, and those coming from the other direction did not know how to answer the questions as they had not experienced the changed road layout. One also mentioned the safety of Sydney Road in the dark now its quieter.

More information and Sustrans' full reports are available in the appendices of the Stakeholder Engagement Report, which is **Appendix B** to the Single Member Decision report and is available to read at www.bathnes.gov.uk/sydneyroadetro

6. Summary of the traffic and travel monitoring data

The full traffic monitoring report is attached to the Single Member Decision report as **Appendix E**, available at www.bathnes.gov.uk/sydneyroadetro.

Baseline and in-trial monitoring data was analysed and presented by a specialist third party, Arcadis. Below is a high-level summary of the key outcomes.

6.1. About the monitoring

Baseline traffic data was collected for seven consecutive days to gain average daily counts before the trial started in April 2024. Counts were then repeated during the trial several times. Additionally, queue lengths were measured on two separate days before the trial and again after the trial. By comparing in-trial with baseline data we can assess the impact of the through-traffic restriction.

All monitoring was conducted to avoid key events and school holidays as per usual practice, with one exception. In July 2024, the monitoring overlapped with the King Edward's School holiday. This was due to the council having a short window to conduct monitoring between the North Parade Bridge re-opening on 8 July and the A36 at Limpley Stoke closing on 12 August, resulting in less traffic on A36 Warminster Road/Beckford Road.

It is important to understand that the road network is a live operational system and there will always be incidents and events during any given survey period.

Baseline data collection dates

- 25 September 2023 to 2 October 2023
- 21 February 2024 to 27 February 2024 (monitoring for Sutton Street only)
- 19 March 2024 and 26 March 2024 (queue length monitoring only)

In-trial data collection dates

In-trial data was collected for seven consecutive days during the following periods, avoiding the closure of the A36 at Limpley Stoke from 12 August.

- 3 June 2024 to 9 June 2024
- 5, 6 June and 17 July 2024 (queue length monitoring only)
- 13 July 2024 to 19 July 2024
- 2 November 2024 to 8 November 2024 (see below)

The A36 at Limpley Stoke re-opened for a short period in November 2024 during which time we collected data to compare against Autumn 2023 data. This was outside of the six-month consultation but was collected at the first opportunity.

Explanation of mean and median

The traffic data presents both mean and median values to summarise in one number the counts collected over a period of time (for example, the number of vehicles per day over a period of seven days).

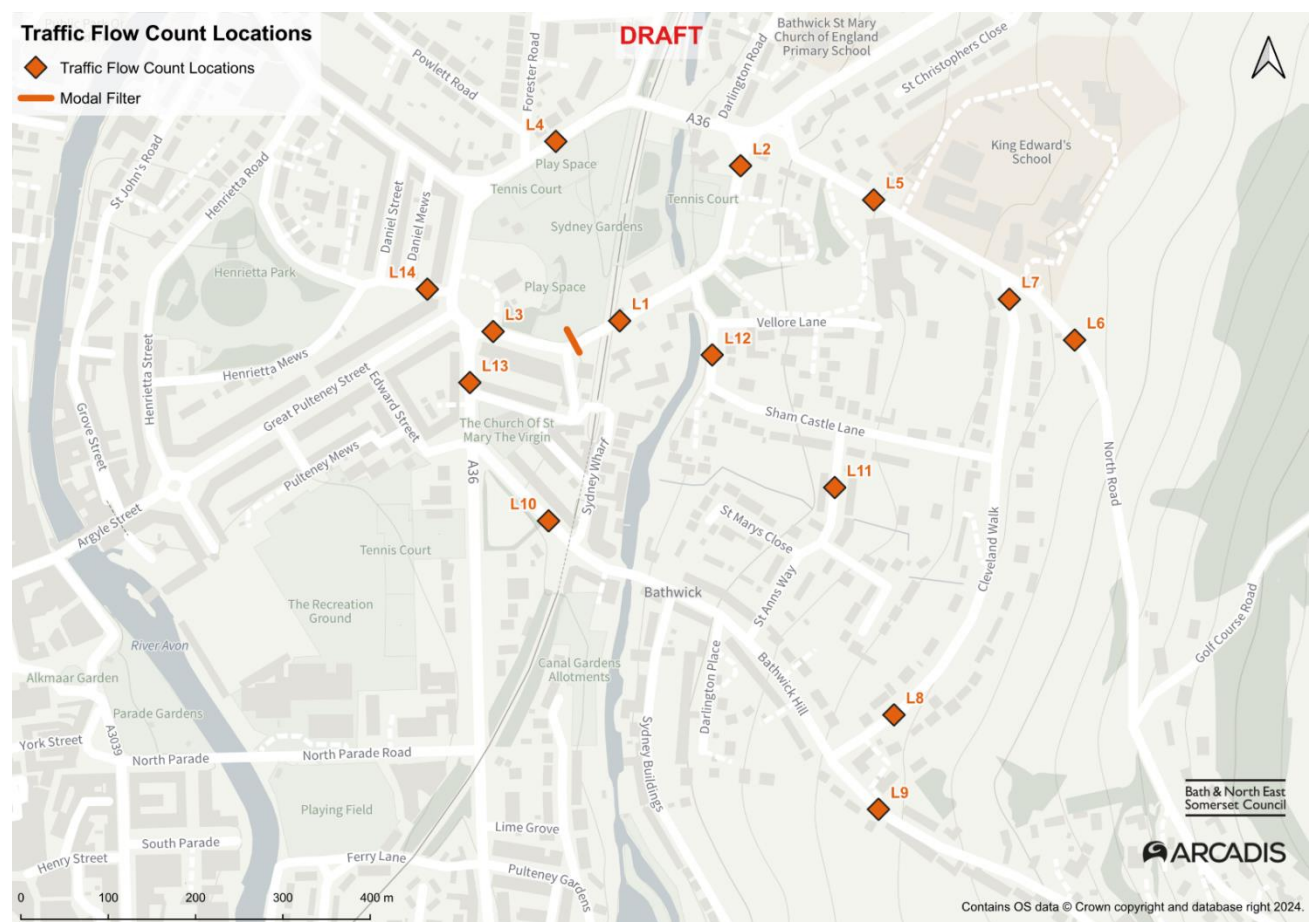
The mean is the number you get by dividing the sum of a set of values by the number of values in the set.

In contrast, the median is the middle number in a set of values when those values are arranged from smallest to largest.

The median can be more descriptive of that data set than the average. The median is sometimes used rather than the mean when there are outliers in the sequence that might skew the average of the values. The full report presents both mean and median where this is relevant.

Figure 4: Traffic Flow Count Locations to illustrate the trial area and roads where monitoring took place.

Note. Un-named key routes: **L4 is A36 Beckford Road**, between Bathwick Street and Warminster Road and **L13 is A36 Darlington Street**, between Bathwick Hill Roundabout and Sydney Place



6.2. Reduction of traffic on the trial streets

The baseline traffic monitoring data collected in 2023 shows us the extent to which the two residential streets were used as a through route by motorists.

- New Sydney Place and Sydney Road was used by **4,466 to 4,770** motor vehicles per day according to baseline traffic data.
- ANPR camera data tells us that **75% or 3,259 of these vehicles were travelling straight through** i.e. took less than 3 minutes to travel through. We class this as 'through traffic'.

In-trial monitoring conducted over seven consecutive days in June, July and November 2024 indicates the extent to which the trial tackled this excess traffic.

- 100% reduction of through-traffic (by virtue of the bollards/modal filter)
- 85-90% fewer vehicle movements on New Sydney Place and
- 70% fewer vehicle movements on Sydney Road

The difference in these reductions could be linked to access to businesses via Sydney Road including the MacDonald Bath Spa Hotel and Bath Orthodontics. It should also be noted that vehicle access for Sydney Mews is via New Sydney Place.

6.3. Active travel on Sydney Road

Pedestrian counts

Following the trial, more people were recorded walking in the trial streets than during the **baseline monitoring period (845 per day)**.

- 40 more pedestrians per day were recorded in June 2024 (885)
- 182 more pedestrians per day were recorded in July 2024 (1027)
- 166 more pedestrians per day were recorded in November 2024 (1011)

Cycling counts

Following the trial, the numbers of cyclists recorded on the trial streets fluctuated against **baseline counts (122 per day)** with fewer cyclists counted in July and November.

- 22 more cyclists per day were recorded in June 2024 (144)
- 7 fewer cyclists per day were recorded in July 2024 (115)
- 4 fewer cyclists per day were recorded in November 2024 (119)

During all monitoring periods there were more pedestrians and cyclists travelling eastbound i.e. out of the city centre, than westbound.

The comparison of active travel flows (including both pedestrians and cyclists) on Sydney Road shows that the number of active travellers per average day increased from 967 in the baseline to 1,029 in June 2024, 1,142 in July 2024, and 1,130 in November 2024.

6.4. 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 congestion and displacement of traffic on surrounding roads.

Most respondents objecting to the trial who used vehicles (72% of 1421 objectors) typically described the inconvenience and frustration of increased journey times, congestion and queue lengths on the main roads surrounding the trial.

Traffic volumes

Baseline counts – main roads

The baseline monitoring in 2023 demonstrated that, looking at **a 7-day average**, Darlington Street (16,529 vehicles per day) and Beckford Road (7,471 vehicles) carry the highest volume of vehicles each day.

In-trial counts and comparisons on main roads (7-day average)

Darlington Street continued to carry the highest traffic flows, but was used by **up to 1,311 fewer vehicles**:

- 15,329 motor vehicles per day (June 2024)
- 15,251 motor vehicles (July 2024)
- 15,218 motor vehicles (November 2024).

Beckford Road was used by more vehicles during the trial by **up to an additional 3005 vehicles**:

- 10,476 motor vehicles per day in June 2024 (3005 additional vehicles per day)
- 10,168 in July 2024 (2697 additional vehicles per day)
- 10,070 motor vehicles per day in November 2024 (2599 additional vehicles per day)

As a principle alternative route for traffic during the trial, **Beckford Road experienced a 35-40% increase in vehicle volumes** during monitoring in June, July and November 2024.

Baseline traffic counts on other roads (7-day average)

- Sham Castle Lane was used by 129 vehicles per day
- St Anns Way was used by 185 motor vehicles per day
- Sutton Street was used by 777 motor vehicles per day
- North Road was used by 2,308 motor vehicles per day to the east of Cleveland Walk, rising to 3,219 motor vehicles per day to the west of King Edward's School.
- Cleveland Walk north-east of Bathwick Hill was used by up to 634 motor vehicles per day
- Cleveland Walk south of North Road was used by up to 572 motor vehicles
- Bathwick Hill was used by 5,434 vehicles east of Cleveland Walk rising to 6,585 between Bathwick Hill Roundabout and Raby Place.

In-trial traffic counts on other roads (7-day average)

- **Sham Castle Lane** saw small increases of between 33-35% when compared with the baseline monitoring. This equates to approximately 2 extra vehicles per hour (174 vehicles per day versus baseline of 129 per day).
- **St Ann's Way** saw increases of between 29% and 52%. This equates to approximately 2-4 extra vehicles per hour (up to 280 vehicles per day versus a baseline of 185 per day).
- **Cleveland Walk** carried 706 vehicles in June 2024 (up to 72 additional vehicles) and up to 721 vehicles in November 2024 (87 additional vehicles). These are increases of between 11 to 22% in these months.
- **North Road to the east of Cleveland Walk** carried 2593 vehicles in June 2024 (286 additional vehicles) and 2846 vehicles in November 2024 (538 additional vehicles). These are increases of between 12 to 23 % in these months.
- **North Road to the west of King Edward's School** carried 3309 vehicles in June 2024 (90 additional vehicles) and 3660 vehicles in November 2024 (441 additional vehicles). These are increases of between 3 to 14 % in these months.
- **On Cleveland Walk and North Road** there were reductions in traffic volumes in July 2024 which coincided with the start of the school holidays for King Edwards School.
- **Bathwick Hill, east of Cleveland Walk** saw up to 4303 vehicles in June (1131 fewer vehicles), 5021 vehicles in July (413 fewer vehicles) and 5030 vehicles in November 2024 (404 fewer vehicles). These are reductions of between 7 to 21%.
- **Bathwick Hill, between Bathwick Hill Roundabout and Raby Place** (which will include some of the same vehicles counted on Bathwick Hill east of Cleveland Walk and vice versa) carried up to 6464 vehicles in June 2024 (121 fewer vehicles), 6307 vehicles in July 2024 (278 fewer vehicles) and 6275 vehicles in November 2024 (310 fewer vehicles). These are reductions of between 2 to 5%.
- **Sutton Street** carried 796 vehicles per day in June (up to 19 additional vehicles), 857 vehicles per day in July 2024 (80 additional vehicles) and 805 vehicles per day in November 2024 (28 additional vehicles). These are increases of between 2 to 10% in these months.

6.5. Queue lengths at junctions

Data was collected for baseline and in-trial queue length along *each arm* of the following key junctions during peak hours:

- Beckford Road / Warminster Road / Sydney Road
- Bathwick Street / Beckford Road / A36 Sydney Place
- Darlington Street / A36 Sydney Place / Sydney Place (East)

Queue lengths are measured in PCUs, which are passenger car units. It's a common unit, with different vehicle types expressed as a factor of one car, for example a heavy goods vehicle is considered to comprise 2.3 PCUs for analytical purposes.

Baseline data

- Measurements were taken between 0700-0900 and 1400-1730 on 19 March 2024 and 26 March 2024 (peak hours)
- Mean and median queues were negligible across the study area
- Mean queue lengths were typically less than 2.0 PCUs
- Median queue lengths were typically zero.
- Maximum queue lengths varied, the highest being 14.2 PCUs on Beckford Road SW arm at junction of the Beckford Road / Warminster Road / Sydney Road.
- Maximum queue lengths were short lived.

In-trial data and changes

- Measurements were taken between 0700-0900 and 1400-1730 on 5, 6 and 17 July (peak hours)
- Median queue lengths remain negligible across the study area
- Mean queue lengths were typically around 3 PCUs or less. This is **1 PCU difference** compared with baseline.
- Maximum queue lengths varied, the highest recorded being 18.4 PCUs on the Beckford Road SW arm of the Beckford Road / Warminster Road / Sydney Road junction. This is **4.2 PCUs difference** compared with baseline.
- Maximum queue lengths of 17 PCUs were also recorded on the Beckford Road NE and Sydney Place S arms of the Bathwick Street / Beckford Road / Sydney Place junction.
- Data suggests the queues were short lived as the mean and median queue lengths were significantly less than the maximum. For example, on the Sydney Place S, the maximum was 17.4 PCUs but the mean and median were only 3.3PCUs and 0.2 PCUs respectively.
- **Overall, the mean change in queue lengths ranged from an increase of 1.6 PCUs to a decrease of 0.8 PCUs and therefore negligible. Median changes in queue lengths were also negligible, with all changes being less than one PCU.**
- **The maximum increase in queue lengths was found on the A36 Beckford Road NE. However, the median change in queue lengths on this arm was zero, suggesting that the general operation of this arm did not significantly change.**

6.6. Journey times between Darlington Street and Warminster Road (A36)

The journey times for motor vehicles travelling on the A36 between Darlington Street and Warminster Road via Beckford Road or (pre-trial) Sydney Road, are based on GPS tracking data which does not require physical tracking and allows a larger survey time to be analysed.

In-trial data for the months of **June 2024 and November 2024** is compared with the baseline month of **June 2023**.

The report also looks at comparisons between baseline data from **25 September to 1 October 2023** (the same week in which baseline traffic flow and active travel flow monitoring was conducted), and the week of in-trial monitoring **3 to 9 June 2024** to give a full data set across the week.

The calculated changes during in-trial monitoring assume that drivers who previously used Sydney Road rerouted via Beckford Road.

Pre-trial average journey time (baseline)

The data encompasses all monitoring periods and considers north-east and south-west journeys. For more detail, please see the full report.

- During pre-trial monitoring, average (mean) journey times **via Beckford Road** were between **88.4 and 109.5 seconds** or up to 1.8 minutes
- During pre-trial monitoring, travelling **via Sydney Road** was, on average **between 62.6 and 69.9 seconds** or up to 1.17 minutes
- Southwest travel times are generally quicker.

By taking the Sydney Road short cut, prior to the trial, motorists were typically saving on average **between 25.8 and 39.6 seconds** on their journey, considering both directions with south-westerly journeys generally being quicker.

In-trial average journey time (with Sydney Road closed to through-traffic)

The data encompasses all monitoring periods and considers north-east and south-west journeys. For more detail, please see the full report.

- With the Sydney route closed to through-traffic, average journey times travelling via Beckford Road, were between **86 seconds and 109.5 seconds**, with southwestern journeys generally quicker.

Differences in journey times before and after the trial, via Beckford Road

- Mean and median journey times between the A36 Warminster Road and A36 Darlington Street via Beckford Road (in both directions) were broadly unchanged, with **average increases of less than five seconds**.
- Drivers who previously drove via Sydney Road (assuming they took Beckford Road during the trial) would have experienced **an average increase in journey times of between 22.7 and 40.9 seconds**. This is considering both directions across all in-trial monitoring periods, with southwest journeys being quicker).

6.7. Travel times on roads in the trial area

Using GPS tracking data, the report also presents the mean and median travel times for specific roads in the study area, and the changes recorded between baseline counts in June 2023 and in-trial periods in June 2024 and November 2024.

Travel times were recorded on Beckford Road, Bathwick Street, Warminster Road, Darlington Street, A36 Sydney Place, New Sydney Place and Sydney Road.

In summary:

- When comparing June 2023 (baseline) with June 2024 (in-trial), travel times on roads generally **increased by ten seconds or less**
- When comparing June 2023 with November 2024, most of the roads again had an increase in average travel times of **less than ten seconds**.
- Several roads showed decreases in average travel times.
- Excluding Sydney Road and New Sydney Place, **the greatest increase in mean travel times in November 2024 was 13.1 seconds** on Bathwick Street westbound, followed by 9.4 seconds on Bathwick Street eastbound.

6.8. Peak hour travel times in the trial area

Using GPS tracking data, the report presents mean and median travel times during 0700-0900 and 1400-1800 (peak hours) on 19 and 26 March 2024 (**baseline**) and 5 and 6 June 2025 (**in-trial**)

The greatest increases in mean, peak-hour travel time are:

- Bathwick Street westbound (**52 seconds** per vehicle).
- Sydney Place northbound (**28 seconds** per vehicle)

The greatest increases in median, peak-hour travel time were recorded on:

- Bathwick Street westbound (**49 seconds** per vehicle).
- A36 Sydney Place northbound (**20 seconds** per vehicle).

Reductions in mean, peak-hour travel time were recorded on:

- Warminster Road eastbound
- Warminster Road westbound
- Sydney Place westbound
- Sydney Road northbound.

Reductions in median, peak-hour travel time were recorded on:

- A36 Beckford Road eastbound
- Darlington Street southbound
- Warminster Road eastbound
- Warminster Road westbound

7. Conclusions

The purpose of the trial was to prevent motorists from using New Sydney Place and Sydney Road as a short cut to avoid the main roads, and to provide a safer environment for walking and cycling through the area by residents, commuters, school children, and visitors to local amenities such as the Sydney Gardens and the Holburne Museum.

The trial is part of the Liveable Neighbourhood programme which aims to provide safe active travel routes in residential areas for those that don't have cars or who chose to walk or cycle; and to encourage more people to leave their cars at home for short journeys to help reduce congestion and benefit mental and physical well-being.

7.1. Support for the scheme

It is noted that support for the scheme via the ETRO public consultation survey is 24% of all those who chose to respond.

However, 34 of the 50 respondents surveyed in the New Sydney Place and Sydney Road end-point survey felt that the through-traffic restriction had improved the area. And of these, 31 strongly agreed that it had improved.

Support for the scheme is related to where people live, with those who live closer to the scheme being generally more supportive than those who live further away.

In the six-month public consultation, 72% of people responding from New Sydney Place and Sydney Road specifically, and 29% of people responding from the wider Bathwick area were supportive of the trial being made permanent.

Most objections came from people living outside of the wider Bathwick area, with 1090 responses and 83% objecting.

In the end-point survey, all but one resident from New Sydney Place agreed that the scheme has had a positive impact on themselves and their area. There were more mixed views from residents of Sydney Road.

Support was also influenced by the mode of travel typically used by the respondents. Of the people who objected, 72% said their main mode of travel was private motor vehicle. Of the people who supported the trial, 79% said that they chose to walk or cycle in the study area before the trial.

In addition to the online public consultation survey, officers also spoke with visitors to the trial area at a series of pop-up events. The purpose was to gain an insight into the views and opinions of those who may not be so motivated to respond to the survey. This proved to be a direct and effective method of consultation, and comments were received on how - despite it taking a little longer to travel to the street - people appreciated the opportunity to walk safely and enjoy the quieter environment.

Officers also received comments on people feeling intimidated about the negativity surrounding the scheme, especially at the time of launch, and appreciated the opportunity to freely speak about their positive views for the scheme.

The engagement conducted by Sustrans with harder-to-reach groups has demonstrated how opinions shifted over the course of experiencing the trial to be more positive, while acknowledging that criticisms do remain. Some children loved that they could walk and play on the street on their way to school, and many of the older stakeholders felt that anything that could be done to get people active and out of their cars was a good thing.

We noted that much of the criticism of the trial was focused on the increased congestion on main roads surrounding the trial streets (where people also live), queuing traffic, longer journey times and the associated pollution. The summaries of the air-quality and traffic monitoring data above presents the extent of the impact of the trial on these roads and on journey times.

On examination, the impact of the trial on displacement, traffic queues and journey times are not significant and could be deemed tolerable once people adjust their expectations and adapt and conclusions are drawn on this in the section below on 'Opposition to the scheme'. In some cases, the impacts of the trial (including on air quality) are negligible.

7.2. Achieving objectives

The aim of the trial is to prevent motorists from using New Sydney Place and Sydney Road as an inappropriate shortcut to avoid the main roads, and to create a safer environment for everyone walking or cycling through the area.

Baseline data told us that New Sydney Place and Sydney Road carried 4466 to 4770 vehicles a day. And that 75% of this traffic (3,259 vehicles) could be considered through traffic because it passed through within 3 minutes.

The restriction has prevented this and reduced the number of vehicles entering New Sydney Place by 85%, and Sydney Road by 70% (while maintaining vehicle access to homes).

The data also tells us that walking rates improved against baseline during all in-trial monitoring on New Sydney Place and Sydney Road, including by 182 pedestrians to 1027 pedestrians in total, per day, in June 2024. Cycling rates improved on average by 22 cyclists in June 2024 but dropped below baseline in July and November. Both cyclists and pedestrians reported feeling that it's a safer environment for this activity.

At the time of the survey, 4% of responses confirmed it had encouraged them to swap to mainly walking or cycling in the area.

All the comments from parents with children aged under 16 in the end-point survey thought road safety for pedestrians had improved, with the majority saying it had

much improved. Similar comments were also received from cyclists who felt that road safety had much improved for cyclists using the street.

While a relatively low percentage of people have acknowledged that the trial has motivated them to use active travel methods, the benefits of the Liveable Neighbourhood will be further increased under the Bath Walking, Wheeling and Cycling (BWWCL) proposals, including new controlled crossings and a quieter, safer active route between Bathwick and the city centre than the current National Cycle Route 4 along the busy A36). See www.bathnes.gov.uk/BWWCL

7.3. 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 causing congestion, delays to journeys and displacing traffic elsewhere.

The traffic monitoring data shows that the introduction of the restriction has, by virtue of the modal filter (a row of bollards) prevented, on average, up to 3259 motorists a day from using New Sydney Place and Sydney Road as a through route. And it has also significantly reduced the amount of the traffic entering these roads for access (by 85-90% on New Sydney Place and by 70% on Sydney Road).

As would be expected, there are increases in traffic on the alternative routes including A36 Beckford Road, which is part of the Primary Road Network. As a principle alternative route for traffic during the trial, Beckford Road experienced increases of between 35-40%. During in-trial monitoring in June 2024, we recorded 10,476 motor vehicles per day on Beckford Road, which is an additional 3005 vehicles compared with baseline figures in June 2023.

However, some other routes aside from New Sydney Place and Sydney Road have decreased traffic.

The monitoring has also included analysis of journey times, travel times and queue length monitoring and while there are short-term peaks in traffic counts, overall, these have not significantly deteriorated through the introduction of the trial.

After the trial, with no through-route via Sydney Road available, the journey times on the A36 between Darlington Street and Warminster Road via Beckford Road were broadly unchanged with average increases of less than five seconds (taking on average up to 1.8 minutes). For those that used to drive through Sydney Road, this journey time increased, on average, by up to 40 seconds (less than a minute).

Travel time along key main roads also increased by tolerable amounts. The **greatest** increases in **peak-hour travel time** recorded on Bathwick Street westbound was 42 seconds (median) and 52 seconds (mean) on average, per vehicle.

Looking at the **daily averages** (not peak hours), travel times on the surrounding main roads, such as Bathwick Street and A36 Sydney Place, had maximum increased travel times of around 10-13 seconds during the trial. Some of the surrounding roads saw journey times reduced by a couple of seconds, on average.

Additionally, the maximum queue lengths at peak times were around 18 vehicle-lengths or PCUs at worse. These were, according to data, short lived. This is 4.2 more vehicle lengths compared with baseline counts.

To support the trial, traffic signals in the area were reviewed and optimised in October 2023 to extend the maximum available capacity at the junctions and minimise any delays. This included optimising signals at the Warminster Road/Sydney Road junction, the Beckford Road/Bathwick Street/Sydney Place junction and the crossing signals outside the Holburne Museum. Further improvements to signals across the network are expected in future.

We note that business stakeholders are not generally supportive of the trial due to impacts on business relating to customers having to travel on the main roads, delays, and the perception that the trial is not required. However, the evidence provided in the traffic monitoring data reassures us that these changes are tolerable once customers and staff adapt, and that these drawbacks do not outweigh some of the benefits of the scheme for the wider community.

Regarding the feedback from schools, the council acknowledges the lack of support from Bathwick St Mary's Primary School but is keen to continue to work with its leaders on improving walk-to-school rates and sharing wider plans for the area under BWWCL for several new crossings and improved footways in the area. The team was pleased to read of an uptake in school transport at King Edwards School during trial (by 30%).

7.4. Concluding remarks

On balance, it is felt that the trial has been successful in reducing the excess traffic on this residential road without significant or intolerable displacement of traffic onto neighbouring roads or excessive increases in journey times.

In addition, there has been no significant negative impact on the environment in terms of air pollution. All nitrogen dioxide levels remain below the government legal limit and the council's acceptable limits.

The trial has been successful in providing a safer walking, wheeling and cycling route by virtue of fewer vehicles; benefiting children, pedestrians, cyclists, and older people using this route to reach the city centre, explore amenities such as the park, or travel to other residential areas.

To obtain a link to the single member decision report (SMD), and the full reports attached as appendices to the SMD, please go to the New Sydney Place and Sydney Road Trial's web page at www.bathnes.gov.uk/sydneyroadetro